

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WAVERLEY)

DATE: 26 JUNE 2015

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

SUBJECT: WAVERLEY PARKING REVIEW

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) Funding is allocated as detailed in paragraph 5.1 of this report to proceed with the introduction of the parking amendments.
- (iii) 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 is advertised and that, if no objections are maintained, the orders are made.
- (iv) The consultation proposed in section 3.3 in relation to Little Austins Road and Mavins Road (Farnham) be undertaken in response to the petition received by the committee at its meeting on 20 March 2015.

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

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- Better enforcement
- Better compliance

1. INTRODUCTION AND BACKGROUND:

- 1.1 Surrey County Council's Parking Strategy and Implementation Team (parking team) carries out periodic reviews of on-street parking restrictions across Surrey on a borough by borough basis.
- 1.2 An assessment list comprising 160 requests for parking restrictions from residents, councillors, the emergency services and Surrey County Council (SCC) engineers received since the last review was 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.
- 1.4 In addition, a list of discrepancies between the Traffic Regulation Order (TRO) plans and the existing layout on the ground has been compiled by Guildford Borough Council and assessed as part of this parking review. As these discrepancies can prevent enforcement from taking place at certain locations, it is proposed to correct all of these as part of this review. Proposals which state 'Amendment for Traffic Regulation Order only' therefore require no amendments on the ground. These are all listed first in each area.

2. ANALYSIS:

- 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 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.

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3. OPTIONS:

PROPOSED AMENDMENTS

(Relevant drawing numbers in brackets)

3.1 FARNHAM NORTH

126 – 136 Farnborough Road (Drawing No. 24004)

Revoke the existing double yellow lines in order to allow parking to take place in the lay-by parking area outside these residential properties.

Alma Lane j/w Heath Lane (Drawing No. 24008)

Introduce double yellow lines on and opposite the junction to maintain road safety and sight lines. Parking opposite this junction has become more of an issue due to Alma Lane being slightly on an elevated level compared to Heath Lane which has an incline leading up to Alma Lane. Therefore the need to prevent parking opposite this junction is greater than those on a more even level.

Spring Lane (Drawing No. 24127)

Opposite numbers 9 and 11 Spring Lane, reduce the length of double yellow lines so that they are perpendicular with the extent of the double yellow lines outside 9 and 11 Spring Lane.

3.2 FARNHAM CENTRAL

Castle Street (Drawing No. 24017)

Outside 'Guildford House' and number 47, convert three sections of single yellow line to double yellow to match the current layout on the ground. In addition, outside number 33, introduce double yellow lines between the two parking bays to match the current layout on the ground. AMENDMENT FOR TRAFFIC REGULATION ORDER ONLY.

East Street (Drawing No. 24015)

Outside St James Court, revoke the double yellow lines and the loading restriction and replace with a single yellow line applying Mon.-Sat. 8am-6pm, in order to match the current layout on the ground. AMENDMENT FOR TRAFFIC REGULATION ORDER ONLY.

The Hart (Drawing No. 24023)

Opposite Lion and Lamb Way, convert a section of single yellow line to double yellow in order to match the current layout on the ground. AMENDMENT FOR TRAFFIC REGULATION ORDER ONLY.

Abbey Street (Drawing No. 24024)

Between the two parking bays at the end of Abbey Street, introduce a length of single yellow line applying Mon.-Sat. 8am to 6pm in order to match the current layout on the ground. AMENDMENT FOR TRAFFIC REGULATION ORDER ONLY.

Firgrove Hill j/w Approach Road (Drawing No. 24028)

Introduce double yellow lines on the south side of this entrance to match the current layout on the ground. AMENDMENT FOR TRAFFIC REGULATION ORDER ONLY.

Menin Way (Drawing No. 24030)

Move the existing school keep clear restriction further southwards in order to match the current layout on the ground. AMENDMENT FOR TRAFFIC REGULATION ORDER ONLY.

Trafalgar Court (Drawing No. 24028)

Extend the existing double yellow lines on both sides by 4m in order to match the current layout on the ground. AMENDMENT FOR TRAFFIC REGULATION ORDER ONLY.

