
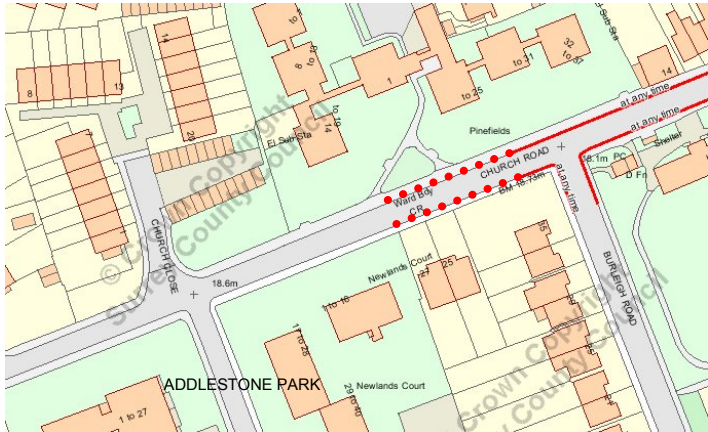



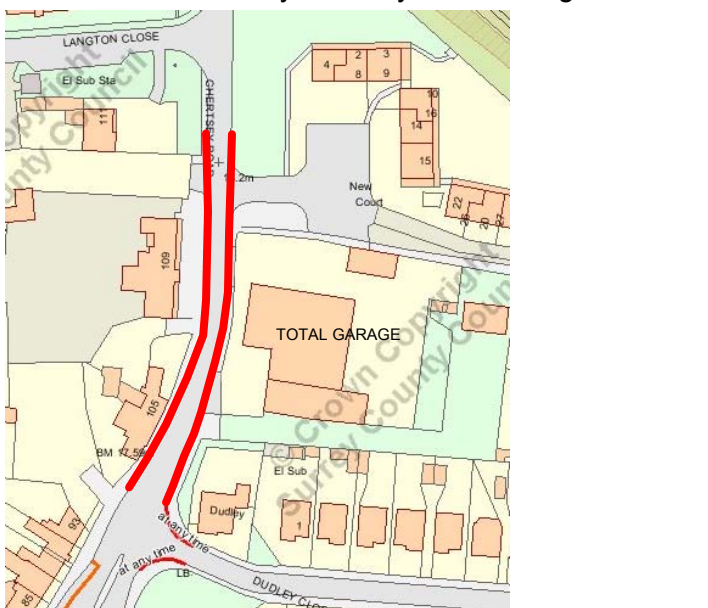
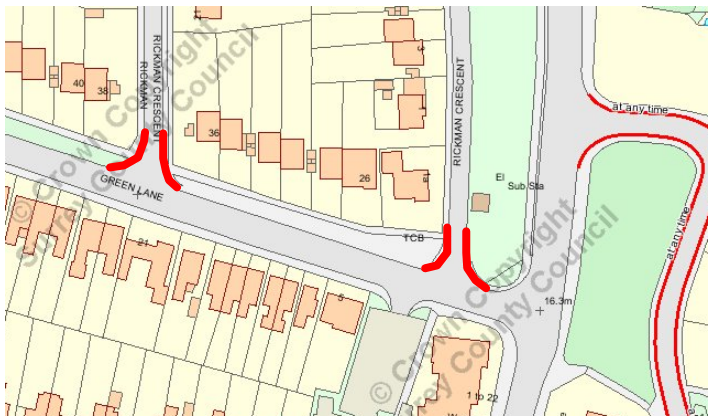
Annex 1 – Suggested Changes and Recommendations

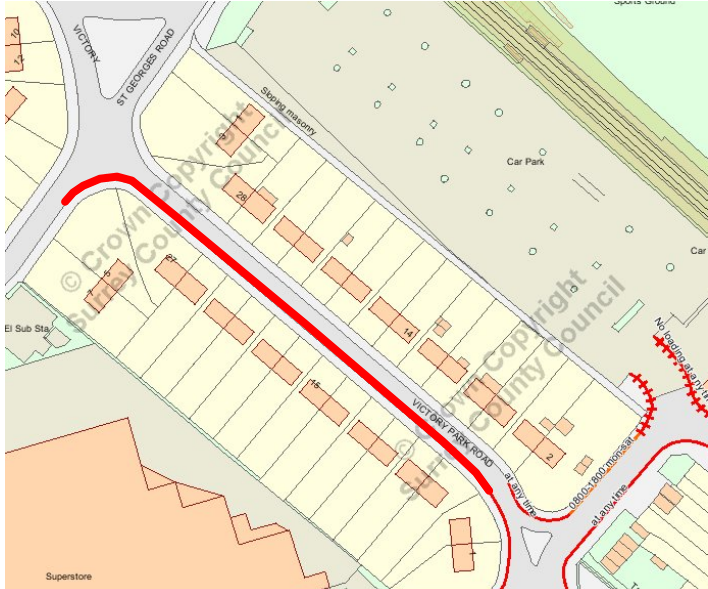
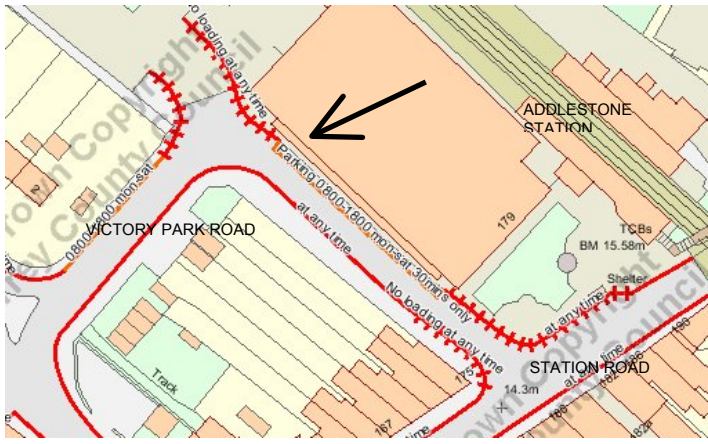
Abbreviations: DYL = Double Yellow Line these are “No Waiting *At Any Time*” restrictions
 SYL = Single Yellow Line these are waiting restrictions that apply *Monday to Saturday 0800 to 1800* unless otherwise indicated


