



**OFFICER REPORT TO LOCAL COMMITTEE
(WAVERLEY)**

**ANNUAL REVIEW OF ON-STREET PARKING IN
WAVERLEY**

16 SEPTEMBER 2011

KEY ISSUE

To approve arrangements for progressing Traffic Regulation Orders for proposed amendments to on-street parking restrictions in the Waverley borough.

SUMMARY

Officers have completed a review of on-street parking in Waverley, and identified changes in restrictions which would benefit road safety and reduce instances of obstruction and localised congestion. This report does not include any proposals for on-street parking charges.

Please note that the plans contained in Annex A will be available in hard copy at the meeting and are available on-line at:

<http://www.surreycc.gov.uk/legcom/CouncilP.nsf/Meetings?OpenView&Start=59&Count=30&Expand=75.1.1.1#75.1.1.1>

OFFICER RECOMMENDATIONS

The Local Committee (Waverley) is asked to:

- (i) Agree the proposed amendments to on-street parking restrictions in Waverley as described in this report and shown in detail on drawings presented at this committee meeting as Annex A.
- (ii) Allocate funding as detailed in paragraph 6.1 of this report to proceed with the introduction of the parking amendments.

- (iii) Agree that the intention of the County Council to make an Order under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on-street parking restrictions in Waverley as shown on the drawings in Annex A be advertised and that if no objections are maintained the Order made.
- (iv) Agree that the Parking Strategy and Implementation Team Manager will consider and try to resolve any objections, and that a decision on any remaining unresolved objections will be made by the Parking Strategy and Implementation Team Manager in consultation with the Chairman, Vice Chairman and the relevant County Councillor.

1 INTRODUCTION AND BACKGROUND

- 1.1 Surrey County Council's Parking Strategy and Implementation Team (Parking Team) carry out periodic reviews of on-street parking restrictions across Surrey.
- 1.2 A list comprising over 200 requests for parking restrictions from residents, councillors, emergency services and County Council engineers over the last year were collated and used as the basis for this parking review.
- 1.3 Each feasible request was assessed based on several factors including road safety, localised congestion, effect on emergency services and bus operators and levels of support, e.g. supported by County Councillor, local borough/district council, high resident demand, etc.

2 REVIEW OF RESTRICTIONS

- 2.1 The review was carried out in two stages:

Stage One was an initial "desktop" exercise, which involved eradicating requests for refreshment of existing restrictions only and requests for restrictions which were either clearly not practical or feasible.

Stage Two involved site visits to all remaining locations, which were assessed using the criteria outlined above.

- 2.2 Following stage two of the review, some suggestions and requests were not progressed due to there being insufficient evidence to suggest there was a parking problem which warranted restrictions, or where no feasible or practical solution was found.
- 2.3 The locations where officers consider new or amended restrictions may be of benefit are listed below.

- 2.4 All of these proposals were discussed with the Farnham, Godalming Milford and Witley, Cranleigh and Eastern Villages and Haslemere and Western Villages Task Groups as appropriate during August 2011.

3 PROPOSED AMENDMENTS

(Relevant drawing numbers in brackets)

FARNHAM CENTRAL

Shepherd and Flock Roundabout (24120)

Introduce 4 hour parking bays with double yellow lines on all remaining parts of the public highway to allow a turnover of visitors and prevent obstructive parking.

Lynch Road (24110)

Introduce a 20 minute parking bay near to the junction with Waverley Lane to allow short term parking, particularly for school pick-ups and drop-offs.

Ridgway Road (24038)

Introduce double yellow lines on junction with Weydon Hill Road to maintain road safety and sight lines. Introduce a loading restriction on the junction with Edward Road by the Tesco Express Store to prevent loading and unloading during peak times.

Tilford Road (24029, 24034)

Proposed **extension of Farnham Controlled Parking Zone A** to include Tilford Road and some short sections of Morley Road and Longley Road. This will allow residents priority over non-residents via a permit scheme. Includes upgrade of single yellow to double yellow lines on the junction with Great Austins and Menin Way.

St George's Road (24029)

Introduce a parking bay outside number 6 as this driveway is too small to be used by vehicles.