Lancaster Avenue (Drawing No. 24121)

On the south side by the junction with York Road, extend the existing double yellow lines up to the limited waiting bay in order to match the current layout on the ground. This was initially intended to be an unrestricted gap for parked vehicles; however, following an error with the lining installation, double yellow lines were installed. It has since been established that this additional length of double yellow lines provides further distance for north bound vehicles to pass the limited waiting bay and return to a normal lane position on approach to the junction with York Road. Therefore it is proposed to formalise this current layout on the ground. AMENDMENT FOR TRAFFIC REGULATION ORDER ONLY.

West Street (Drawing No. 24023)

Outside the museum, introduce a disabled parking bay (maximum stay 3 hours). This involves revoking a 6.6m length of the existing pay and display parking bay. This is at the request of the museum. Outside the entrance to **Bishops Mead**, convert the existing single yellow line to double yellow in order to maintain access and sight lines at all times. Outside numbers 32 and 33 West Street, convert the existing single yellow line to double yellow in order to maintain access and sight lines at all times. Outside the Wheatsheaf public house and the access to Kingham Place, also up to number 23, convert the existing single yellow line to double yellow to maintain access and sight lines to this access at all times.

Lower South View (Drawing No. 24018)

Outside numbers 9, 11, 26 and 27, convert the existing shared use limited waiting bays to permit holders only, as per the existing bay outside numbers 1

to 7. When the bay outside numbers 1 to 7 was converted to permit holders only, the remaining bays were left as shared use in order for some visitor parking to remain free for 2 hours. However, since this change, residents have requested for all the bays in Lower South View to be changed to permit holders only in order to guarantee resident space during the day. In addition, it is proposed to convert the existing single yellow line between numbers 7 and 9 to double yellow, in order to maintain access to this entrance at all times.

Alfred Road (Drawing No. 24029)

Outside number 5, introduce a disabled parking bay (no time limit) at the request of a disabled badge holder living in this road. This involves revoking a 6.6m length of shared used parking bay.

Menin Way (Drawing No. 24030)

Introduce a 20 minute limited waiting bay between the existing double yellow lines at the north entrance to the school, and the existing double yellow lines by the entrance to the hospice. Like the existing 20 minute bay in Longley Road, this will provide a highly sought after visitor parking area for school pick-up and drop-offs. This restriction will apply Monday to Friday between 8am and 6pm. At present, during peak school times, parents and carers park on the existing single yellow lines within Menin Way, as all existing unrestricted spaces are heavily parked with commuter vehicles and others. Whilst this 20 minute bay will not completely solve the school time parking issues in this street, it will significantly improve it.

College Gardens (Drawing No. 24023)

Introduce nine '2 hours or permit holders' shared use parking spaces to allow visitor or resident parking to take place during Controlled Parking Zone A times of Monday to Saturday 8am to 6pm. Six of these spaces will be located at the end of the cul-de-sac, formalising the existing spaces. The other three will be located on the eastern side with one being outside number 6 and the remaining two outside numbers 2 and 3. In addition, on the eastern side of the cul-de-sac, introduce a two car disabled parking bay outside number 5 to prioritise blue badge holder parking. Finally, all remaining sections of road on the eastern side and within the turning head will be double yellow lined to maintain access to both the marked parking bay areas and also dropped accesses to planned off-street car parking areas within College Gardens.

The Chantry's j/w West Street (Drawing No. 24031)

Convert the existing single yellow lines to double yellow, both within The Chantry's and extending out onto the junction with West Street and also further into The Chantry's, up to the lay-by parking areas. This will help maintain sight lines on the junction at all times and will maintain access into The Chantry's by preventing parking on the narrow section up to the start of the parking lay-bys on both sides of the street.

Long Bridge (Drawing No. 24024)

Outside the 'Churchill Retirement Living' development, remove the existing 90 degree parking bay layout and introduce a new parallel parking layout to take into account the reconstructed footway and new parking lay-by area. The

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proposed restriction will be the same as the existing (Monday to Saturday 2 hours or permit holders). **Please note** that the drawn proposal is based on construction plans for work that has not yet been physically undertaken on the ground, therefore there may be a requirement to adjust the parking bay layout, including the total number of spaces, once the construction work has concluded. This adjustment process can be carried out during the objection stage of the parking review.