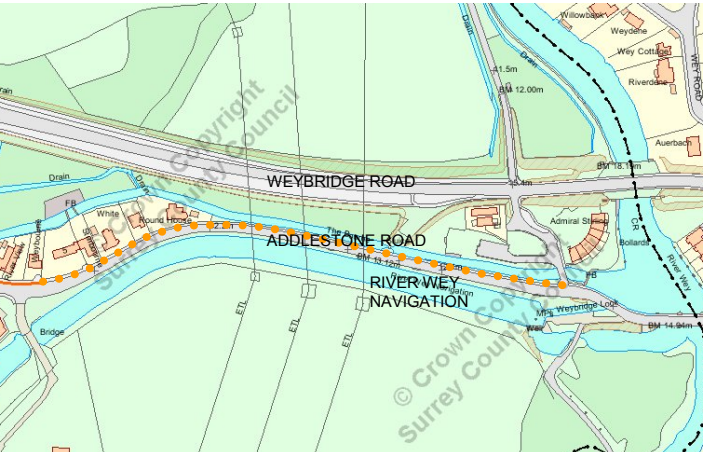
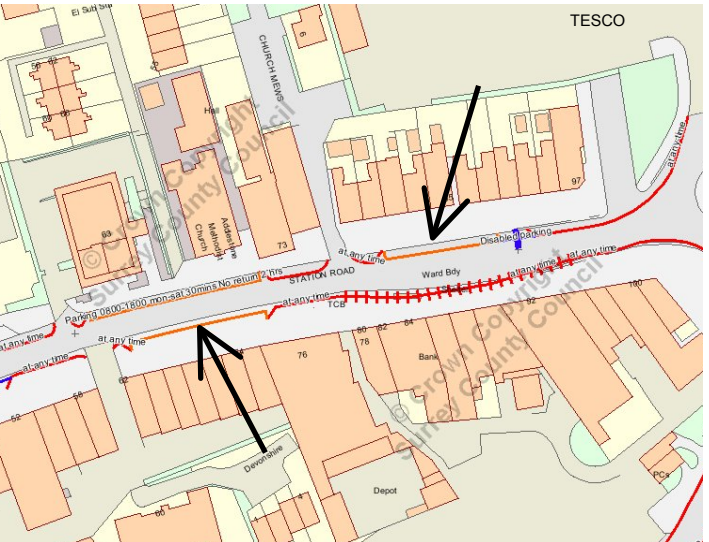
CPZ = Controlled Parking Zone JAG = Joint Action Group LGV = Light Goods Vehicle
 HGV = Heavy Goods Vehicle RBC = Runnymede BC SCC = Surrey CC
 PIA = Personal Injury Accident j/w = junction with RTC = Road Traffic Collision
 JMWG = Joint Member Working Group

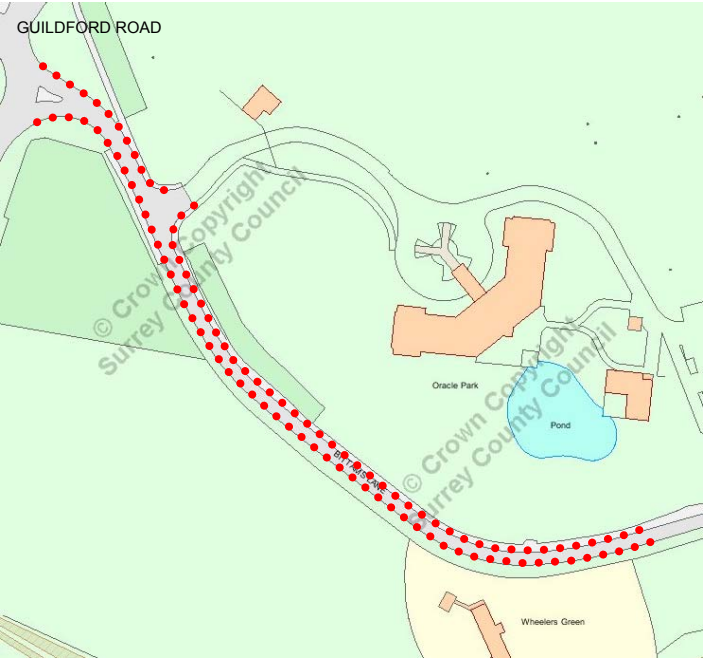

- NOTES: 1) PLANS ARE NOT TO SCALE
 2) APPROXIMATE EXTENT OF PROPOSED NEW RESTRICTIONS SHOWN USING DOTS

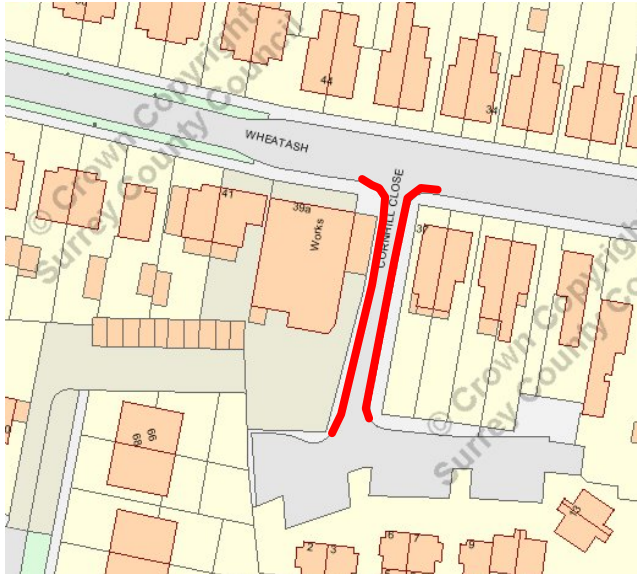
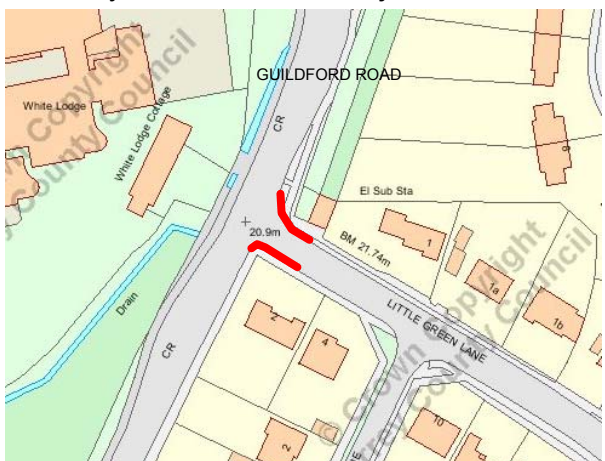