Longley Road (24034, 24029, 24030)

Extend double yellow lines by junction with Tilford Road to improve traffic flow on approach to the junction. Introduce a limited waiting parking bay adjacent 35 Tilford Road to allow additional space for short term parking within Longley Road. Extend single yellow line restriction outside number 1 Longley Road to improve the passing of traffic at this point. Introduce a 20 minute parking bay near the junction with Waverley Lane to allow short term parking, particularly for school pick-ups and drop-offs.

Menin Way (24034, 24030)

Extend existing double yellow lines from the junction with Tilford Road to improve traffic flow on approach to the signalised junction. Extend existing single yellow line situated outside numbers 8 to 12 to prevent parking on the slight bend.

York Road and Lancaster Avenue (24034, 24111, 24121)

Extend existing double yellow lines on the junction with Morley Road into York Road to prevent parking on the bend and junction with Lancaster Avenue to maintain sight lines and road safety. In addition, introduce double yellow lines on the junction with Firgrove Hill to maintain sight lines and road safety.

A petition was submitted to the Local Committee on 17 June 2011 by residents of York Road and Lancaster Avenue highlighting the following safety concerns:

1. Parking on a double bend by the junction of York Road and Morley Road severely inhibiting visibility of oncoming traffic.
2. Parking close to the junction of York Road and Firgrove Hill, inhibiting safe access when entering from Firgrove Hill into York Road.
3. Parking up to the junction of York Road and Lancaster Avenue inhibiting safe access from Lancaster Avenue into York Road.
4. Parking close to residents' driveways inhibiting safe access.

Concerns number 1,2 and 3 have been addressed by the proposals detailed above. A solution to concern number 4 was suggested in the petition as a restriction in front of properties that prevented parking during the day, with some limited waiting bays to allow designated parking areas. This was assessed but was not deemed necessary as part of this review.

Arthur Road (24033)

Extend existing single yellow lines by Arthur Close to prevent parking on bus stops on either side of the road. Extend existing single yellow line outside number 14 to improve traffic flow and sight lines on approach to the slight bend and to prevent parking opposite the entrance to Merlins Close.

Alfred Road (24033)

Convert the existing limited waiting parking bay next to the playing field by number 41 to an unrestricted parking bay. This will allow all day parking to take place and take some pressure away from other streets in the area.

Weydon Lane (24032)

Adjust location of school "Keep Clear" marking on Traffic Regulation Order plans only, to match existing location on the ground. No amendments to be made on the ground.

The Chantry (24031)

Extend existing single yellow lines on the junction with West Street further into The Chantry to prevent parking by entrances.

Waverley Lane (24030)

Introduce double yellow lines in an unrestricted gap opposite Old Compton Lane (lines already on the ground) to prevent parking in a space previously intended to be a parking space but one that was not proceeded with due to safety concerns.

Old Compton Lane (24030)

Extend existing parking bay outside property 'Foregate' to prevent vehicles parking between the accessway to 'Foregate' and the parking bay, resulting in a partial obstruction of the accessway.

Crosby Way and Pengilly Road (24027)

Introduce double yellow lines on the corner of Pengilly Road and Crosby Way and also on the bend in Crosby Way opposite number 25 to maintain sight lines and road safety.

Middle Church Lane (24023)

Introduce a parking bay for permit holders outside number 13. This location is slightly adjusted from a previous proposal submitted for this road.

Castle Street (24018)

Revoke previously proposed parking bays outside numbers 13 and 14 and replace with double yellow lines to allow space for bus stop and buses. This amendment is for the Traffic Regulation Order plans only; no work is required on the ground.

St James' Avenue (24015)

Revoke single yellow line outside numbers 1 to 29 to allow residents to park unrestricted outside their homes. Road is wide enough to allow parking on one side.

Adams Park Road (24015)

Extend existing double yellow lines to opposite 'The Pippins' to improve traffic flow and allow room for vehicles to turn around on this part of the road.

