

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (SURREY HEATH)****DATE:** 1 October 2015**LEAD OFFICER:** JACK ROBERTS (Engineer, Parking Strategy & implementation team)**SUBJECT:** ON STREET PARKING REVIEW OF SURREY HEATH**DIVISION:** ALL DIVISIONS IN SURREY HEATH**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 Surrey Heath 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, support or objections from members of the public.

**RECOMMENDATIONS:**

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

- (i) the proposed amendments to on-street parking restrictions in Surrey Heath as described in this report and shown in detail on drawings in annex A are agreed.
- (ii) the local committee allocates funding 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 Surrey Heath as shown on the drawings in annex A are advertised and that if no objections are maintained, the orders are made.
- (iv) 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 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 120 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 Surrey Heath 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.

**3. OPTIONS:**

**PROPOSED AMENDMENTS**

(Relevant drawing numbers in brackets)

**3.1 CAMBERLEY EAST**

**Barossa Road, Old Dean Road, Upland Road, Cromwell Road, York Road and Hartford Rise (1368, 1319)**

In these six streets, introduce a 'permit holders only' restriction operating Monday to Saturday 8am to 6pm. The streets will require 'permit holders parking only past this point' signs at their junctions with King's Ride and College Ride, with no road markings required. All existing single yellow lines and double yellow lines, including any advisory disabled bays and access protection markings, will remain in place. As part of this scheme, double yellow lines are proposed for the junction of **College Ride** and Old Dean Road to maintain road safety and sight lines.

In previous parking reviews, including this current review, residents in this part of Camberley have raised concerns about the number of non-residents parking on street. The majority of these concerns have come from residents of Barossa Road, which has the highest proportion of properties with no off street parking. However, introducing a permit scheme in Barossa Road in isolation would almost certainly result in immediate displacement of non-resident parking to Old Dean Road and Upland Road, which Barossa Road joins onto. There will also likely be more parking pressure on Cromwell Road, York Road and Hartford Rise, as these three streets are closer to the town than Barossa Road. Whilst off street parking is more common in these streets, any significant increase in parking will likely result in further complaints or requests in the future.

It is therefore proposed to include all of these six streets in a 'permit holders only' parking scheme. If approved as part of this review, each property will be letter dropped as part of the formal advertisement. If it turns out to be the case that only some streets (or even just one street) are in favour of permit parking, then the scheme could be reduced based on where the most support is coming from.

The times chosen coincide with the Camberley Controlled Parking Zone times, although these permit schemes would be separate to the CPZ. The criteria for resident permits and visitor permits would be the same as the Camberley CPZ.

Whilst an extension of the Camberley CPZ was looked into, it was not deemed practical to extend this zone beyond the current significant boundary of the A30 London Road. It would also have required marked parking bays and multiple lengths of single and double yellow lines to be introduced in all six streets, which the 'permit holders parking only past this point' format does not require, therefore significantly reducing street clutter and also installation and maintenance costs.

### **Camberley Service Areas 1, 2, 4 and 6 (1321, 1322)**

It is proposed to convert all existing single yellow lines in these service areas currently applying Monday-Saturday 8am to 6pm to double yellow lines. The current restrictions allow parking to take place on the single yellow lines after 6pm and all day on Sunday. Due to the many shops and restaurants remaining open after 6pm, particularly as a result of the Atrium development, parking in these service areas regularly occurs on the single yellow lines in the evenings and on Sundays. As parking in these service areas is primarily intended for business permit holders in marked bays, this increase in parking on the single yellow lines reduces the overall road space in the service areas, which is becoming increasingly problematic for large goods/delivery vehicles which frequently use them. There have been numerous incidents of large goods vehicles being unable to turn around in the service areas due to the large amount of visitors parking on the single yellow lines. Converting these to double yellow would keep parking in the marked business permit bays only and therefore free up the remaining parts of the service areas for traffic movement, which almost certainly would have been the original intention of the single yellow lines before the increase in demand for the town centre in the evenings was evident.

Service areas 3 and 5 are within the barrier controlled pedestrianised High Street and have no marked yellow lines, therefore no amendments are required for these two service areas.

Please note that as part of this service area review, a few sections of private land within the service areas have been confirmed with our Highways Information Team. Therefore some business permit bays and double yellow lines have had to be removed

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from our Traffic Regulation Order plans in order to reflect these confirmed extents of private land. The restriction layout shown on drawings 1321 and 1322 outlines the current extent of the public highway.