Location	Suggestion(s)	Recommendation	Reason(s)
<p>Addlestone: Corrie Road j/w Crockford Park Road</p> 	<p>Existing Legal Order does not match SYL marked on site, which extend 10m to northeast of junction; change legal order to give legal backing to SYLs</p>	<p>Proceed</p>	<p>The SYL marked on site must be backed by a legal order to be enforceable</p>
<p>Addlestone: Church Road opposite Burleigh Road</p> 	<p>Extend existing DYLs to prevent obstructive parking on the approach to Duke's Head traffic signals</p>	<p>Decline</p>	<p>Existing restrictions considered adequate</p>

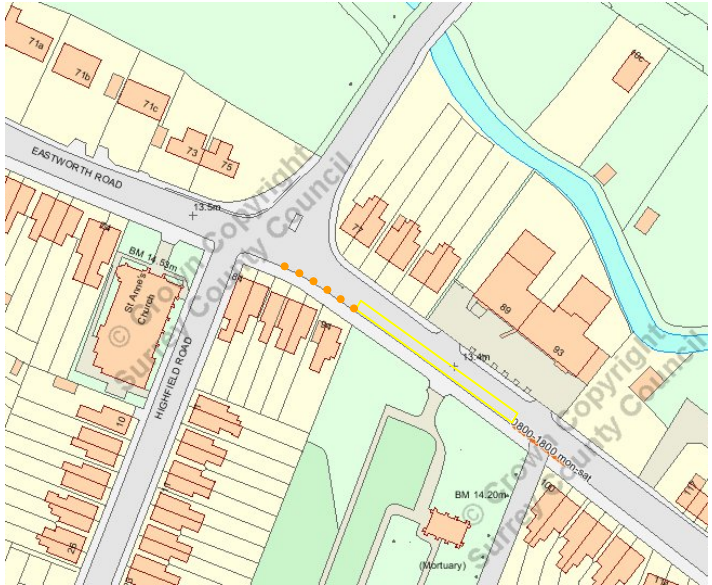


Location	Suggestion(s)	Recommendation	Reason(s)
<p>Addlestone: Addlestone Moor</p> 	<p>New restriction to prevent excessive parking for Abbey Rangers Football Club</p>	<p>Decline</p>	<p>Problem limited to match days only; new restrictions will simply displace problem; no concern on part of Fire Service</p>
<p>Addlestone: Chertsey Road by Total Garage</p> 	<p>New DYLS to ensure clear access to and from filling station</p>	<p>Decline</p>	<p>Site observations suggest very few vehicles park on this section of road</p>
<p>Addlestone: Green Lane j/w Rickman Crescent</p> 	<p>New DYLS to protect two junctions of Green Lane with Rickman Crescent</p>	<p>Decline</p>	<p>This would set a precedent for similar locations elsewhere; Highway codes already states that drivers should not park within 10m of a junction</p>

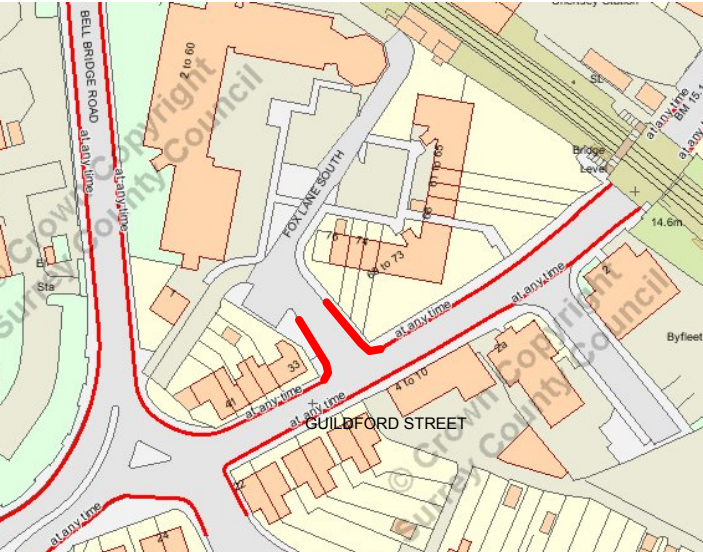


Location	Suggestion(s)	Recommendation	Reason(s)
<p>Addlestone: Chertsey Road j/w Prairie Road (Slip lane by private garage)</p>	<p>New DYLS to prevent parking in slip lane</p>	<p>Decline</p>	<p>Junction may be remodelled as part of forthcoming improvements scheme</p>
<p>Addlestone: Victory Park Road between One Way system and St Georges Road</p> 	<p>Extend existing DYL on one side of road to aid access for large vehicles including coaches and refuse vehicles; this could also resolve alleged footway parking problem</p>	<p>Decline</p>	<p>Road similar in nature to many other residential locations in Runnymede; new restrictions could displaced residents' vehicles elsewhere; no concern on part of emergency services or RBC as operator of refuse vehicles</p>
<p>Addlestone: Victory Park Road</p> 	<p>Provide bus stand to allow bus operator to enhance service between Addlestone and Woking – proposed location of bus stand highlighted NB: To be able to mark a bus stand a length of the 30minute parking bay must be rescinded; the new bus stand does not require a legal order</p>	<p>Decline <i>Note: The officer recommendation to the JMWG meeting in August 2006 was to proceed with this suggestion. The JMWG decided instead to decline, as a planning application is expected for the development of the adjacent former Safeway's site. This possible future development may require access onto Victory Park Road near the location of the proposed bus stand.</i></p>	<p>Request from bus operator via Passenger Transport Group</p>




Location	Suggestion(s)	Recommendation	Reason(s)
<p>Addlestone: Hare Hill</p> 	<p>Extend existing DYLS to protect access to Tanglewood</p>	<p>Decline</p>	<p>Visibility to and from access onto Hare Hill is limited for a number of properties, therefore could set a precedent that would result in DYLS extend through to Spinney Hill; this would remove traffic calming effect of parked vehicles</p>
<p>Addlestone: Addlestone Road</p> 	<p>Extend existing SYL to prevent obstructive parking by River Wey</p>	<p>Decline</p>	<p>Site observations suggest that parking is not a problem at this location</p>
<p>Addlestone: Station Road</p> 	<p>Highlighted bays allow loading only between 0800 and 1100, and 30minute parking between 1100 and 1800; suggestion to convert to 30minute parking between 0800 and 1800, Monday to Saturday with no return within 2 hours</p>	<p>Proceed</p>	<p>Provision for loading is not required; change would increase parking capacity for customers of shops and businesses on Station Road</p>