Guildford Road and Forge Close (Drawing No. 24015, 24016)

On the north side of **Guildford Road**, extend the existing double yellow lines from the junction with Hale Road and East Street further eastwards up to number 15. Between Anstey Road and Forge Close, introduce double yellow lines on both sides of the road including on the corner of Forge Close outside number 37 Guildford Road. This will keep parked cars contained on the north side between numbers 15 and 37 only, resulting in an improvement in the ability of vehicles to pass each other and also allowing more road space for queuing vehicles to wait before they can safely pass.

Whilst parking on this section of Guildford Road is preventing two-way traffic from moving freely at the same time, a previous proposal to double yellow line this entire road on both sides was previously deferred by the local committee as part of the 2013 Waverley Parking Review, in order for other options to be discussed, including a possible one-way system. This deferral decision was made following a large number of objections from the properties fronting this street. It has since been established that such alternative proposals are unlikely at this present time and as a result, a yellow line parking scheme has been re-assessed with an aim to improve traffic flow whilst still maintaining parking for residents and others. The proposal detailed above is believed to be the minimum required in order to have an improvement on traffic flow. Whilst the delays and disruption caused by parked vehicles on the north side will remain, this scheme would provide more of a compromise between resident parking needs and the issues being experienced by through traffic on a daily basis.

As part of this proposal, it is also proposed to introduce double yellow lines within **Forge Close**. These will be located on the corner outside number 37 Guildford Road; on the eastern side of Forge Close from the junction to the boundary of numbers 1 and 1a Forge Close; and on the inside of the sharp bend by number 1a. These double yellow lines will keep parking on the western side only on approach to the sharp bend, whilst maintaining turning on this bend, particularly for larger vehicles such as refuse collection, emergency services and delivery vehicles.

3.3 **FARNHAM SOUTH**

Greenfield Road (Drawing No. 24037)

Opposite 94 to 106, introduce a length of double yellow lines to prevent parking in front of and next to the rear access to the Weydon School in order to maintain road safety, access and sight lines.

Stream Farm Close j/w Frensham Road (Drawing No. 24130) (APPROVED AT 20 MARCH 2015 COMMITTEE)

Introduce double yellow lines on the junction and extending further into Stream Farm Close in order to convert the existing white line advisory layout and maintain road safety and sight lines at all times.

**Little Austins Road and Mavins Road (No Drawing)
(RESPONSE TO PETITION PRESENTED BY MR DAVID WYDENBACH AT
20 MARCH 2015 MEETING OF LOCAL COMMITTEE)**

Following the introduction of additional parking restrictions in Farnham, particularly in Lancaster Avenue, York Road and Morley Road, the number of parked vehicles in Little Austins Road has increased significantly, but to a lesser extent in Mavins Road. Taking into account the displacement-based reasons for residents of surrounding streets objecting to the previously proposed restrictions for Little Austins Road and Mavins Road, revisiting these schemes as previously advertised would almost certainly result in a repeat of these same objections. Therefore, a more productive way forward may be a more extensive scheme, covering not only Little Austins Road and Mavins Road but also Greenhill Road, Middle Avenue, Swingate Road and possibly Great Austins as well. All of these streets could potentially have the same type of parking restriction layout to deter all day parking and maintain road safety and sight lines on the junctions. There may also be opportunities to still allow unrestricted parking to take place in designated parts of these streets where property driveways or accesses are few and far between. This would help disperse the number of commuter vehicles over a larger area so that they are not just confined to one or two streets only, although it is not known for certain how far commuters would be prepared to walk from their parked vehicle to the railway station.

At this time, not enough is known about how residents in these streets would view a more widespread scheme compared to what was previously advertised for Little Austins Road and Mavins Road, or even if it would be supported by any majority number. Therefore, a consultation would be required to assess this prior to any proposal being brought to this committee. **It is therefore recommended to committee** that a consultation should be carried out in this Great Austins area to determine resident views and opinions on a more widespread parking scheme, which may include more than one option. A letter drop to all affected properties would need to be undertaken. If agreed, the site assessment work and consultation would be carried out during Autumn 2015. If there is a majority level of support achieved for a particular proposal then it would be finalised as part of the 2016 Waverley parking review, where committee approval would be required in order to formally advertise the restrictions.

