

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WAVERLEY)

DATE: 13 DECEMBER 2013

LEAD OFFICER: JACK ROBERTS (ENGINEER, PARKING STRATEGY & IMPLEMENTATION TEAM)

SUBJECT: ANNUAL REVIEW OF ON-STREET PARKING IN WAVERLEY

DIVISION: ALL DIVISIONS IN WAVERLEY



**SUMMARY OF ISSUE:**

Officers of Surrey County Council's parking team have carried out a review of on street parking restrictions within the borough of Waverley and identified changes which would benefit road safety and reduce instances of obstruction and localised congestion. Committee approval is required in order to progress these changes to the stage of 'formal advertisement', where the proposed restrictions will be advertised for 28 days and open to comments or objections from members of the public.

**RECOMMENDATIONS:**

**The Local Committee (Waverley) is asked to agree that:**

- (i) the proposed amendments to on-street parking restrictions in Waverley as described in this report and shown in detail on drawings in Annex A are agreed.
- (ii) necessary adjustments can be made to the proposals agreed at the meeting by the Parking Team Manager in consultation with the Chairman, Vice-Chairman and local member prior to statutory consultation. An additional member may be invited for comment.
- (iii) it allocates funding as detailed in paragraph 5.1 of this report to proceed with the introduction of the parking amendments.
- (iv) 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 (and subsequently modified by (ii)) is advertised and that if no objections are maintained, the orders are made.
- (v) if there are unresolved objections, they will be dealt with in accordance with the County Council's scheme of delegation by the parking strategy and implementation team manager, in consultation with the Chairman/Vice-Chairman of this committee and the appropriate county councillor. An additional member may be invited for comment.

**REASONS FOR RECOMMENDATIONS:**

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
- Easing traffic congestion
- Better regulated parking
- Better enforcement
- Better compliance

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 Surrey County Council's (SCC) Parking Strategy and Implementation Team (parking team) carry out periodic reviews of on-street parking restrictions across Surrey on a borough by borough basis.
- 1.2 An assessment list comprising over 280 requests for parking restrictions from residents, councillors, the emergency services and SCC engineers since the last review were collated and used as the basis for this current Waverley 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 member, local borough/district council, high resident demand etc.

**2. ANALYSIS:**

- 2.1 The review was carried out in two stages: -

Stage one being 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 explained above.

- 2.2 Following stage two of the review, some suggestions and requests were not taken any further 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, divided up by division, as in Annex A.

<b>3. OPTIONS:</b>
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**PROPOSED AMENDMENTS**

(Relevant drawing numbers in brackets)

**3.1 FARNHAM CENTRAL****Manor Road (24013)**

On the eastern side between Westbury Gardens and number 15, introduce double yellow lines to keep parking on one side of the road only in order to maintain traffic flow. In addition, introduce double yellow lines opposite the junction with Coverts Close extending up to the entrance to the hospital to maintain access and sight lines.

**Hale Road (24015)**

On the south side opposite Adams Park Road, extend the existing double yellow lines up to the bus stop. This will help maintain sight lines for vehicles exiting The Albion PH car park and will improve accessibility for buses and for vehicles exiting Adams Park Road.

**Anstey Road (24016)**

On the entire length of the western side, introduce double yellow lines excluding the lay-by section. This will keep parking on one side of the road only to maintain access. This is an amendment for the Traffic Regulation Order (TRO) only as the lines are currently on the ground.

**A325 Guildford Road (24015, 24016)**

Between Anstey Road and Hale Road, introduce double yellow lines on both sides of the road to maintain two way traffic flow at all times. Whilst residential parking has taken place here for some time, the parked vehicles have a significant and relentless impact on through traffic. Eastbound vehicles meet with the parked vehicles on the north side between the garage and Forge Close and are forced to wait for westbound vehicles to pass. Bearing in mind that this is an A road, and the high volume of traffic which is constant throughout the day, delays here can cause long queues of traffic and confrontations between motorists. Of a higher concern would be the delays caused to emergency service vehicles using this road. The section of Guildford Road between Anstey Road and The Shepherd and Flock R/A is already double yellow lined on both sides and, excluding the property frontages, is an identical section of road. This proposal would therefore see consistency in the yellow lines along the entire length of the A325 Guildford Road. Please note that as a result of this proposal double yellow lines will extend into the junctions of **Forge Close**, **Kimbers Lane** and **Dollis Drive**.

**Stoke Hills Estate (including St James' Avenue) (24128)**

At the entrances on St James' Avenue j/w Hale Road and Sumner Road j/w St James' Terrace, introduce 'permit holders only beyond this point' signing that will restrict the entire Stoke Hill Estate (including St James' Avenue) to permit holders only between Monday to Saturday 8am to 6pm. In addition, double yellow lines have been proposed on all the junctions to maintain access and sight lines and the single yellow line on the

## ITEM 8

eastern side of St James' Avenue has been extended to the end of the road to keep parking on one side only. As the streets in Stoke Hills are very narrow, they are not suitable for residents parking bays which have been requested by residents in the past. However, the 'permit holders only beyond this point' restriction does not require any road markings in order for it to be enforced. It is therefore proposed to introduce this residents scheme in order to give residents priority over non residents. Please note that this residents parking area will be separate to the Farnham Controlled Parking Zone (CPZ) and they will not be linked. However, it is also proposed to allow numbers **2,4,5,6,7,9,11,13 and 15 St James' Terrace** the opportunity to purchase residents and visitor permits for the Farnham Controlled Parking Zone A. Being on the border of the zone, it may be more convenient for these residents to park in Zone A instead of the proposed Stoke Hills residents area which they would also be allowed to apply for. The St James' Terrace properties listed are those with no, or very limited off street parking.