Wykeham Road, Beaufort Road, Thorold Road, Sumner Road and St Cross Road (24014)

Proposed **extension of Farnham Controlled Parking Zone B** to include these streets. This will allow residents priority over non-residents via a permit scheme.

Upper South View (24014)

Extend existing parking bay opposite number 16 to allow additional parking spaces.

Stoke Hills (For Information Only)

Following resident requests for a permit scheme, an assessment was made to establish where potential parking bays could be installed within Stoke Hills to allow for such a scheme to be introduced. The majority of streets had road widths which were too narrow for formalised parking bays to be introduced safely. Some streets had no footways at all meaning that there would be no room for signing and no platform to board and alight vehicles easily. Therefore a permit scheme for Stoke Hills was not deemed to be feasible.

FARNHAM NORTH

Lower Weybourne Lane (24011)

Extend existing double yellow lines to cover school entrance to prevent parking at all times and not just pick-up and drop-off times as per the current school "Keep Clear" restriction.

Badshot Lea Road (24011)

Extend existing double yellow lines past The Green to improve traffic flow and prevent parking by the bus stop and junction.

Heath Lane (24119)

Introduce double yellow lines on the corner of Heath Lane and Bethel Lane to prevent parking on this part of the junction.

Alma Way (24004)

Extend double yellow lines from Alma Lane on the western side of the road to cover the bend to prevent parking on both sides of the road and on the inside of the bend.

FARNHAM SOUTH

Lodge Hill Road (24122)

Introduce double yellow lines by entrance to Lodge Hill Close to maintain sight lines and road safety.

Burnt Hill Road (24039)

Extend existing double yellow lines to prevent parking opposite all properties to maintain sight lines and road safety for residents entering and exiting their driveways.

Great Austins (24121)

Introduce double yellow lines on the junctions with Little Austins Road and Mavins Road to maintain sight lines and road safety.

Weydon Lane (24035)

Introduce double yellow lines on the junction with The Old Orchard to maintain sight lines and road safety. Introduce double yellow lines on a section of road on the south side by the Industrial Estate to act as a passing place for through traffic.

Great Austins Area (For Information Only)

During site meetings with residents, local councillors and engineers from the Parking Team, residents raised concerns over vehicles parking in Little Austins Road causing traffic flow problems and safety and sight line issues for residents entering and exiting their driveways. Parking on the junction with Great Austins was also a particular safety concern. Potential parking restrictions were discussed, and the issue of displacement to other roads in the area, which are currently not experiencing parking problems, was raised frequently. As part of this review, it is proposed to introduce double yellow lines on the Great Austins junctions with Little Austins Road and Mavins Road, but no further restrictions were deemed necessary at this time. The Great Austins area will be assessed in future reviews, with particular regard to the impact that the extension of the Controlled Parking Zone B (as detailed in this report) may have on the area.

HASLEMERE

College Hill (24059)

Extend existing double yellow lines to prevent obstructive parking on narrow sections.

College Hill Terrace (24059)

Extend existing double yellow lines to prevent parking between accessway and junction.

Hill Road (24059)

Introduce double yellow lines on the junctions of College Hill, Half Moon Hill and Park Road to maintain sight lines and road safety.

Hedgehog Lane (24058)

Extend existing double yellow lines to maintain sight lines and road safety by junction. Traffic Regulation Order amendment only – lines already on the ground.

Court's Hill Road (24058)

Introduce a short section of double yellow lines on the north side outside number 34 to act as a passing place for through traffic.

Lion Green (24056)

Extend existing double yellow lines outside the Methodist Church to prevent parked vehicles disrupting traffic flow.

Junction Place (24056)

Extend existing double yellow lines outside numbers 13 and 15 to maintain sight lines and road safety.

Liphook Road (24056)

Extend existing double yellow lines outside number 8 to allow for new vehicular access.

West Street (24054)

Introduce a 'No Loading At Any Time' restriction on the south side from High Street to number 19 to maintain traffic flow and access at all times particularly for Fire Service vehicles from nearby Fire Station.

Farnham Lane (24051)

Extend existing double yellow lines by Weysprings to maintain sight lines and road safety on approach to the junction.