3.4 **HASLEMERE**

Wey Hill (Drawing No. 24051)

Between the accountants (no. 99) and Haslemere Carpets (no. 103), revoke the parking bay currently shown on the Traffic Regulation Order plans and introduce double yellow lines to prevent parking on and near to the existing bus

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stop. In addition, outside 'Chilli Nights Take Away', revoke part of the limited waiting parking bay and replace with a 'Loading Only' bay applying at any time in order to match the current layout on the ground and provide a dedicated loading area in Wey Hill. As part of this amendment, double yellow lines would be extended by the access up to the proposed loading bay in order to match the current layout on the ground. AMENDMENT FOR TRAFFIC REGULATION ORDER ONLY.

Courts Hill Road (Drawing No. 24117)

On the section of Courts Hill Road between Courts Mount Road and Shepherd's Hill:

Outside numbers 4 to 10, introduce an extended length of double yellow lines to cover the driveways to these properties and maintain access. Outside number 2, fill in the gap in the double yellow lines with further double yellow in order to improve sight lines and passing on approach to the crossroads junction. Outside numbers 16 and 18 introduce a length of double yellow lines to cover the driveways to these properties and maintain access. Outside numbers 20 and 22 slightly adjust the location of the existing double yellow lines in order for the Traffic Regulation Order to match the current layout on the ground. Outside number 22a introduce a length of double yellow lines to cover the driveway to this property and maintain access. Also outside number 22a, reduce the existing double yellow lines slightly in order for the Traffic Regulation Order to match the current layout on the ground. Finally, on the south side of Courts Hill Road, double yellow line the entire length in order to keep vehicles on the north side only. These proposals will ensure that driveway access is maintained in Courts Hill Road for properties on both sides of the street, as well as improving traffic flow.

Hill Road (Drawing No. 24117)

By the junction with Shepherd's Hill, extend the existing double yellow lines on both sides of the road to give additional space for vehicles to enter and exit the road without conflict with other road users.

Old Haslemere Road j/w Hill Road (Drawing No. 24059)

Introduce double yellow lines on this junction to maintain access and sight lines. As part of this proposal, the double yellow lines will be extended eastwards along Hill Road, on both sides of the road, to cover the existing post box to maintain unhindered access to this facility and also to further improve sight lines on this junction, particularly for vehicles exiting Museum Hill.

Popes Mead (Drawing No. 24054)

Reduce the length of the permit holders only parking bay opposite numbers 3 and 4 Popes Mead and replace with double yellow lines so that there is just one parking bay space starting from the junction with West Street. This is to prevent permit holders from parking in front of the access to the rear of number 56 West Street. The bay was originally placed in front of this access to allow the resident of number 56 or their visitors to park in front of the access with a permit. However, despite an access protection marking (white H bar line) being installed in front of the access to deter other residents from parking in front of the access as well, this unfortunately is taking place. Therefore it is required to

formally prevent parking in front of the access by reducing the permit bay and extending the double yellow lines.

3.5 CRANLEIGH

High Street (Drawing No. 24102, 24104)

Outside numbers 238, 230, and 222 convert the single yellow lines to double yellow to prevent parking in front of these accesses at all times. On the north side, outside numbers 31 to 97, introduce a 'no loading' restriction applying Monday to Saturday 8am to 9.30am and 4.30pm to 6pm. This will limit loading to only one side of the road at peak times because when loading on both sides occurs it becomes very obstructive for through traffic, particularly in the vicinity of a mini roundabout and a controlled pedestrian crossing point.

Ewhurst Road (Drawing No. 24104)

Extend the existing double yellow lines northeast of St Nicolas Avenue up to Ivy Cottage (not covering the existing crossing zigzag markings on the ground) in order to prevent parking on this bend and also in the vicinity of the pedestrian crossing.

3.6 WAVERLEY EASTERN VILLAGES

High Street, Bramley (Drawing No. 24097)

On the eastern side, between Windrush Close and Weyside Cottages, revoke the 'no loading at any time' restriction in order to match the current layout on the ground. AMENDMENT FOR TRAFFIC REGULATION ORDER ONLY.

Station Road, Bramley (Drawing No. 24096)

Introduce double yellow lines in between the two school "keep clear" markings on the south side to prevent parking between these two markings to help maintain road safety.