Please also note that within service area 4, the locations of the business permit bays on the south side have had to be altered on our legal plans in order to match the current layout on the ground. This is an amendment which requires advertisement.

### **Branksome Park Road j/w Upper Park Road (1323)**

Introduce double yellow lines on and opposite this junction to maintain road safety and sight lines. This junction has a particular issue with parking opposite the junction in addition to on the junction, which is putting vehicles on the wrong side of the road when exiting. Whilst double yellow lines opposite junctions are not standard practice, in some circumstances it is deemed to be necessary in order to improve road safety.

### **Church Hill j/w Bellever Hill (1323)**

Introduce double yellow lines on the junction to maintain road safety and sight lines. The double yellow lines extend further than usual into Bellever Hill due to the bend in the road. Parking on this bend on approach to the junction is not a particularly safe practice and the double yellow lines will help enforce this.

### **Park Lane (1324)**

On the south side, it is proposed to revoke a significant length of double yellow lines and replace with 'permit holders or 2 hours' parking bay, applying Monday to Saturday 8am to 6pm. Parking can safely take place here without obstructing traffic, therefore this proposal will help meet an increase in demand for permit parking spaces and also time limited parking in this particular part of Camberley.

### **Surbiton Road j/w Mitcham Road (1378)**

Introduce double yellow lines on the junction to maintain road safety and sight lines, particularly during school peak times.

### **Mitcham Road (1378)**

In order to maintain traffic flow, road safety and sight lines during school peak times, it is proposed to introduce a 'school keep clear' marking at a popular pick up and drop off point located at the rear of the Pine Ridge School, near to the junction with Surbiton Road. As part of this proposal, double yellow lines would be introduced at one end of the 'school keep clear' marking to prevent parking on a corner of a cul-de-sac. The other end of the 'school keep clear' marking will extend up to a parking lay-by opposite the Surbiton Road junction.

### **Woodlark Glade (Private) j/w King's Ride (1379)**

Introduce double yellow lines to maintain road safety and sight lines on the junction. As Woodlark Glade is private, the double yellow lines will extend straight across the junction.

### 3.2 CAMBERLEY WEST

#### **Appley Drive (1325)**

Outside Derek Horn Court (sheltered housing), extend the existing double yellow lines on both sides of the road to help ambulances to park directly outside as they can often be required due to the nature of the building.

#### **The Avenue (1325)**

Outside number 29, remove the parking bay and replace with a single yellow line applying Monday to Saturday 8am to 6pm. This will improve driveway sight lines and turning space at this location following complaints from residents.

#### **Heatherley Road (1327)**

Convert the parking bays either side of Kingfisher Drive (Private) from free unlimited parking to 'permit holders or 2 hours' in order to meet with recent demand for permit bays in this part of the street. In addition, convert the single yellow line across the entrance to Kingfisher Drive to double yellow to maintain access and sight lines at all times. In order to make up for the loss of free unlimited parking as a result of this proposal, it is also proposed to extend the free unlimited parking bay opposite number 36 Heatherley Road further northwards to increase the capacity of this bay from one space to five spaces. This will require a revocation of part of the existing no waiting Monday to Saturday 8am to 6pm restriction.

#### **Southwell Park Road (1327)**

Outside numbers 32 to 36 and extending to opposite number 25, convert the existing 'no waiting Monday to Saturday 8am to 6pm' restriction to double yellow lines in order to maintain driveway access and sight lines at all times. In addition, at the parking bay closest to The Avenue, remove the existing 'no waiting Monday to Saturday 8am to 6pm' restriction across an old and redundant access, which is currently breaking up this parking bay, and replace with 'permit holders or 2 hours' (fills in the unnecessary gap with parking bay).

#### **Glebeland Road (1334)**

On the right hand side as you drive in from Stanhope Road, extend the existing double yellow lines further into Glebeland Road in order to give larger goods vehicles (which are very common in this area) more room to pass parked cars on approach to the junction. In addition, on the western side of the road, introduce two lengths of double yellow lines across accesses for 'STIHL' and 'Linde' which are two companies requiring frequent HGV access. The large turning requirements for these vehicles mean that any car parked close to the entrances/exits can cause the HGVs to mount kerbs on the opposite side of the road just to pass them. These proposed double yellow lines will help resolve this issue.