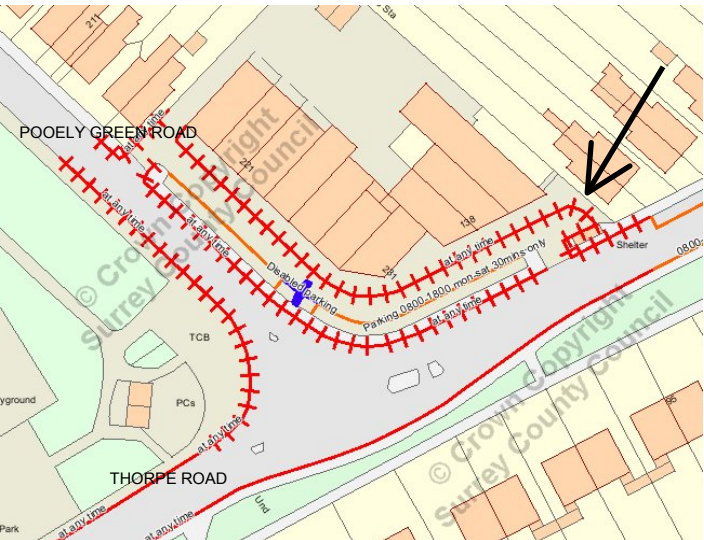
Location	Suggestion(s)	Recommendation	Reason(s)
<p>Chertsey: Bittams Lane</p> 	<p>New DYLS to prevent hospital visitors parking on narrow length of Bittams Lane nearest to Guildford Road</p>	<p>Decline</p>	<p>Site observations suggest that parking is not a problem at this location</p>
<p>Chertsey: Riversdell Close</p> 	<p>New DYLS to prevent parking on sharp bend opposite number 35</p>	<p>Decline</p>	<p>Symptom of overflow parking from the centre of Chertsey – without CPZ to manage demand, additional DYLS may displace problem</p>

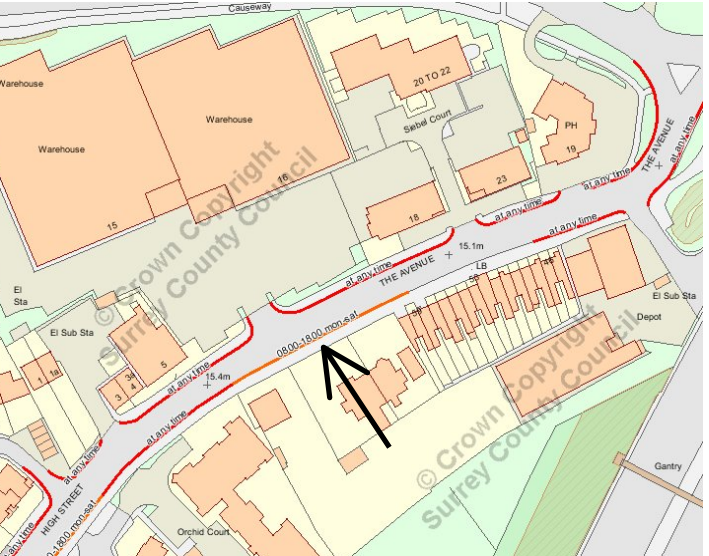


Location	Suggestion(s)	Recommendation	Reason(s)
<p>Chertsey: Cornhill Close</p>  <p>A map showing a residential street layout. A red line is drawn along the side of a road labeled 'CORNHILL CLOSE', indicating a suggested change to the road layout. Other roads visible include 'WHEATASH' and 'Works'.</p>	<p>New DYLS to aid access for refuse vehicles and access to small business premises</p>	<p>Decline</p>	<p>Without CPZ to manage demand, additional DYLS may displace problem</p>
<p>Chertsey: Little Green Lane j/w Guildford Road</p>  <p>A map showing the junction of 'LITTLE GREEN LANE' and 'GUILDFORD ROAD'. A red line is drawn at the junction, indicating a suggested change. Other features include 'White Lodge', 'EI Sub Sta', and 'BM 21.74m'.</p>	<p>New DYLS to prevent vehicles parking on Little Green Lane too close to the junction with Guildford Road</p>	<p>Decline</p>	<p>This would set a precedent for similar locations elsewhere; Highway codes already states that drivers should not park within 10m of a junction</p>
<p>Chertsey: Eastworth Road</p>  <p>A map showing a residential area with 'EASTWORTH ROAD' and 'HAYFIELD ROAD'. A yellow line is drawn along Eastworth Road, indicating a suggested change. Other features include 'St Ann's Church', 'BM 14.50m', and 'BM 14.209m'.</p>	<p>Provide additional bus waiting area on or near Eastworth Road, to accommodate additional busses for Salesian School</p>	<p>Decline</p>	<p>Can not accommodate additional buses on Eastworth Road without taking away parking from residents who already find it difficult to park; there is already a 51m bus stand at this location; coordination of buses would make better use of limited capacity</p>