Derby Road (24050, 24117)

Extend existing midday parking restriction on the north side to past property 'Highfield' to provide additional pick-up and drop-off space for parents and carers visiting the school. Introduce double yellow lines on the north side between the existing 'School Keep Clear' marking and High Lane to prevent parking on both sides of the road and introduce a new midday restriction on the south side to prevent all-day parking to allow additional pick-up and drop-off space for parents and carers visiting the school.

CRANLEIGH AND EWHURST

St James's Place, Cranleigh (24101)

Introduce a 'permit holders only' scheme as requested by residents following a petition presented to this committee (17 September 2010), to allow residents with limited or no off-street parking priority over non-residents.

High Street, Cranleigh (24102)

Revoke part of parking bay and replace with double yellow lines outside number 212 to allow for new vehicular access.

Victoria Road, Cranleigh (24102)

Revoke the existing single yellow line on the south side and replace with a 'permit holders only' bay to allow residents without off-street parking to park outside their homes.

GODALMING SOUTH, MILFORD AND WITLEY

Tuesley Lane, Godalming (24124)

Introduce double yellow lines on the junctions with Ramsden Road and Oakdene Road to maintain sight lines and road safety.

Ockford Road, Godalming (24073)

Reduce double yellow lines outside number 104 to allow parking. Traffic Regulation Order amendment only – this is already the situation on the ground.

Busbridge Lane, Godalming (24073, 24076)

Extend existing double yellow lines outside property 'Brightlands' to prevent parking opposite access and improve sight lines and road safety. Extend existing double yellow lines on both sides of the road outside number 28 to improve traffic flow and sightlines on approach to the bend / junction.

Church Road, Milford (24069)

Revoke existing double yellow lines outside numbers 12 to 24 (already the situation on the ground) and introduce a limited waiting parking bay outside number 26. This will allow a mix of long-term parking for residents and short-term parking for those visiting the shops.

Crownpits Lane, Godalming (24071)

Revoke the parking bay restriction south of number 8 to allow unrestricted parking which is needed by residents with limited or no off-street parking.

Church Lane, Witley (24062)

Introduce double yellow lines on the pinch-point section of road after the junction with Petworth Road to prevent obstructive parking and improve traffic flow.

Combe Lane, Wormley (24061, 24123)

Introduce a combination of double yellow lines and single yellow lines to improve traffic flow and road safety by the bends, junctions and entrances in the vicinity of Station Approach and New Road.

The above proposals were circulated to local residents by Witley Parish Council, as well as by a concerned resident of Combe Lane, to obtain comments and feedback before they were finalised. The response to the proposed restrictions has been positive, and all suggested amendments have been included in the final proposal plans.

In addition, a petition in support of the proposals (signed by 132 residents) was submitted to the Parish Council and passed to the Parking Team for information.

GODALMING NORTH

Victoria Road (24079)

Introduce 'permit holders only' parking bays to allow residents priority over non-residents.

Croft Road (24075)

Revoke the 4 hour limited waiting parking restriction on the south side to allow all-day parking to take place by those residents with limited or no off-street parking.

More Circle (24125)

Introduce double yellow lines on both sides of the road including its junction with More Road to maintain traffic flow and access at all times.

Summer's Road (24093, 24095)

Introduce double yellow lines along the north side of the road to prevent parking on both sides. Introduce sections of double yellow lines on the south side to allow for passing places and to maintain road safety and sight lines on the junctions and entrances. This proposal applies to the section between Bourne Road and Brookfield.

Upper Manor Road (24090)

Introduce a short section of double yellow lines to prevent parking opposite the sharp angled junction with Shadyhanger.

Farncombe Street (24090)

Revoke parking bay outside numbers 79-83 and replace with a single yellow line restriction to prevent parking in front of driveways and accesses.

Hare Lane (24088)

Revoke section of parking bay directly outside number 30 to prevent parking in front of new vehicular access.

Catteshall Road j/w Grange Close (24086)

Introduce double yellow lines on the junction to maintain sight lines and road safety.

Hallam Road (24085)

Make the existing advisory disabled parking bay opposite numbers 1 and 3 into an enforceable disabled bay to prevent parking by non-blue badge holders.