#### **Doman Road (1335)**

On the north side of the 'S' bend in Doman Road, in the vicinity of 'Alfa-Laval', introduce double yellow lines to help maintain access, sight lines and road safety, particularly for HGVs. The majority of this restriction is a conversion of an existing single yellow line applying Monday to Saturday 8am to 6pm, which is also partly being

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revoked at the eastern end of the bend in order to match the current layout on the ground.

### **Park Road j/w Blenheim Place (Private) (1341)**

Introduce double yellow lines across this entrance to help maintain access and sight lines at all times. The proposed double yellow lines continue further at the southern end in order to meet up with an existing bus stop cage marking.

### **Wilton Road (1342)**

Extend the existing double yellow lines currently terminating opposite St John's Ambulance, all the way around the end of Wilton Road extending into all entrances and exits present here. This is to help maintain access for the recycling centre which requires a steady flow of in and out traffic in order to prevent hold ups and delays. Parked cars opposite the recycling centre are a particular issue with regards to this. Whilst this part of Wilton Road belongs to Surrey Heath Borough Council, permission is being obtained to allow Surrey County Council to introduce restrictions on their land. The restrictions would still be enforced by Surrey Heath Borough Council as normal.

### **Alphington Avenue (1346)**

Introduce double yellow lines on the junctions with **Hawkswood Avenue** and **Alphington Green**, linking up with the two existing school keep clear markings on the north side of Alphington Avenue. This will help maintain road safety and sight lines on these junctions, particularly at school peak times. In addition, on the south side of Alphington Avenue, introduce a length of double yellow lines covering the vehicular 'exit' of the Lakeside School, in order to maintain sight lines and road safety. As part of this set of proposals, a slight revocation of the end of an existing school keep clear by Hawkswood Avenue is required in order to match the current layout on the ground.

### **Grove Cross Road (1363)**

Outside 'Old Rectory Cottage', remove double yellow lines across an old redundant access and replace with free unlimited parking bay. In addition, outside 'Old Rectory House', revoke part of the free unlimited parking bay and replace with double yellow lines to prevent parking in front of an access.

### **Southern Road (1324)**

In the parking lay-bys opposite numbers 6 to 18 and number 52, revoke the double yellow lines and loading restriction (in bay opposite number 52) and replace with 'permit holders only' Monday to Saturday 8am to 6pm. These lay-bys were initially constructed for parking to take place, and therefore in order to meet a long standing issue regarding demand from Southern Road residents for visitor parking space within their street, it is proposed to allow permit parking to take place in these lay-by areas. Large turning areas remain restricted in Southern Road, so there should be no effect on large goods vehicles using the road as normal.

### **Stoneleigh Court j/w Buckingham Way and Field Lane (1375)**

Introduce double yellow lines on the junction to maintain road safety and sight lines, particularly during school peak times. These proposed double yellow lines would meet up with the existing 'school keep clear' marking on Field Lane.

### 3.3 HEATHERSIDE AND PARKSIDE

#### **Evergreen Road (1344)**

On the eastern side, between the existing double yellow lines by Heather Mead and the corner by number 20a Evergreen Road, introduce double yellow lines along the entire length in order to keep parking on one side of this narrow road only, particularly during school peak times.

#### **Denton Way (1345)**

On the north side of the road, fill in the two unrestricted gaps with double yellow lines in order to maintain sight lines round the bend leading into Denton Way and also help maintain driveway access and traffic flow in and out of this short cul-de-sac. In addition, extend the existing double yellow lines so that they are in front of numbers 4 and 6 to again maintain access and sightlines on the bend leading into Denton Way. Finally, introduce a single yellow line applying Monday to Friday 9.30am to 4.30pm in part of the turning head situated between numbers 48 and 50. These changes have already been made on the ground following resurfacing of Denton Way, which was a mistake made at the time. However, following an assessment of the restrictions, it has been deemed that this current layout is overall better for sight lines and accessibility. If approved, when these restrictions are advertised, residents will be given the opportunity to object still, despite the restrictions already being in place. If these objections are upheld then the double yellow lines can be removed and the previous parking layout re-established.

#### **Blythwood Drive (1365)**

Outside numbers 14 to 20, introduce a single yellow line applying Monday to Friday 9.30am to 4.30pm in the current unrestricted gap in order to prevent parking on both sides of the street from taking place here, which is hazardous being so near to a bend and can obstruct traffic flow.