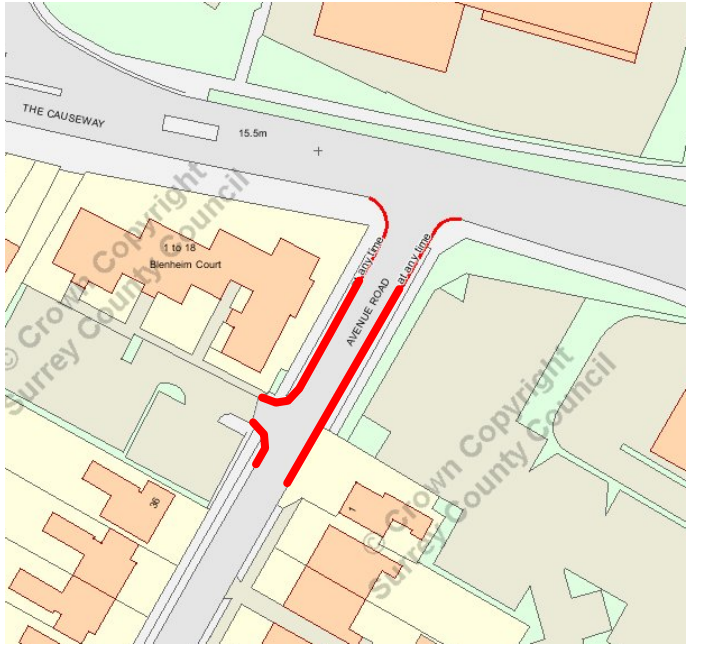
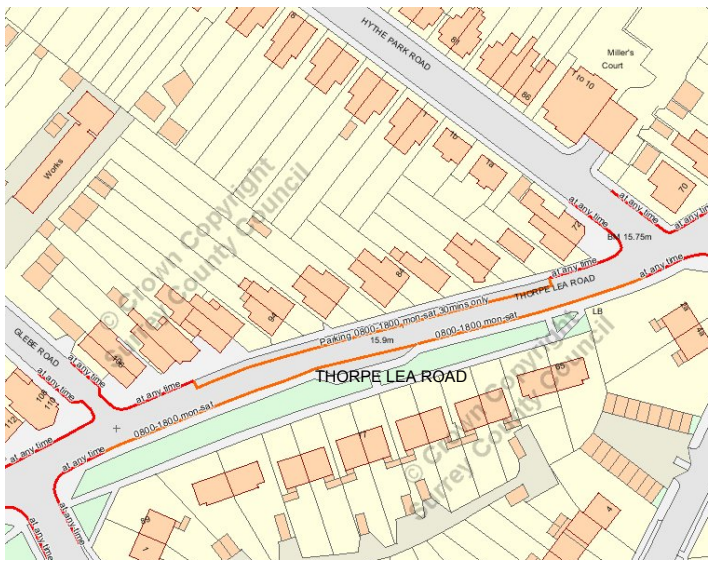

Location	Suggestion(s)	Recommendation	Reason(s)
<p>Chertsey: Eastworth Road</p> 	<p>New SYL to prevent vehicles parking between the existing bus stand and the roundabout junction with Free Prae Road</p>	<p>Decline</p>	<p>Site observations suggest that parking is not a problem at this location</p>
<p>Chertsey: Eastworth Road j/w Painsfield Drive</p> 	<p>New DYLs to protect junction of Painsfield Drive with Eastworth Road</p>	<p>Decline</p>	<p>This would set a precedent for similar locations elsewhere; Highway codes already states that drivers should not park within 10m of a junction</p>
<p>Chertsey: Highfield Road</p> 	<p>Add zigzags to legal order</p>	<p>Proceed</p>	<p>Zigzags cannot be enforced without the backing of a legal order</p>

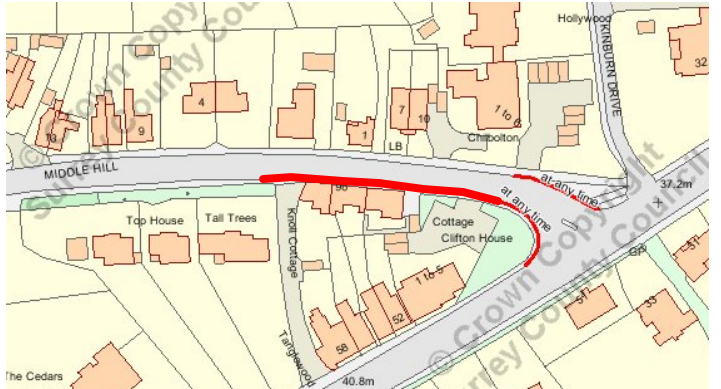
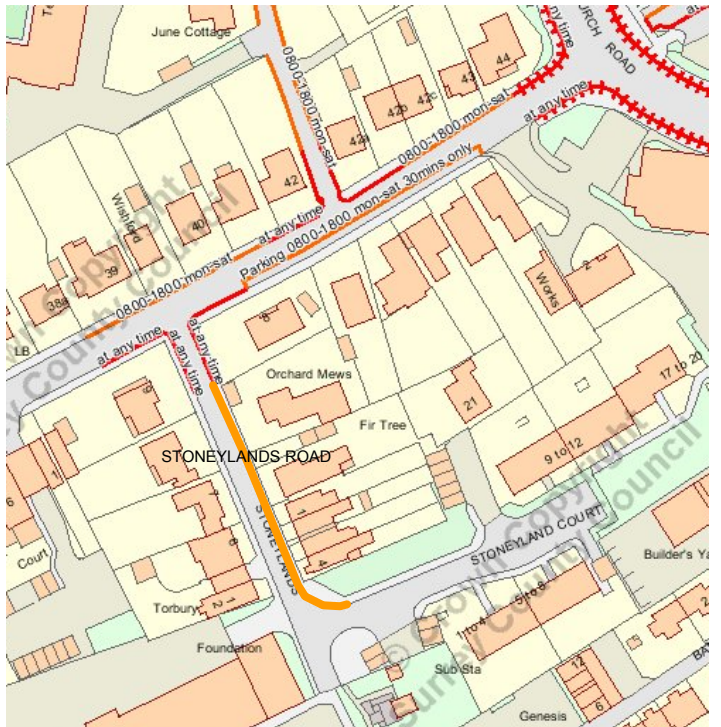
Location	Suggestion(s)	Recommendation	Reason(s)
<p>Chertsey: Fox Lane South j/w Guildford Street</p> 	<p>New DYs to prevent obstructive parking near junction</p>	<p>Proceed</p>	<p>This would extend the existing DYL restriction by 10m into Fox Lane South – similar to Pretoria Road on the opposite side of Guildford Street</p>
<p>Chertsey: Guildford Street</p> 	<p>Loading arrangements have been reviewed in consultation with local traders</p>	<p>Decline <i>Note: The JMVG requested that this site be considered at next year's review, with the proposal to remove the loading bay altogether. Any decision would follow detailed consultation with businesses and a CCTV survey to be undertaken by RBC.</i></p>	<p>No clear support to extend loading time following consultation with shops and businesses</p>
<p>Chertsey: Bretlands</p> 	<p>New DYs extending Southwards into Bretlands from the j/w Green Lane: 10m on the West side and up to the Police Traffic Centre demarcation line on the East side New Mon-Fri 0800-1300 SYLs on the West side extending from a point 10m from the j/w Green Lane to a point 60m from the j/w Green Lane</p>	<p>Proceed</p>	<p>Request from RBC and Surrey Police to ensure access for refuse vehicles in the mornings, while enabling parents to park in the evenings</p>