Wolseley Road j/w Marshall Road (24085)

Introduce double yellow lines to maintain road safety and sight lines on the junction.

Deanery Road (24084)

Extend the existing double yellow lines opposite the Frith Hill Road junction to prevent parking on approach to the bend.

CONTROLLED PARKING ZONE FOR FARNCOMBE

Following numerous requests over the past few years for residents' permits within the streets around the Farncombe Railway Station, a potential layout for a Controlled Parking Zone (CPZ) has been assessed on site and mapped out for display at this meeting of the Committee. It is intended to consult on

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this proposal to allow residents to comment and see whether an acceptable scheme can be progressed through formal advertisement.

Subject to committee approval, any changes made to the proposal plan will be agreed with the Chairman, Vice Chairman and local County Councillor before being progressed to an advertisement.

WAVERLEY PERMIT SCHEMES AND CRITERIA

Resident Permits

In accordance with Surrey County Council's latest Parking Strategy, amend the resident permit criteria to the following:

The number of resident permits that can be applied for would be the sum of the number of vehicles registered to residents of the household minus the number of off street parking spaces for that property. For example: 3 registered vehicles and 2 off street parking spaces would mean the members of the household could apply for 1 resident permit.

This would apply to all resident parking schemes currently in Waverley (Farnham Zone A and B), and also the proposed permit schemes for St James's Place, Cranleigh; Victoria Road, Cranleigh and Victoria Road, Godalming.

Visitor Permits

In accordance with Surrey's latest Parking Strategy, increase the visitor permit annual allocation limit from 30 permits to 120 permits per household per year. This would apply to all resident parking schemes currently in Waverley (Farnham Zone A and B), and also the proposed permit schemes for St James's Place, Cranleigh; Victoria Road, Cranleigh and Victoria Road, Godalming. Visitor permits are currently not available in Farnham Zone A, but as part of this proposal, they would be introduced.

Costs

Existing permit costs that currently apply in Surrey are as follows.

- Cost of first resident permit: £50 per annum.
- Cost of any subsequent resident permit: £75 per annum.
- Cost to replace a resident permit: £15
- Cost of each daily visitor permit: £2

Other Locations Assessed

The following list provides the locations that were assessed and considered not appropriate to introduce permanent parking controls at this time. This is because of various reasons, and there are a number of locations on this list that will be re-visited as part of the next review. While every effort has been

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made to ensure this list is as accurate as possible, there may have been requests that do not appear in this list due to the fact the request was considered along with a nearby road during the assessment. If further clarification is sought please contact Surrey County Council's Parking Team.

Street Name	Town	Street Name	Town
Bankside	Weybourne	Stoke Hills	Farnham
Hillside Road	Weybourne	Stream Farm Close	Farnham
Lower Weybourne Way	Weybourne	The Chine	Farnham
Weybourne Road	Weybourne	The Lindens	Farnham
Weywood Lane	Weybourne	Thurbans Road	Farnham
Woodbourne	Weybourne	Victoria Road	Farnham
Barton Road	Bramley	Frensham Road	Frensham
The Coombes	Bramley	Brocks Close	Godalming
Churt Road	Churt	Coopers Rise	Godalming
Downhurst Road	Cranleigh	High Ridge	Godalming
Overford Drive	Cranleigh	High Street	Godalming
Park Drive	Cranleigh	Oakdene Road	Godalming
Parsonage Road	Cranleigh	Peperharow Road	Godalming
Springfield	Elstead	Ramsden Road	Godalming
The Glebe	Ewhurst	Scizdons Climb	Godalming
Binscombe Lane	Farncombe	Shackleford Road	Godalming
Farncombe Street	Farncombe	South Hill	Godalming
Fern Road	Farncombe	Summerhouse Road	Godalming
Marshall Road	Farncombe	Bell Lane	Haslemere
Nursery Road	Farncombe	Church Road	Haslemere
Orchard Field Road	Farncombe	Kings Road	Haslemere
Perrior Road	Farncombe	Lion Lane	Haslemere
Pondfield Road	Farncombe	Longdene Road	Haslemere
St Johns Road	Farncombe	Popes Mead	Haslemere
Station Road	Farncombe	Sandrock	Haslemere
The Oval	Farncombe	St Christophers Road	Haslemere
Warren Road	Farncombe	Sun Brow	Haslemere
Willow Road	Farncombe	Tanners Lane	Haslemere
Bridgefield	Farnham	Three Gates Lane	Haslemere
Broomleaf Road	Farnham	Weydown Road	Haslemere
Firgrove Hill	Farnham	Weysprings	Haslemere
Guildford Road	Farnham	Woolmer Hill	Haslemere
High Park Road	Farnham	Tower Road	Hindhead
Little Green Lane	Farnham	Glynswood	Wrec'ham
Manor Road	Farnham	Chapel Lane	Milford
Osborn Road	Farnham	Martins Wood	Milford
Red Lion Lane	Farnham	The Long Road	Rowledge
Station Hill	Farnham	The Street	Tilford
Stephendale Road	Farnham	Alma Lane	Upper Hale
Brook Road	Wormley	Farnborough Road	Upper Hale
Croft Road	Witley	Folly Lane South	Upper Hale
Willow Mead	Witley	Hales Reed	Upper Hale
West Avenue	Upper Hale	Hope Lane	Upper Hale