### **Lower South View and Cherry Tree Close (24018)**

Convert the limited waiting and permit holder bays outside numbers 1 to 7 Lower South View and opposite 9 to 16 Cherry Tree Close to 'permit holders only' bays. This will guarantee space for permit holders at each end of this area as opposed to the current situation which also allows non residents to use the limited waiting period.

### **Castle Street (24018)**

Convert the pay and display bays outside number 74 to free parking bays with a maximum stay of 20mins applying Monday to Saturday 8am to 8pm. This will allow for quick visits to the town to take place free of charge, as requested in a local committee question submitted in July 2013.

### **Long Garden Walk West (24017)**

Convert the sections of single yellow outside number 7a, 'Weathercocks' and number 9 to 'permit holders only' to allow residents to park within Long Garden Walk West for the first time during the day since the CPZ was introduced. The section of single yellow outside number 3 will remain as it is too close to the junction to be made into a parking bay.

### **The Borough (24023)**

On the north side between The Hart and South Street, convert all single yellow to double yellow. This will prevent parking from taking place on this side of the street when the zone is not in operation, which is causing problems for through traffic and increasing congestion. Parking will therefore be allowed on the south side only.

### **Mead Lane j/w West Street (24027)**

Upgrade single yellow to double yellow on the junction to maintain road safety and sight lines at all times of the day and night.

### **Beavers Road (24022)**

Outside number 22, extend the single yellow line and reduce the parking bay as a result of a new vehicle crossover.

**Crosby Way (24027)**

On the junction of Crosby Way and Whitlet Close and extending northwards up to number 25, introduce double yellow lines to maintain sight lines and accessibility. In addition, at the end of Crosby Way, introduce double yellow lines from the eastern side of the Pengilly Road junction extending around the public highway extent of Crosby Way and terminating in line with the existing double yellow lines west of the Pengilly Road junction. This will help keep this junction clear and will prevent parking by non residents on the dropped kerbs that are in this vicinity.

**Red Lion Lane (24129)**

After the entrance to the car park, introduce 'permit holders only beyond this point' signing that will restrict the entire length of Red Lion Lane to 'permit holders only' between Monday to Saturday 8am to 6pm. This will give residents priority over non residents and will act as an upgrade to the existing 'except for access' restriction that the police find very difficult to enforce.

**Trafalgar Court and Firgrove Court (24129)**

At the entrance by Firgrove Hill, introduce 'permit holders only beyond this point' signing that will restrict the entire length of Trafalgar Court and the public highway part of Firgrove Court to 'permit holders only' between Monday to Saturday 8am to 6pm. This will give residents priority over non residents and will act as an upgrade to the existing 'except for access' restriction that the police find very difficult to enforce.

**Station Hill (24025)**

Outside numbers 2 to 5, revoke a section of the limited waiting and permit holders parking bay and replace with double yellow lines. This will greatly improve traffic flow by allowing vehicles, especially larger ones, leaving the A31 to pass straight through without having their progress blocked by a pinch point caused by vehicles in the bay and vehicles on the opposite side of the road queuing for the traffic lights. This is a frequent problem which causes queuing traffic to increase on the A31. The section of double yellow lines chosen gives free access up to the railway station entrance.

**The Fairfield (24025)**

Adjacent number 24, convert the end of the parking bay to 'disabled badge holders only' at the request of a blue badge holder living in this area.

**Weydon Lane (24032)**

On and opposite the junction with Talbot Road, introduce double yellow lines and extending eastwards up to the parking area on the south side and up to the traffic lights on the north side. In addition, at the junction with Wrecclesham Road at the other end of the Lane, introduce double yellow lines extending eastwards on both sides from the junction up to the first vehicular entrance to the Weydon School to maintain traffic flow **(part of Farnham South area)**.

**Broomleaf Road (24025, 24029, 24020)**

Outside number 74, extend the existing double yellow lines on the south side up to the boundary of numbers 74 and 72. Occasionally, some westbound vehicles travel at speed around the bend and if at the same time eastbound vehicles are approaching

## ITEM 8

the same bend the westbound vehicles have had to swerve to avoid vehicles parking on the south side section detailed above. On more than one occasion this has resulted in the wall of number 74 being hit and seriously damaged. In addition to this proposal, upgrade the existing single yellow line to double yellows on the eastern side of Broomleaf Road between number 2 and the junction with Waverley Lane. This will prevent parking on the inside of the bend here at all times of the day and night and will help maintain traffic flow and sight lines by keeping parking to one side of the street only, outside of CPZ hours.

### **Menin Way (24030)**

By the junction with Waverley Lane, revoke the two car limited waiting bay and replace with double yellow lines. This will help improve traffic flow by allowing vehicles to pass each other at this point more easily and will address residents concerns that have been repeated over the past few years since the bay was first installed.

### **Tilford Road (24034)**

Outside numbers 50 and 52 extend the permit holders only parking bay and reduce the double yellow lines to provide additional parking without compromising road safety. This is an amendment for the TRO only as this is already the layout on the ground. In addition, outside number 62, revoke the disabled parking bay and replace with a permit holders only bay as the disabled resident living here has passed away.

### **Waverley Lane (24029, 24132)**

Extend the existing double yellow lines that currently terminate just south of Old Compton Lane on both sides of the road southwards up to and covering the junction with **Abbot's Ride**. This length of road is not ideal for parking due to the slight bend and hill throughout but it can occur on occasion and can obstruct sight lines for vehicles exiting onto Waverley Lane, particularly Uplands Road and Stoneyfields residents. The Abbot's Ride junction is a solid termination point for this extension and will help manage any possible displacement of vehicles. In addition to this proposal, revoke part of the parking bay outside number 15 Waverley Lane and replace with a single yellow line of the same length to compensate for the widening of a vehicle crossover.