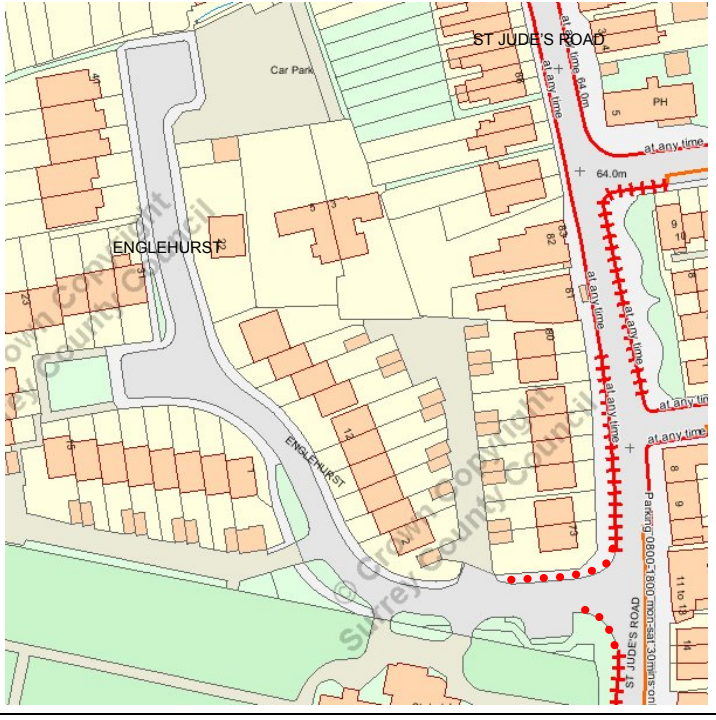
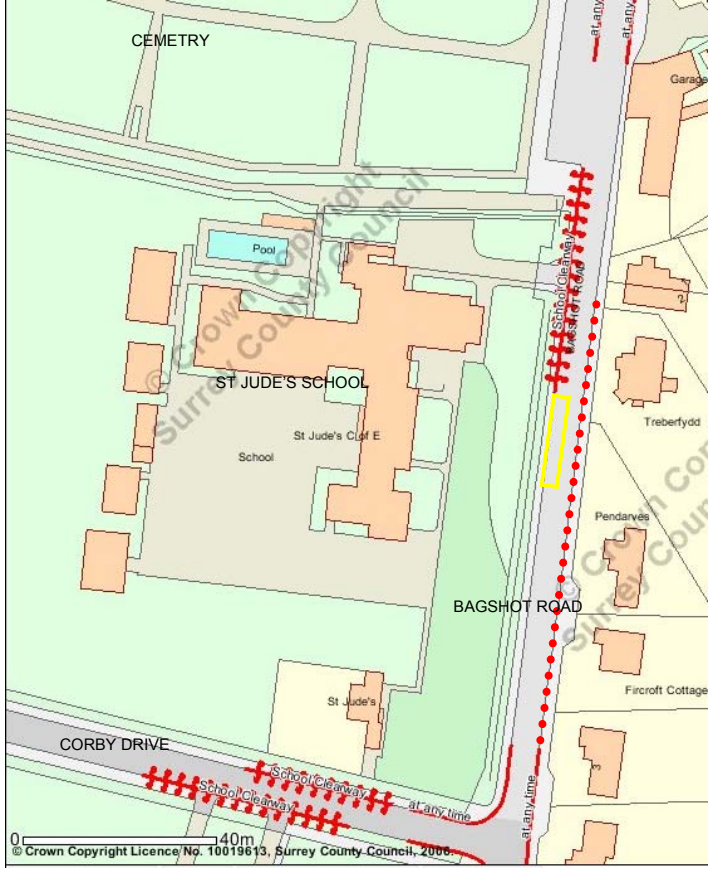
Location	Suggestion(s)	Recommendation	Reason(s)
<p>Chertsey: London Street j/w Drill Hall Road</p> 	<p>New DYLS to prevent vehicles obstructing the junction</p>	<p>Decline</p>	<p>There are already restrictions in place at this location; Highway codes already states that drivers should not park within 10m of a junction</p>
<p>Chertsey: St Ann's Road j/w Ruxbury Road</p> 	<p>New DYLS to improve visibility at roundabout and prevent parking at school pick up and drop off times</p>	<p>Decline</p>	<p>This would set a precedent for similar locations elsewhere; Highway codes already states that drivers should not park within 10m of a junction</p>
<p>Chertsey: Guildford Road</p> 	<p>Add zigzags to legal order</p>	<p>Proceed</p>	<p>Zigzags cannot be enforced without the backing of a legal order</p>