4 STEPS TOWARDS IMPLEMENTATION

- 4.1 Subject to approval and budget provision being made available for 2011/12, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in the winter of 2011/12.
- 4.2 Plans illustrating the amended restrictions will also be placed on deposit in local libraries and the Waverley Borough Council offices during this time. This will provide the opportunity for any interested parties to lodge objections if they do not agree with the proposals.
- 4.3 The Parking Strategy and Implementation Team Manager will consider and try to resolve any objections. If there are unresolved objections, they will be dealt with, in accordance with the county council's constitution, by the Parking Team Manager in consultation with the Chairman, Vice Chairman and the relevant County Councillor.
- 4.4 Subject to approval, notices will then appear in local newspapers confirming that the County Council has made the Traffic Regulation Order.
- 4.5 Finally, the new and amended parking restriction road markings and associated time plates will be installed on the ground in the spring of 2012.

5 OBJECTIONS

- 5.1 Once the amendment order is advertised, people have 28 days to lodge views and objections.
- 5.2 Objections can relate to the introduction of a new restriction. In cases where there is a coherent argument for not introducing a proposed restriction, it may be omitted, and the traffic order can proceed to be made for the other restrictions without the need to re-advertise.
- 5.3 If restrictions are to be added to those initially advertised, regulations require that these new restrictions must be advertised afresh with the relevant time delay and costs being incurred. For this reason no additional restrictions can be added through the objection process.

6 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 6.1 The cost of carrying out borough/district parking reviews (officer time) is met by the Parking Team. However, implementation costs are met from Local Committee budgets, and at their meeting on 17 June 2011 this committee assigned a £20,000 revenue allocation in 2011/12 towards implementation. The estimated cost of advertising and introducing the restrictions described in this report is £35,000 (this excludes the Farncombe CPZ, which will be the subject of further consultation), and

subject to pricing, the work may have to be spread over two financial years (see paragraph 4.5).

7 EQUALITIES AND DIVERSITY IMPLICATIONS

7.1 There are no specific equalities and diversity implications for this report.

8 CRIME AND DISORDER IMPLICATIONS

8.1 There should be fewer instances of obstructive parking as a consequence of the restrictions.

9 CONCLUSION AND REASONS FOR RECOMMENDATIONS

9.1 It is recommended that the waiting restrictions are implemented as detailed in Annex A. They will make a positive impact towards:-

- Road safety
- Access for emergency vehicles
- Access for refuse vehicles
- Ease traffic congestion
- Better regulate parking

10 WHAT HAPPENS NEXT

10.1 Subject to approval of the committee and budgetary provision being made available, the Traffic Regulation Order will be advertised and the restrictions implemented.

LEAD/CONTACT OFFICER:	Jack Roberts, Engineer
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BACKGROUND PAPERS:	There are none.