3.7 WAVERLEY WESTERN VILLAGES

Portsmouth Road, Hindhead (Drawing No. 24045)

On the north side, from Tilford Road up to and partly beyond the junction with **Royal Huts Avenue**, introduce double yellow lines in order to match the current layout on the ground. AMENDMENT FOR TRAFFIC REGULATION ORDER ONLY.

3.8 GODALMING NORTH

Station Road (Drawing No. 24090, 24093)

Outside Farncombe railway station, introduce a length of double yellow lines between the two entrances/exits to match the current layout on the ground. In addition, convert the single yellow line to double yellow just south of this location in order to match the current layout on the ground. Finally, near the junction with Farncombe Street, convert a length of single yellow line to double yellow directly south of the existing limited waiting bay to match the current layout on the ground. AMENDMENT FOR TRAFFIC REGULATION ORDER ONLY.

Farncombe Street (Drawing No. 24090)

Outside numbers 33 and 35A, convert the single yellow line to double yellow and extend the parking bays slightly in order to match the current layout on the ground. AMENDMENT FOR TRAFFIC REGULATION ORDER ONLY.

Woolsack Way j/w Woolsack Way (Drawing No. 24079)

Introduce sections of double yellow lines on all arms of the roundabout in order to match the current layout on the ground. AMENDMENT FOR TRAFFIC REGULATION ORDER ONLY.

Lower South Street (Drawing No. 24077)

Extend the existing double yellow lines up to the junction with the High Street in order to match the current layout on the ground. AMENDMENT FOR TRAFFIC REGULATION ORDER ONLY.

9 George Road (Drawing No. 24092)

Make the advisory disabled parking bay enforceable (no time limit) at the request of the resident following repeated incidents of non-blue badge parking taking place in this bay.

Owen Road (Drawing No. 24091)

Revoke the limited waiting bay to allow residents to park unrestricted in this road. In addition, introduce a length of double yellow lines across the access outside numbers 8 and 10 in order to maintain access at all times.

St John's Street (Drawing No. 24091)

Outside the Day Centre, introduce double yellow lines either side of the entrance to help maintain access and sight lines. In addition, outside numbers 23 to 35, convert a length of single yellow line to double yellow in order to match the current layout on the ground.

Fern Road (Drawing No. 24088)

Between Hare Lane and Kings Road, revoke the limited waiting bay in order for residents to park in this street unrestricted.

Wey Court (Drawing No. 24088)

On the north side of the road revoke the single yellow line fronting the lay-by parking area in order to allow vehicles to park in this lay-by unrestricted.

Charterhouse Road (Drawing No. 24087)

On the north east side, outside properties Barco, Nantmore, Dormans, Deep Heights and Rimini, revoke the existing single yellow line in order to allow unrestricted parking to take place in this lay-by parking area.

Scizdons Climb (Drawing No. 24079)

On the eastern side of the road, extend the existing double yellow lines round the inside of the bend up to a point beyond the entrance to numbers 9 to 15. This will prevent parking from taking place on both sides of the road which is causing obstructions for traffic, particularly refuse collection vehicles, and will improve road safety and sight lines.

Mint Street (Southern Section) (Drawing No. 24077)

Revoke the existing double yellow line on the eastern side of the road. Due to the narrow road width here, despite this double yellow line only being present on one side of the road, it is in effect preventing parking from taking place on both sides of this street. It is therefore proposed to remove this confusion by making the road entirely unrestricted, which will create much needed parking space in this particular part of Godalming.

Bridge Road (Drawing No. 24080)

Outside 'Lea House', extend the existing double yellow lines to cover the driveway to this property, which has been obstructed on a number of occasions. This proposed extension will maintain access at all times.

Langham Close j/w Catteshall Lane (Drawing No. 24079)

On Catteshall Lane, extend the existing double yellow lines on the junction further in both directions in order to improve sight lines further in both directions. This is at the request of residents of Langham Close.

Peperharow Road (Drawing No. 24083)

Outside number 49 and 51, reduce the double yellow lines to the boundary of numbers 47 and 49 in order to allow the residents and visitors to their property parking space in addition to their single space driveway and in doing so, reduce parking congestion at narrower points in the road.

The Mint (No Drawing)

It is proposed to allow any residential property with an address of 'The Mint' to be able to apply for permits for use within the existing permit zone 'M'. These properties have limited or no off-street parking and have a requirement to be parked on-street.