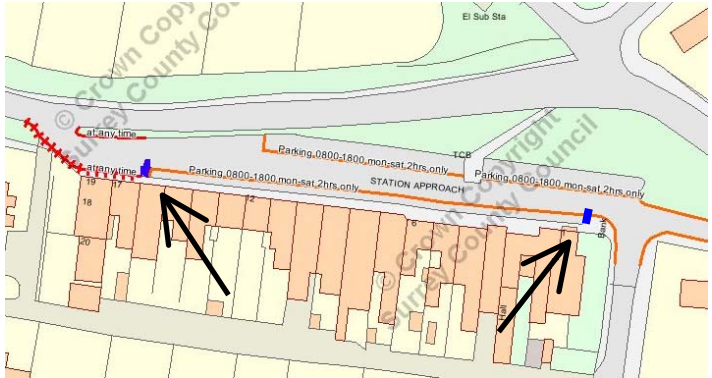
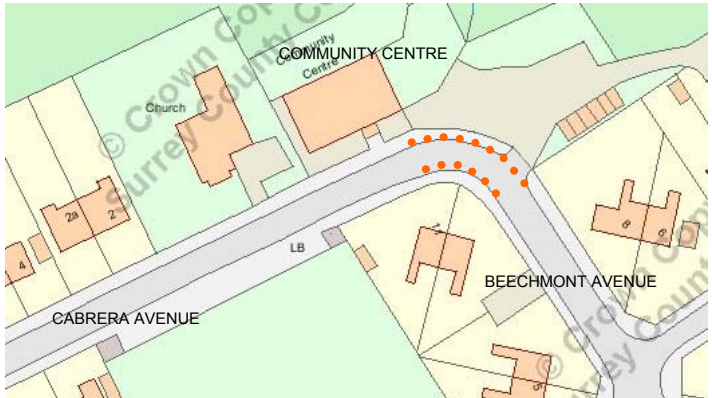
Location	Suggestion(s)	Recommendation	Reason(s)
<p>Egham Hythe and Thorpe: Rusham Park Road, Braywood Avenue, Daleham Avenue</p> 	<p>New DYLs to prevent obstructive parking at junctions and pedestrian crossings; residents have reported that parked vehicles routinely obstruct refuse vehicles</p>	<p>Decline</p>	<p>Symptom of overflow parking from the centre of Egham and nearby station – without CPZ to manage demand, additional DYLs may displace problem</p>
<p>Egham Hythe and Thorpe: Pooley Green Shops</p> 	<p>Remove DYLs and Loading Restriction from dead end adjacent to bus shelter (highlighted by arrow in diagram) and replace with 0800-1800 30minute parking</p>	<p>Proceed</p>	<p>Site observations suggest that existing DYL is not required, and that location could be used for short term parking</p>

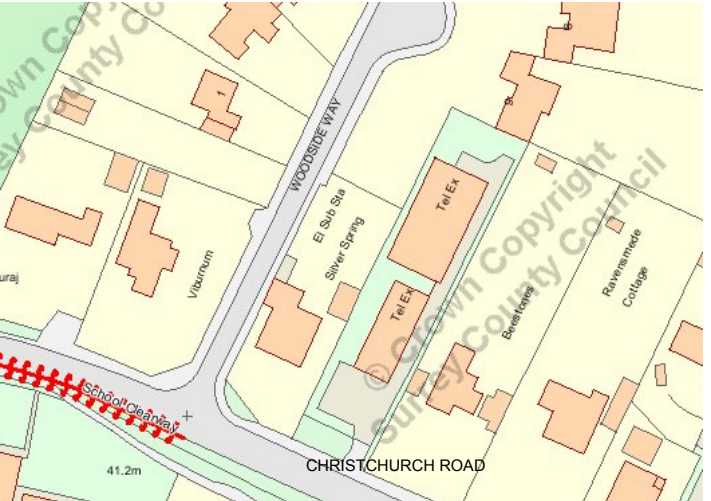
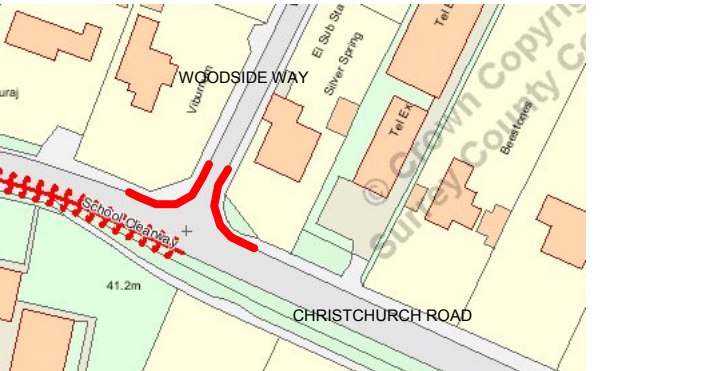
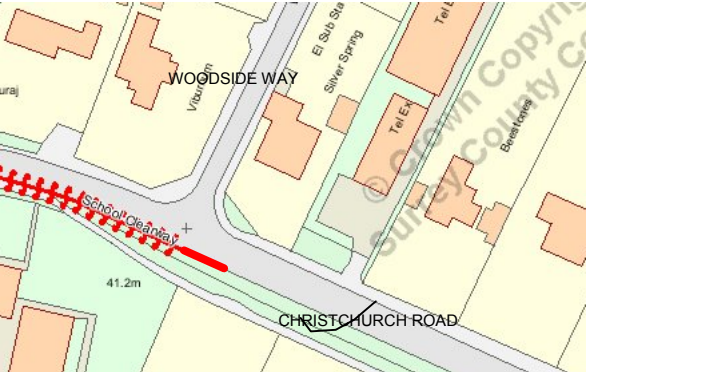
Location	Suggestion(s)	Recommendation	Reason(s)
<p>Egham Hythe and Thorpe: The Avenue</p> 	<p>Remove SYL between 60 The Avenue and High Street (highlighted by arrow in diagram) to provide parking spaces for residents and visitors; requested by petition from residents of 47 to 61 The Avenue</p>	<p>Proceed</p>	<p>Existing restriction serves no useful purpose</p>
<p>Egham Hythe and Thorpe: The Grove, Grove Court</p> 	<p>Extend existing SYL to prevent obstructive parking on sharp bend</p>	<p>Decline</p>	<p>Symptom of overflow parking from the centre of Egham – without CPZ to manage demand, additional SYLs may displace problem</p>
<p>Egham Hythe and Thorpe: Ayebridges Avenue</p> 	<p>New DYLS to protect turning area at end of cul de sac</p>	<p>Decline</p>	<p>This would set a precedent for similar locations elsewhere; no concern on part of RBC as operator of refuse vehicles</p>