### **Morley Road (24034)**

On the north side, introduce double yellow lines to keep parking on the south side only to maintain traffic flow. On the south side, introduce several sections of double yellow lines in order to cover all dropped residential accesses and contain parking within certain parts of the street only. This will improve sight lines for residents coming out of their drives and will better manage parking in the street.

### **York Road (24034, 24111)**

On the north side, introduce double yellow lines to keep parking on the south side only to maintain traffic flow. On the south side, introduce several sections of double yellow lines in order to cover all dropped residential accesses and contain parking within certain parts of the street only. This will improve sight lines for residents coming out of their drives and will better manage parking in the street. In addition, introduce a limited waiting parking bay (4 hours maximum stay) outside number 2 to keep a section of the road available for short term visitors.

**Lancaster Avenue (24121)**

On the western side, introduce a single yellow line along the entire length excluding a 5 car length unrestricted section and proposed 2 car length limited waiting bay (4 hours maximum stay) adjacent number 6 York Road. On the eastern side, extend the existing double yellow lines slightly beyond the access to number 1 Lancaster Avenue in order to prevent a bottle neck from occurring as a result of the 5 car gap and 2 car bay detailed above. After this point, introduce a single yellow line along the remaining section of the road on this eastern side. Finally, introduce double yellow lines on the junction of **Great Austins** and Lancaster Avenue to maintain road safety and sight lines (**part of Farnham South area**). The single yellow lines on both sides of Lancaster Avenue will have a 1 hour restriction to prevent all day parking from taking place. This will reduce the overall number of cars in the road and as a result will improve two way traffic flow. In addition, it will improve sight lines for residents exiting their properties and will help manage displacement from the Morley Road and York Road proposals. The 2 car length limited waiting bay will provide the opportunity for visitor parking to take place, particularly whilst the 1 hour restriction is in effect.

**Longley Road (24029)**

Extend the existing single yellow line outside number 20 further southwards up to the boundary of numbers 26 and 28. This will address a number of concerns that residents have here about poor sight lines when exiting their driveways. In addition, it will provide another passing place for the street and improve traffic flow during busy periods.

**Farnham Controlled Parking Zone A (Town Centre Zone) (No Drawing)**

Introduce Business Permits at a cost of £500 per annum (according to current Surrey parking policy). This will allow businesses the opportunity to purchase permits that could be used in any 'permit holder' signed bay within the Town Centre CPZ. This amendment for the Traffic Regulation Order requires committee approval and to be formally advertised before the change can be introduced.

**3.2 FARNHAM NORTH****Weybourne Road j/w Weywood Lane (24126)**

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

**Farnborough Road (24005)**

In the lay-by just north of Brooklands Road, revoke the double yellow line restriction to allow unrestricted parking to take place within this lay-by.

**Bullers Road (24006)**

At the end of Bullers Road, reduce the double yellow lines on both sides so that they do not cover the driveways to numbers 33 and 38 (as requested by these residents).

**Heath Lane (24119)**

Introduce double yellow lines on the western side between Upper Hale Road and Bethel Close to prevent parking in this bottle neck section and to maintain access at all times.

## ITEM 8

### **Upper Hale Road j/w Spring Lane (24127)**

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

### **Upper Hale Road (24127)**

On the north side, opposite the junction with Spring Lane, introduce double yellow lines extending eastwards up to the end of the dropped kerb located near the tip of triangular footpath layout. Continuing eastwards, a unrestricted parking bay would be installed for approximately 7 cars followed by a bus stop clearway marking for 25m. This will better manage parking in this area which can become heavily parked during school pick up and drop off times. In addition it will prevent parking opposite the junction with Spring Lane which has been raised as an issue by residents for some time and will maintain access to the bus stop.

## **3.3 FARNHAM SOUTH**

### **Lancaster Avenue j/w Great Austins (24121)**

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

### **Weydon Lane j/w Wrecclesham Road (24035)**

Introduce double yellow lines extending eastwards on both sides from the junction up to the first vehicular entrance to the Weydon School to maintain traffic flow

### **Little Green Lane (24037)**

Opposite numbers 28 to 32, make the existing advisory school keep clear marking into an enforceable keep clear to maintain access to the school during peak times.

### **Little Austins Road (24121, 24130)**

Introduce a single yellow line applying for 1 hour of the day on both sides of the street in order to prevent all day parking by commuters from taking place. This will make it easier for residents to access their drives and will keep the road clear for school pick ups and drop offs to take place. In addition, introduce double yellow lines on the junction with **Greenhill Road** to maintain road safety and sight lines.

### **Mavins Road (24121, 24130)**

Introduce a single yellow line applying for 1 hour of the day on both sides of the street in order to prevent all day parking by commuters from taking place. This will make it easier for residents to access their drives and will keep the road clear for school pick ups and drop offs to take place. In addition, introduce double yellow lines on the junction with **Greenhill Road** and **Middle Avenue** to maintain road safety and sight lines.

### **Vicarage Hill j/w Old Church Lane (24038)**

On Vicarage Hill, introduce double yellow lines to the east of the junction with Old Church Lane to maintain sight lines for vehicle using this very sharp angled junction.



**Stream Farm Close j/w Frensham Road (24131)**

On Stream Farm Close, approaching the junction, upgrade the existing white line markings to double yellow lines to maintain traffic flow for vehicles entering and exiting Stream Farm Close. The double yellow lines will terminate at Frensham Road.