Cow Lane (No Drawing)

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It is proposed to allow any residential property with an address of 'Cow Lane' to be able to apply for permits for use within the existing permit zone 'M'. These properties have limited or no off-street parking and have a requirement to be parked on-street.

Borough Road (TO NOTE ONLY)

There have been requests received regarding the unrestricted parking bay located on Borough Road just south of Chalk Road. Residents of nearby Charterhouse Road have asked if this bay could be made into 'permit holders only', for use by Charterhouse Road residents. Whilst this is feasible, bearing in mind that there are other roads in this north part of Godalming which have also requested residents' parking in the past (namely Chalk Road and Deanery Road), a stand-alone scheme for Charterhouse Road residents would not be the best solution for this area as a whole. Ideally the Borough Road parking bay would be one of three permit parking areas, with the other two being located on Deanery Road (between Borough Road and Frith Hill Road) and also on Chalk Road (outside numbers 10 to 28). A scheme such as this could then provide enough space for all Chalk Road, Deanery Road and Charterhouse Road residents who have a need to park on-street. Displacement of parked vehicles would already be managed by the extensive single and double yellow lines that already exist in these streets, outside of the parking areas listed. However, at this time, not enough is known about how residents in these streets would view such a scheme, or even if it would be supported by any majority number. Therefore, a consultation would be required in order to assess this prior to any proposal being brought to this committee. The site assessment work and consultation would be carried out during Autumn 2015. Depending on the outcome of this, supported proposals will be taken forward as part of the 2016 Waverley parking review.

South Hill (TO NOTE ONLY)

South Hill residents have carried out a survey of households in the road that indicates support for parking restrictions to better manage on-street parking in the road. Problems such as larger vehicles being unable to pass can occur in the most heavily parked parts of the road near Catteshall Lane. The parking team is planning to look at the parking situation in this road in more detail and draw up a scheme over Summer 2015. This will be aimed at reducing obstruction in some parts of the road but also avoiding and managing displacement. The timescales for this parking study are to draw up a scheme in summer 2015 and consult with residents in early autumn 2015. Depending on the outcome of this, supported proposals will be taken forward as part of the 2016 Waverley parking review.

3.9 GODALMING SOUTH, MILFORD AND WITLEY

The Paddock j/w The Drive, Godalming (Drawing No. 24070)

Introduce double yellow lines to maintain road safety and sight lines.

Brighton Road, Godalming (Drawing No. 24072)

In the parking lay-by areas located outside numbers 42 to 84, introduce 'Permit Holders Only' parking restrictions applying Monday to Saturday 8am to 6pm.

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These will be part of the existing 'N' permit zone and therefore can be used by any 'N' permit holders. The Brighton Road properties that will be eligible for permits will be all residential properties located between the junction with Flambard Way and numbers 88 and 85 (inclusive) on the western and eastern side respectively. All of these residential properties will also be able to use permits anywhere within zone N, although it is expected that they will primarily use the Brighton Road bays.

This is being proposed to address a long history of requests for permit parking in Brighton Road, which have more recently resurfaced as a result of displacement from the existing 'N' permit zone (located in Croft Road, Latimer Road, Town End Street, Carlos Street, Upper Queen Street and South Street). Some non-resident vehicles previously being parked in these streets have now begun to park in Brighton Road, reducing space for these residents. However, non-resident parking has taken place in Brighton Road for several years, which has resulted in fewer spaces for the residents themselves. This has been the basis for previous requests for residents parking in this street prior to Zone 'N' being introduced. Residents have stated that the additional non-resident parking as a result of Zone 'N' displacement has made the parking situation for residents far less bearable, and that the need for permits in Brighton Road is greater than ever.

Underhill Close, Godalming (Drawing No. 24072)

In order to address the issue of displacement to this street also, it is proposed to include this street in Zone 'N', which will involve a 'permit holders only beyond this point' restriction being introduced at the entrance. Like Brighton Road, residents of this street will also be allowed to use permits within zone 'N', although it is expected that they will primarily use the parking spaces available in their street.

Brook Road, Wormley (Drawing No. 24135)

Outside the Surrey Heights Nursing Home, introduce double yellow lines into the two car gap in order to keep vehicles within the correct lane position on approach to the junction with Bridewell Close. At present vehicles have to pass these parked cars which places them over the lane on the opposite side. This has proved to be particularly problematic when vehicles are trying to exit Bridewell Close at the same time and also when vehicles are approaching in the opposite direction on Brook Road. It is therefore proposed to prevent parking in this part of Brook Road in order to address this issue.