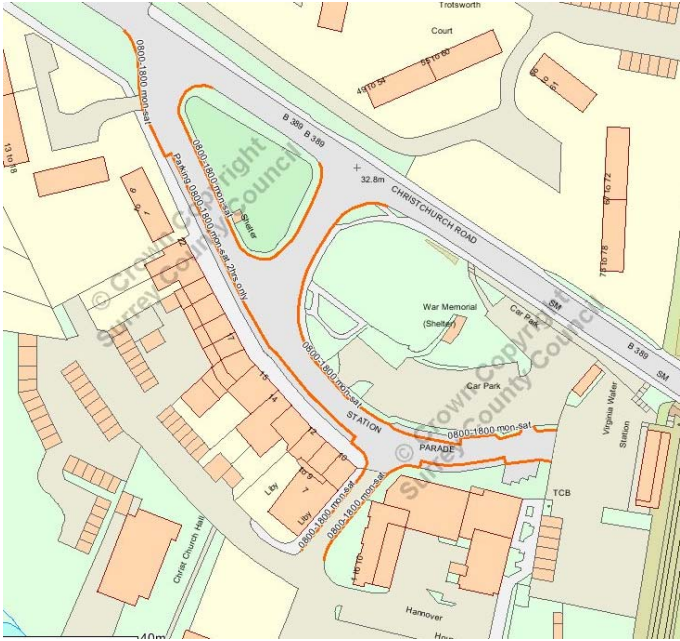

Location	Suggestion(s)	Recommendation	Reason(s)
<p>Egham Hythe and Thorpe: Avenue Road</p> 	<p>Extend existing DYLs to protect access to Blenheim Court – reported problems with access for large vehicles to and from Blenheim Court</p>	<p>Decline</p>	<p>This would set a precedent for similar locations elsewhere; no concern on part of RBC as operator of refuse vehicles</p>
<p>Egham Hythe and Thorpe: Thorpe Lea Road</p> 	<p>Remove 30minute parking bay between number 76 and number 100 Thorpe Lea Road</p>	<p>Proceed</p>	<p>Parking bay is not used suggesting that it is too far from the local shops to be useful for short term parking – removing the 30minute parking bay would provide parking for residents of Thorpe Lea Road</p>
<p>Englefield Green: South Road junctions with Alexandra Road, Armstrong Road, Albert Road</p> 	<p>Extend existing DYLs to aid access to and from South Road from Alexandra Road, Armstrong Road and Albert Road</p>	<p>Decline</p>	<p>Without CPZ to manage demand, additional DYLs may displace problem</p>

Location	Suggestion(s)	Recommendation	Reason(s)
<p>Englefield Green: Middle Hill</p> 	<p>Extend existing DYLs to prevent obstructive parking</p>	<p>Decline</p>	<p>Symptom of overflow parking from RHUL – without CPZ to manage demand, additional DYLs may displace problem</p>
<p>Englefield Green: Stoneylands Road</p> 	<p>New SYL to prevent obstructive parking during the day</p>	<p>Decline</p>	<p>Symptom of overflow parking from centre of Egham and nearby dentists – without CPZ to manage demand, additional DYLs may displace problem</p>

Location	Suggestion(s)	Recommendation	Reason(s)
<p>Englefield Green: Englehurst</p> 	<p>New restriction to prevent obstructive parking; residents have alleged that visiting vehicles obstruct passage for residents and large vehicles</p>	<p>Proceed</p>	<p>Extension of existing DYLS will ensure clear passage for vehicles entering and leaving Englehurst</p>
<p>Englefield Green: Bagshot Road</p> 	<p>Extend existing DYL to protect bus stop and prevent obstructive parking; at present if the school bus stops to collect or drop off children and at the same time any vehicles are parked opposite the bus stop, Bagshot Road is effectively closed; vehicles routinely park on the footway on the East side of Bagshot Road obstructing drivers and pedestrians alike</p>	<p>Proceed</p>	<p>The extended DYL would prevent the effective closure of Bagshot Road when the school bus is stopped, and significant congestion caused by inconsiderate parking</p>

Location	Suggestion(s)	Recommendation	Reason(s)
<p>Englefield Green: Rusham Road</p> 	<p>New restriction to prevent long term parking on Rusham Road between Queen's Road and Windmill Schott</p>	<p>Decline</p>	<p>Without introduction of a CPZ it is impossible to prevent long term parking without penalising residents</p>
<p>Foxhills and Virginia Water: Station Approach</p> 	<p>Additional parking bays at either end – by Bank and Pharmacy NB: Existing disabled parking bays highlighted in diagram</p>	<p>Proceed with one additional disabled parking bay at East end of Station Approach (outside Bank)</p>	<p>There are 73 parking spaces on Station Approach – standard is for 5% for disabled – therefore could justify 3-4 disabled spaces – there are 2 at present</p>
<p>Foxhills and Virginia Water: Beechmont Avenue, Cabrera Avenue</p> 	<p>New SYLs to prevent parking on or near the sharp bend near the Community Centre on Beechmont Avenue during the day</p>	<p>Decline</p>	<p>This would set a precedent for similar locations elsewhere; Highway codes already states that drivers should not park within 10m of a bend</p>

Location	Suggestion(s)	Recommendation	Reason(s)
<p>Foxhills and Virginia Water: Woodside Way</p> 	<p>New restriction to prevent obstructive parking opposite access to Viburnum</p>	<p>Decline</p>	<p>If a vehicle is causing an obstruction, Surrey Police can prosecute the driver; any vehicles displaced from Woodside Way might park on Christchurch Road, which could be detrimental to road safety</p>
<p>Foxhills and Virginia Water: Christchurch Road j/w Woodside Way</p> 	<p>New DYLS to protect junction – especially at school pick up and drop off times</p>	<p>Decline</p>	<p>This would set a precedent for similar locations elsewhere; Highway codes already states that drivers should not park within 10m of a junction</p>
<p>Foxhills and Virginia Water: Christchurch Road</p> 	<p>Extend Zigzags to the southeast to protect junction of Christchurch Road and Woodside Way</p>	<p>Decline</p>	<p>Zigzags already considered adequate to serve their intended purpose of prevent parking outside the school</p>

Location	Suggestion(s)	Recommendation	Reason(s)
<p>Foxhills and Virginia Water: Station Parade</p> 	<p>Provision for parking for residents of Station Parade; season tickets are not available for the nearby RBC car park; on-street parking on Station Parade is restricted for the benefit of the shops and businesses in Station Parade</p>	<p>Decline</p>	<p>Parking provision should prioritise shops and businesses in village centre location; could not allocate parking specifically for residents without CPZ</p>
<p>Woodham and New Haw: Mayfield Road j/w Woodham Lane</p>	<p>New DYLS to protect junction</p>	<p>Decline</p>	<p>Daytime and evening site visits suggests this junction is not obstructed</p>
<p>Woodham and New Haw: Orchard Avenue j/w Faris Lane</p> 	<p>New DYLS to protect junction</p>	<p>Decline</p>	<p>This would set a precedent for similar locations elsewhere; Highway codes already states that drivers should not park within 10m of a junction</p>

Summary:

- 46 suggested changes
- 12 recommended to proceed
- 34 recommended to decline