**Frensham Road j/w Gold Hill (Private) (24039)**

Introduce double yellow lines on the public highway section of this junction to maintain sight lines and road safety.

**3.4 GODALMING NORTH****Town End Street, Latimer Road, Carlos Street, Croft Road, Upper Queen Street and South Street, Godalming (24075, 24076)**

In these streets, introduce a permit holders only scheme applying 8am to 6pm Monday to Saturday through the introduction of 'permit holders only beyond this point' signing at the entrances of Croft Road j/w Holloway Hill, Croft j/w Brighton Road and Latimer Road j/w Brighton Road. All of these streets have requested residents parking at some stage since the parking team at Surrey was created. However, due to the narrow widths of some of these streets it hasn't been possible in the past to introduce the parking bays required to enforce a permit holder restriction. The relatively new restriction of 'permit holders only beyond this point' does not require road markings to be enforceable and this has now allowed us the option to cover all of the streets listed above in one permit area. All existing double yellow lines will need to remain in place for safety, access and sight line reasons and the 4 hour limited waiting bays on Croft Road will have to be revoked to make way for permit spaces. Overall, the proposed scheme would help residents in this area find a parking space near to where they live as these streets are also parked in by commuters and by people visiting and working in the town centre. The permits would be useable in any of the roads listed above as they would all have the same permit identification letter. Properties fronting **Holloway Hill** in the vicinity of Croft Road would be allowed to apply for permits.

**Mint Street and Station Road, Godalming (24077)**

In Mint Street, introduce a 'permit holders only beyond this point' scheme at the entry point from Station Road. This will give these residents with no off street parking priority over non residents. In addition, convert the existing unrestricted parking bays on Station Road to 'permit holders only'. Both these Station Road bays and the Mint Street permit area will have the same permit identification letter and therefore permits could be used in either location. Mint Street, Mill Lane and Station Road properties would all be eligible for permits to use either in Mint Street or Station Road.

**Victoria Road, Godalming (24079)**

Introduce a 'permit holders only beyond this point' restriction to give residents priority over non residents. No property in this street has off street parking and therefore the demand for residents to park on street is very high. This scheme will help residents to find a space outside their property.

## ITEM 8

### **Catteshall Road, Warramill Road and Brock's Close, Godalming (24086)**

On the crossroads junction of Warramill Road, Catteshall Road and Brock's Close, introduce double yellow lines to maintain road safety and sight lines. On the east side of Catteshall Road to the south of Lammas Road, extend the existing double yellow lines up to and into the junction with Warramill Road to prevent parking on this bend and junction. In Brock's Close, introduce a double yellow line on the east side all the way round to the parking area between numbers 4 and 14 Brock's Close. This will keep parked vehicles to one side of the street only to maintain access, particularly for large vehicles and refuse collection. Finally, in Brock's Close, introduce a short section of double yellow lines to prevent parking on the bend that's south of number 1 Brock's Close.

### **Summers Road, Farncombe (24091, 24095)**

Opposite Rush Croft, introduce a section of double yellow lines to assist with vehicles turning right out of Rush Croft. In addition, opposite Rowbury, extend the existing double yellow lines by the entrance to the leisure centre further southwards to cover the junction with Rowbury and partly beyond. This will help vehicles to turn right out of Rowbury and will give vehicles turning left out of the leisure centre a better chance to pass the junction with Rowbury without conflict with other vehicles. Outside number 9 Summers Road, extend the existing single yellow line and reduce the limited waiting parking bay to compensate for a new vehicle crossover. Finally, outside the entrance to White Star Close, introduce a section of double yellow lines and revoke a section of the limited waiting bay to maintain access and sight lines for this entrance.

### **George Road, Grays Road and Elizabeth Road (between Perrior Road and George Road), Farncombe (24092, 24093)**

In these streets, introduce sections of permit holders only parking bays between 8am and 6pm Monday to Friday to give residents priority over non residents as this area is heavily parked and many vehicles belong to commuters using the nearby railway station. The vast majority of properties in these streets have no off street parking and this proposed scheme will significantly increase the likelihood of residents being able to park close to where they live. In addition to the permit bays, sections of double yellow lines would be introduced across all dropped kerbs and on sections of road that need to be kept clear for sight line and access reasons. Finally, the advisory disabled bays outside 9 and 117 George Road and 33 and 41 Elizabeth Road would be made into enforceable disabled bays. The existing 4 hour parking bay in George Road by the Infants School will remain in place for visitors. Please note that a 'permit holders only beyond this point' restriction, as proposed in other Godalming streets, was not possible here due to their behind existing parking bay type restrictions that needed to be retained. Namely the 4 hour bay mentioned above and the enforceable disabled parking bay outside number 73. For this type of permit holder restriction to be introduced the road(s) have to be free of any non yellow line type parking restrictions which could not be achieved here.

### **Manor Gardens, Farncombe (24090)**

By the junction with Farncombe Street, reduce the existing single yellow lines on both sides to give residents additional unrestricted space at the request of the residents themselves.

**Ballfield Road, Farncombe (24087)**

On the junctions with **Frith Hill Road, Richmond Road** and **Ormonde Road**, introduce double yellow lines to maintain road safety and sight lines.

**Fern Road, Farncombe (24088)**

Outside number 2, revoke the disabled parking bay and replace with limited waiting bay of the same length. This disabled bay is no longer required and has been requested to be removed.

**Hare Lane, Farncombe (24088)**

Outside numbers 64a/64b, 56-62, 48, 38 and 20-26, upgrade the existing lengths of single yellow line to double yellow to keep parking within the unrestricted parking bays at all times of the day. Outside number 18, the proposed double yellow lines will extend to the southern building line of number 18 to match the current yellow line layout on the ground following the construction of a kerb build out.