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.

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Badshot Lea Road	Badshot Lea & Weybourne	Binscombe Lane	Farncombe
Crown Lane	Badshot Lea & Weybourne	Copse Side	Farncombe
Monkton Lane	Badshot Lea & Weybourne	Hallam Road	Farncombe
Rowhills	Badshot Lea & Weybourne	Kings Road	Farncombe
St Georges Road	Badshot Lea & Weybourne	Marshall Road	Farncombe
Weybourne Road	Badshot Lea & Weybourne	Orchard Field Road	Farncombe
Chestnut Way	Bramley	Summers Road	Farncombe
Green Road	Chiddingfold	Tudor Road	Farncombe
Alford Road	Cranleigh	Abbots Ride	Farnham
Barber Drive	Cranleigh	Arthur Road	Farnham
Horsham Road	Cranleigh	Broomleaf Road	Farnham
Little Manor Gardens	Cranleigh	Greenfield Road	Farnham
Mead Lane	Cranleigh	Little Green Lane	Farnham
Mead Road	Cranleigh	Lynch Road	Farnham
New Park Road	Cranleigh	Manor Road	Farnham
Taylor's Crescent	Cranleigh	Middle Church Lane	Farnham
The Precinct	Cranleigh	Middlefield	Farnham
Thursley Road	Elstead	Potters Gate	Farnham
Grove Road	Godalming	Roman Way	Farnham
Harts Yard	Godalming	St James's Avenue	Farnham
High Street	Godalming	Water Lane	Farnham
Mill Lane	Godalming	Waverley Lane	Farnham
Ockford Road	Godalming	Weybourne Road	Farnham
Old Station Way	Godalming	Park Road	Farnham
Tuesley Lane	Godalming	Hoe Lane	Hascombe
Upper Queen Street	Godalming	Bunch Lane	Haslemere
London Road	Hindhead	Chestnut Avenue	Haslemere
Tower Road	Hindhead	Critchmere Lane	Haslemere
Riverdale	Lower Bourne & Wrec'ham	Kings Road	Haslemere
Vicarage Hill	Lower Bourne & Wrec'ham	Lion Mead	Haslemere
Wentworth close	Lower Bourne & Wrec'ham	Longdene Road	Haslemere
Boundary Road	Rowledge	Meadway	Haslemere
Hullmead	Shamley Green	Museum Hill	Haslemere
Bricksbury Hill	Upper Hale	Petworth Road	Haslemere
Hale Reeds	Upper Hale	Sickle Road	Haslemere
Shortheath road	Upper Hale	St Christophers Road	Haslemere
Swift Road	Upper Hale	The Mount	Haslemere
The Green	Upper Hale	Weydown Road	Haslemere
Upper Weybourne Lane	Upper Hale	Eastfields	Wormley & Witley
Foxwood Close	Wormley & Witley	Middle March	Wormley & Witley
Khartoum Road	Wormley & Witley	Combe Lane	Wormley & Witley
Coopers Place	Wormley & Witley	The Street	Wonersh

4. CONSULTATIONS:

- 4.1 Subject to approval and budget provision being made available for 2015/16, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in Summer 2015.
- 4.2 Plans illustrating the amended restrictions will be placed on deposit in local libraries and the Waverley Borough Council offices during this time.

www.surreycc.gov.uk/waverley

- 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 Autumn 2015.

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 **£20,000**. This will be financed jointly from Local Committee and Parking Team budgets. It is recommended that the Local Committee allocate **£10,000** towards the cost of implementing the proposals in Annex A.

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 residents'/businesses' circumstances and requirements for parking on-street. The advertisement stage will allow these affected 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.

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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

8.1 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 and its recommendations will need to be agreed by members. 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 signing work required on the ground. Around the same time Traffic Regulation Orders will be made with a 'go live' date for enforcement to begin.

Contact Officer:

Jack Roberts (Engineer – Parking Team)

Consulted:

Residents and councillors whenever necessary at this stage.

Annexes:

Annex A.

Sources/background papers:

There are none.