**Hare Lane j/w Wolseley Road, Farncombe (24088)**

Upgrade the single yellow lines on the junction to double yellow to maintain road safety and sight lines at all times of the day. On the south side, upgrade all of the existing single yellow line that is currently up to number 58 Wolseley Road to double yellow to maintain access at all times. This side of the road has no footway and parking here would obstruct traffic flow if it were to take place in addition to parked vehicles on the opposite side.

**Meadrow, Farncombe (24088)**

West of the junction with King's Road, revoke a 10m section of double yellow lines on the north side (opposite number 80 Meadrow) and a 5m section on the south side (outside 82 to 84a Meadrow). These unrestricted spaces will give the Meadrow residents that have no off street parking the opportunity to park on street.

**3.5 GODALMING SOUTH, MILFORD AND WITLEY****Oakdene Road, Godalming (24124)**

Introduce double yellow lines on both sides of the bend to maintain road safety and sight lines.

**Tuesley Lane j/w Duncombe Road, Godalming (24124)**

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

**Busbridge Lane j/w Crownpits Lane, Godalming (24124)**

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

## ITEM 8

### **The Drive, Godalming (24070)**

Opposite property 'Fairfield Cottage' introduce a short section of double yellow lines extending from the school keep clear marking westwards. This will prevent parking opposite the access to Fairfield Cottage which was prevented in the past when the school keep clear marking used to be longer. As a result of a study of the school keep clears this marking had to be reduced on the ground as it was longer than the legal maximum. This proposal for double yellow lines compensates for this loss. In addition, introduce a short section of double yellow lines extending from the school keep clear markings eastwards in order to prevent parking in the vicinity of The Close access.

### **The Drive j/w Hambledon Road and Brighton Road, Godalming (24070)**

Upgrade the existing single yellow lines on this junction to double yellow to maintain road safety and sight lines at all times of the day.

### **Shackstead Lane, Godalming (24073)**

Introduce double yellow lines extending from within **Grove Road** to opposite and partly beyond the junction with Waterside Lane. This will help maintain sight lines for traffic entering Shackstead Lane from the Ockford Road roundabout and also traffic exiting Grove Road and Waterside Lane.

### **Greenhill Close j/w Tuesley Lane, Godalming (24133)**

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

### **Busbridge Lane, Godalming (24133)**

Introduce a single yellow line restriction on both sides of the road between the two existing areas of double yellow lines. This will prevent all day parking taking place and reduce the overall numbers of parked cars in the street improving sight lines, traffic flow and access to and from driveways.

### **Portsmouth Road, Milford (24067)**

To the east of The Lawns, on the north side, fill in the gap between the two lengths of existing double yellow lines to keep parking on the south side only to maintain traffic flow. In addition, on the south side, extend the existing double yellow lines to the east of The Lawns further eastwards to improve sight lines for vehicles exiting The Lawns.

### **New Road, Wormley (24061, 24136)**

From Petworth Road up to the existing single yellow lines, introduce double yellow lines on both sides in order to eradicate all verge parking which is currently taking place and causing significant damage to the verges. Whilst the verge parking is contained to a certain area, displacement to other parts of the road is very likely which is why the proposal covers all remaining lengths of New Road.

### **Combe Lane, Wormley (24061, 24135)**

From Petworth Road up to the existing double yellow lines, introduce double yellow lines on both sides in order to prevent any displacement of vehicles here from New

Road. Whilst there is a footway here, the slight bend and hill does not make this location suitable for parking, particularly after dark.

### **Brook Road, Wormley (24135)**

On the south side, between Bridewell Close and Petworth Road, introduce sections of double yellow lines to cover all accesses. Opposite Bridewell Close and outside the Surrey Heights Nursing Home, introduce two long sections of double yellow lines to prevent parking opposite Bridewell Close and outside the entrances to the nursing home, Heights Cottage and Cheyne Lodge. This will serve as an upgrade from the advisory white lines that are currently in place here and will also act as passing places for through traffic.

## **3.6 WAVERLEY WESTERN VILLAGES**

### **Thursley Road, Elstead (24142)**

On the north side, introduce double yellow lines starting from Hope Street and extending northwards up to the triangular green area to prevent parking on this slight bend that leads up to the grocery store. In addition, introduce double yellow lines on each Thursley Road corner of the triangular green area to prevent parking close to the junctions.

### **Milford Road j/w Upper Springfield, Elstead (24142)**

Introduce double yellow lines on the junction extending further on the western side in order to cover the entrance to Back Lane. This will help maintain access, road safety and sight lines.

### **Tower Road, Hindhead (24137)**

On the junction with **Portsmouth Road** introduce double yellow lines covering the junction and extending up to the existing school keep clear marking on both sides. This will maintain road safety, traffic flow and sight lines on and on approach to this junction. In addition, introduce double yellow lines on the junction with **Glenville Gardens** extending northwards on both sides of Tower Road to maintain access and sight lines for vehicles entering and exiting Moorlands Close and to provide a passing place in this part of the street.

### **London Road, Hindhead (24045)**

Introduce double yellow lines in the vicinity of the Devils Punch Bowl Hotel and entrance to the Devils Punch Bowl. The majority of these double yellow lines are already on the ground but this proposal would see them extended up to the western building line of the hotel in order to assist with the turning of larger vehicles and maintain access to the Devils Punch Bowl at all times.

## **3.7 WAVERLEY EASTERN VILLAGES**

### **The Street, Womersley (24134)**

Outside the Post Office, introduce a 20 minute limited waiting bay to provide a better turnover of parked vehicles. This will allow for short term visits to the Post Office and the area as a whole. At either side of this bay introduce sections of double yellow lines

## ITEM 8

to prevent parking outside of the proposed bay that would be too close to the junctions and give way markings at either end. In addition, provide an additional 20 minute parking bay outside Fern Cottage and Rockville House for the same reasons. It is also proposed to double yellow line around the sheltered seating area that is located in front of the Post Office to keep parking on one side of the road only.

### **Eastwood Road j/w Riverside Drive, Bramley (24115)**

South of Riverside Drive, extend the existing double yellow lines on the junction further southwards to cover the drive to number 6. This is at the request of the resident.

### **Horsham Road, Bramley (24096)**

In the lay-by opposite Summerpool House, revoke the double yellow lines so that they no longer extend into this lay-by. This will allow parking to take place within this new lay-by area. In addition, outside Robertson & Sons, extend the existing double yellow lines so that they cover the access to this store. After this point, introduce a 14m section of single yellow line preventing parking between 7am and 10am Monday to Saturday. This restriction is intended to keep part of the parking area here free for deliveries to take place during these times. This would help keep large delivery vehicles off the main carriageway by providing a designated loading area for a set period.

## **3.8 HASLEMERE**

### **Weydown Road (24050, 24052, 24116, 24138, 24139)**

Along the entire length of the road, introduce sections of single yellow line applying 8.30am to 5.30pm Monday to Friday in order to prevent parking on both sides of the road in any one place. A section of single yellow closest to Derby Road on the western side of Weydown Road will have a restriction applying only between 3pm to 5pm Monday to Friday in order to benefit visitors to the nearby Church. Weydown Road is currently heavily parked by commuters on both sides of the road which makes the passing of two way traffic very difficult, obstructs sight lines due to the bend in the road and puts cyclists at an increased risk due to their unnatural position in the road. In addition to these proposals, double yellow lines will be provided on the Weydown Road junction with High Lane and the existing single yellow lines by the junction with Derby Road will be upgraded to double yellow.

### **Derby Road j/w Weydown Road (24052)**

Upgrade the single yellow lines on this junction to double yellow to maintain sight lines at all times of the day.

### **High Lane j/w Derby Road and Weycombe Road (24140)**

Introduce double yellow lines on this staggered set of junctions to maintain sight lines and road safety. In addition, keeping this area clear will help the school crossing patrol officer who works by the Derby Road junction.

**Derby Road (24050)**

West of the junction with Church Road, extend the existing double yellow lines on the north and south side further westwards in order to cover driveways and give better sight lines and access, particularly during school pick up and drop off times. In addition, downgrade the section of 8.30am to 6.30pm single yellow line restriction outside Derby House to the same times as per the remainder of Derby Road (10am to 2.30pm). This will provide additional parking during school pick up and drop off times.

**Church Road (24050)**

Outside the accesses to numbers 15, 17 and 19, introduce two lengths of double yellow lines to improve sight lines for these drives and to limit the parking between the two dropped kerbs to two vehicles as opposed to three vehicles.

**Tanners Lane (24055)**

Extend the existing double yellow lines on both sides of the road to improve traffic flow and sight lines. On the south side the lines will extend up to the Church Green Cottages. On the north side the lines will extend up to the extent of the white dashed edge of carriageway marking by Church Hill Gate.

**Bridge Road (24054)**

Extend the existing double yellow lines by the junction with Popes Mead up to number 13 Bridge Road. This will help with the passing of traffic without impacting too significantly on the current parking practices of Bridge Road residents.

**West Street (Service Road by Fire Station) (24054)**

The residents parking bay here is underused during the day and it is therefore proposed to introduce a free one hour limited waiting period (in addition to permit holders) in order to allow this bay to be used by visitors to the nearby shops as well as by existing resident permit holders.

**Sandrock (24117)**

Opposite numbers 10 and 11, extend the existing double yellow lines opposite the driveway of number 11 to assist with access to and from this drive.

**Courts Hill Road (24058, 24117)**

On the north side introduce 4 lengths of double yellow lines to prevent parking opposite the drives to numbers 1a, 3 to 9, 11 and 15. In Courts Hill Road parking only takes place on the north side and this makes it difficult for residents with properties and driveways located on the south side to exit their driveways. This proposal eradicates this problem throughout the street. In addition, revoke the 'permit holders only' parking bay outside Haughton House as this bay is very underused during the day and is causing unnecessary displacement of vehicles to the eastern half of Courts Hill Road. It is also proposed to allow properties with steep or narrow driveways on the north side of the road to have up to 2 residents parking permits if required.

## ITEM 8

### **Kings Road (24057)**

Extend the existing double yellow lines on both sides of the road southwards up to and partly beyond the Leisure Centre entrance to prevent parking on this section of bend to maintain sight lines and road safety. This is a change for the TRO only to match the layout currently on the ground.

### **St Christopher's Green (24051)**

On the unrestricted section by the church, introduce a 2 hour limited waiting bay for three vehicles (same restriction as Bunch Lane) in order to provide additional visitor parking for the Church or nearby shops. On the residential side on St Christopher's Green, extend the existing double yellow lines by the garage to cover the dropped kerb for this garage. In addition, outside properties 'Dawn Cottage' and 'Elmbank', convert this section of residents bay here to permit holders or 1 hour limited waiting. As this parking bay is underused during the day, having these two end spaces available for visitors to the shops will make better use of the available space.

### **Lion Green (24056)**

Outside the Methodist Church, revoke the single yellow line to allow parking during the day but extend the existing double yellow lines that are to the east of the church by approximately two car lengths. This extension of double yellow lines will cover the eastern access to the church and a car length beyond in order to help maintain traffic flow by clearing the white central hatching that reduces the width of the carriageway lanes at this point.

### **Lion Mead (24056)**

Increase the limited waiting period on the parking bay from 1 hour to 2 hours in order to give additional time for church visitors.

### **Lion Lane (24049, 24051)**

On the north eastern side of Lion Lane, introduce double yellow lines from the junction with Underwood Road (also covering this junction) northwards up to the boundary of numbers 76 and 78 (excluding the lay-by outside numbers 40 to 44). This proposal will significantly improve two way traffic flow by keeping parking on this side within the lay-by areas only and not allow parking to take place half on and half off the footway which happens during school pick up and drop off times and in the evenings.

### **Weysprings (24051)**

Outside number 2, reduce the existing double yellow lines so that they do not cover the dropped kerb for this property. This is at the request of the resident.

### **Lower Road, Grayswood (24047)**

On the north side between the existing school keep clear marking and double yellow lines, fill in this gap with additional double yellow lines in order to keep parking on one side of the road only in the vicinity of the Grayswood House entrance and prevent parking by this entrance.



### **3.9 CRANLEIGH AND EWHURST**

#### **Park Drive j/w Ewhurst Road, Hailey Place and Taylors Crescent, Cranleigh (24106)**

Introduce sections of double yellow lines covering all of these junctions to maintain sight lines, improve traffic flow and prevent parking on both sides of the road in this particular part of Park Drive.

#### **High Street (o/s Post Office), Cranleigh (24102)**

Outside the Post Office by Bloggs Way, introduce double yellow lines across the dropped kerb that is currently located within a time limited parking bay. The same length of parking bay will be revoked as a result. This will maintain access to the dropped kerb which is part of a crossing point.

#### **The Common j/w Horseshoe Lane, Cranleigh (24141)**

At the top of the triangular green, introduce double yellow lines on the green side only to maintain traffic flow and sight lines here. Keeping this area clear will provide additional passing places, particularly for The Common which is heavily parked and currently lacks an additional passing place at this end.

### **3.10 HASLEMERE RESIDENTS PARKING UPDATE**

A number of residents parking schemes were introduced in Haslemere during the summer of 2013 (in what was termed phase 1) and the majority of these have settled down and are working well. We recognised at the time that this first tranche of schemes may need adjusting and that it did not cater for some residents in the town centre area (such as Lower Street and Shepherds Hill). We planned to look at a more encompassing residents parking solution in Phase 2. This will also be linked to parking provision at the station and displacement. The outcome of a public inquiry in April 2014 about Waverley Borough Council plans for charging on the Weyhill Fairground site is also a consideration.

The residents schemes introduced in Phase 1 have become established and we now have a clearer picture of their usage and the demand for permits. Some locations are well used by permit holders and others are generally underutilised (for example the bays opposite the fire station in West Street, Sandrock and the bays outside Haughton House in Courts Hill Road). There is an opportunity to make small adjustments to make better use of the road space in this parking review, however, a phase 2 review of residents parking will need more thorough and wide spread consultation and cannot be achieved in the time scales for this review. There is also demand for residents parking in other roads such as Museum Hill, however, rather than adding residents schemes in a piecemeal way, a wider town centre review is likely to provide the best solution.

## ITEM 8

It is therefore planned to carry out a consultation about residents parking in the Haslemere town centre area during 2014 in a separate process to this review. Possible options and issues could include:

1. Creating a town centre residents parking zone. This could mean allocating all available parking space (except for shoppers) to residents parking in and around the town centre. Eligibility for residents permits could be opened up to all residents in the zone who met the criteria and there may need to be a waiting list if demand exceeds the space available.
2. Providing more, but retaining street specific residents parking areas.
3. How to cater for local workers?
4. Minimising displacement.
5. Making the best use of the available road space.

### **3.11 CRANLEIGH PARKING ASSESSMENT**

We have been looking at parking in Cranleigh with the county councillor, parish, borough and business community over the last few months. Our work involved monitoring parking on street and in car parks to gauge demand and availability for parking space in the village at various times during the week.

Demand for parking is highest on Thursdays when the market and other events take place. Free parking spaces are very well used and some car parks can be close to capacity. However, there are spaces in Stocklund Square on Thursdays and on other days of the week most car parks operate at lower capacity. The study identified a number of issues including:

- Further on street restrictions on roads around the High Street should be kept to a minimum. These provide additional capacity during busy periods.
- There were mixed views on whether the 1 hour time limit in the High Street bays should be changed. Some businesses felt a longer period was needed, others shorter. On balance we do not propose to change the 1 hour limit in these bays.
- Signing to car parks should be investigated.
- Better use of lay-bys in Parsonage Road outside school times.

Other suggestions by the business community for changes to Waverley Borough Car parks included:

- 'Pay on exit' system for their car parks.
- The introduction of pay by phone.
- More long term parking in Stocklund Square.
- Coach parking facility in car parks.
- Changes to tariff levels to encourage longer stays by shoppers.

These have been put to Waverley Borough Council for consideration.

### **3.12 WAVERLEY GENERAL – BUS STOP CLEARWAYS**

The county council has a rolling programme of road marking refreshment. Over the past year or so, a number of bus stop cage markings in Waverley have been refreshed and a thick yellow line installed at the back of the cage to indicate a 'no stopping' restriction. This allows buses to pull in unhindered. Under current legislation, committee approval is required to introduce bus stop clearways, although no formal advertisement

is required. It is therefore proposed to introduce bus stop clearway markings on all existing bus stop cages in Waverley which will be introduced on the ground as part of the refreshment programme.

### 3.13 OTHER LOCATIONS ASSESSED

The following list provides the roads where we received one or more requests 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 roads on this list that will be re-visited as part of the next review. Requests can relate to a specific part of the road rather than the road in general, so even though a road is listed it does not necessarily mean that all parking situations in that road have been assessed. While every effort has been made to ensure this list is as accurate as possible, there may have been locations that do not appear in this list due to the fact that it was considered along with a nearby road during the assessment. If further clarification is sought please contact Surrey County Council's Parking Team.

Lea Close	Badshot Lea	Arthur Road	Farnham
St Georges Close	Badshot Lea	Baldreys	Farnham
Weybourne Road	Weybourne	Beaufort Road	Farnham
Endencroft	Bramley	Greenfield Road	Farnham
Old Rectory Close	Bramley	Hillside Road	Farnham
The Coombes	Bramley	Lynch Road	Farnham
Windrush Close	Bramley	Ridgway Road	Farnham
Farnham Road	Churt	Searle Road	Farnham
Redhearn Fields	Churt	Talbot Road	Farnham
Ewhurst Road	Cranleigh	The Fairfield	Farnham
Park Mead	Cranleigh	The Hart	Farnham
Parsonage Road	Cranleigh	Tilford Road	Farnham
St Nicholas Avenue	Cranleigh	Talbot Road	Farnham
The Mount	Cranleigh	Hoe Lane	Hascombe
Downhurst Road	Ewhurst	Bell Lane	Haslemere
The Glebe	Ewhurst	Chestnut Avenue	Haslemere
Priory Lane	Frensham	Critchmere Lane	Haslemere
Farncombe Street	Farncombe	Deepdene	Haslemere
Kings Road	Farncombe	Grayswood Road	Haslemere
Nightingale Road	Farncombe	High Street	Haslemere
Perrior Road	Farncombe	Junction Place	Haslemere
The Oval	Farncombe	Longdene Road	Haslemere
Tudor Road	Farncombe	Museum Hill	Haslemere
Ashstead	Farncombe	Pitfold Avenue	Haslemere
Brighton Road	Godalming	Scotland Lane	Haslemere
Catteshall Lane	Godalming	Station Approach	Haslemere
Deanery Road	Godalming	The Avenue	Haslemere
Hallam Road	Godalming	Three Gates Lane	Haslemere
High Street	Godalming	Wey Hill	Haslemere
Langham Close	Godalming	Woodlands Lane	Haslemere
Moss Lane	Godalming	Woolmer Hill Road	Haslemere
South Hill	Godalming	Headley Road	Hindhead
New Road	Milford	Pine Bank	Hindhead

## ITEM 8

Ockfields	Milford	Boundstone Road	Wrecclesham
Station Lane	Milford	Shortheath Crescent	Wrecclesham
Boundstone Road	Rowledge	Stream Valley Road	Lower Bourne
Manley Bridge Road	Rowledge	Alma Lane	Upper Hale
The Long Road	Rowledge	Hales Reed	Upper Hale
Roke Lane	Witley		

### **4. CONSULTATIONS:**

- 4.1 Subject to approval and budget provision being made available for 2014/15, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in early 2014.
- 4.2 Plans illustrating the amended restrictions will be placed on deposit in local libraries and the Waverley Borough Council offices during this time.
- 4.3 Once the amendment order is advertised, people have 28 days to lodge views and objections.
- 4.4 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.
- 4.5 If restrictions are to be added to those initially advertised, regulations require that these new restrictions must be re-advertised afresh. For this reason no additional restrictions can be added through the objection process.
- 4.6 If there are unresolved objections, they will be considered in accordance with the county council's scheme of delegation by the parking strategy and implementation team manager, in consultation with the chairman/vice chairman of this committee and the appropriate county councillor.
- 4.7 Subject to approval, notices will then appear in local newspapers confirming that the county council has made the traffic regulation order.
- 4.8 Finally, the new and amended parking restriction road markings and associated time plates should be installed on the ground in Spring/Summer 2014.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The cost of carrying out parking reviews (officer time) in each borough or district of the County is met by the Parking Team. However, implementation costs in total are likely to be £40,000. This will be financed by £20,000 being contributed each by the Local Committee and Parking Team budgets.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

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

## **7. LOCALISM:**

- 7.1 Each location where parking restrictions are proposed to be amended will have an impact on the local residents and visitors in that area. This effect will vary from slight to significant depending on the resident's/businesses circumstances and requirements for parking on street. The advertisement stage will allow these effected parties to get involved and comment or object to the proposals. This will impact on what decisions are made following the advertisement. Local councillors can also help in this process by liaising with residents who may not want to contact the parking team directly, and prefer to deal with their local councillor instead.

## **8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	Set out below.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

### 8.1 Crime and Disorder implications

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

## **9. CONCLUSION AND 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
- Easing traffic congestion
- Better regulated parking
- Better enforcement
- Better compliance

## **10. WHAT HAPPENS NEXT:**

- 10.1 The agreed proposals are formally advertised and subject to the necessary statutory process. Following the advertisement, any comments and objections will be summarised in a report along with an officer recommendation for each location on how to proceed following those comments and/or objections. This report will be e-mailed to each county councillor asking them to agree with the

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## ITEM 8

recommendations. If a recommendation is not agreed then discussions over the location can continue until a way forward is determined.

- 10.2 Once this stage has concluded, detailed design can begin in preparation to order both the lining and signings works required on the ground. Around the same time Traffic Regulation Orders will be made with a 'go live' date for enforcement to begin.

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**Contact Officer:**

Jack Roberts (Engineer – Parking Team)

**Consulted:**

Local members and residents associations.

**Annexes:**

Annex A.

**Sources/background papers:**

There are none.

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