#### **Nairn Close j/w Bicknell Road (1365)**

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

#### **Farm Road (1372)**

In the parking lay-by outside the parade of shops numbered 9 to 19 Farm Road, introduce a 2 hour limited waiting restriction applying Monday to Saturday 8am to 6pm in order to provide a turnover of shoppers in this particular part of the street. As part of this proposal, double yellow lines would be introduced at each end of the bay to protect two accesses.

#### **Hillsborough Park j/w Upper Chobham Road (1380)**

On both Hillsborough Park junctions, introduce double yellow lines to maintain road safety and sight lines and also to address reported issues with driveway access on approach to the junctions.

#### **The Fairway j/w Upper Chobham Road (1381)**

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

### **Badgerwood Drive (TO NOTE ONLY)**

There was a resident request in this parking review for some unrestricted parking to be re-introduced in the vicinity of numbers 16 to 30 Badgerwood Drive. This is to allow visits to take place at any time of the day. As this request was from one Badgerwood Drive property only, a mini consultation was carried out including numbers 16 to 30 and number 37 Badgerwood Drive in order to determine whether these residents would support the introduction of a 3 car length unrestricted gap. Of the nine properties written to, only two of these properties supported the proposal. Five properties replied with 'not in favour' and there was no reply from the remaining two properties. Therefore this potential proposal was not taken forward as part of this review.

### **3.4 LIGHTWATER, WEST END AND BISLEY**

#### **Christie Close, Lightwater (1311)**

On the left hand side as you drive into the street from All Saints Road, introduce two enforceable disabled parking bays with no time limit, after the existing double yellow lines on the junction. This is to provide much needed disabled parking for the nearby surgery. In addition, after these disabled bays, introduce a short length of double yellow lines to maintain access across the entrance to the surgery.

### **3.5 BAGSHOT, WINDLESHAM AND CHOBHAM**

#### **Station Road, Bagshot (1305)**

On the north side, extending from give way lines by the A30 and around the junction of **Lory Ridge**, introduce double yellow lines to prevent parking on the inside of the bend and to keep parking on the south side only due to narrow road width. In addition, on the south side, extend the existing double yellow lines by the junction with Bridge Road round into Station Road ending slightly beyond the kerb build out. This will allow traffic to enter and exit Station Road without being impeded by parked cars. As this first part of Station Road is a narrow bend, the often long line of parked cars here makes it difficult for vehicles to pass each other, which is particularly hazardous being so near to a main road junction. These restrictions will also prevent parking in the vicinity of the kerb build out and will address driveway access issues in this part of the street.

#### **Freemantle Road, Bagshot (1307)**

On the left hand side of the road as you drive in from Guildford Road, extend the existing double yellow lines slightly further into Freemantle Road to prevent parking on both sides of the road from taking place so soon after the junction to help maintain access and traffic flow.

#### **Station Road including j/w High Street and Castle Grove Road, Chobham (1313)**

On Station Road, to the west of the Hall, up to and including the junction with High Street and Castle Grove Road, convert all existing single yellow lines applying Monday to Saturday 8am to 6pm to double yellow. Parking on these restrictions out of current restriction times, particularly outside the cottages on Station Road, is causing problems for through traffic and obstructing sight lines on this bend and junction. It is therefore

proposed to prevent parking at all times in order to maintain traffic flow, sight lines and road safety at all times.

### **Chertsey Road, Windlesham (1377)**

In the vicinity of the Brickmakers Arms Pub, extending from **Shepherds Lane** to the east and Wayside Cottages to the west, introduce double yellow lines on both sides of the road. When the Brickmakers Arms Pub car park becomes full, additional visitors park on Chertsey Road on one or both sides of the road. This creates a hazardous situation for through traffic having to pass these parked cars as it can reduce a two lane road into one lane. This is particularly problematic in the evening and at night, when this overflow of pub parking tends to occur. Whilst displacement to other parts of Chertsey Road could potentially occur following installation of these restrictions, their extensive length covers all footways in the vicinity of the pub, which tend to make parking on street more inviting. Monitoring of this location would be required should these restrictions be installed following formal advertisement.

### **3.6 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.

Gloucester Gardens	Bagshot	Arethusa Way	Bisley
High Street	Bagshot	Mainstone Road	Bisley
Horsebrass Drive	Bagshot	Shaftesbury Road	Bisley
Park View (private)	Bagshot	Mincing Lane	Chobham
Whitemore Road	Bagshot	Philpot Lane	Chobham
Whitmoor Road	Bagshot	Sandpit hall Road	Chobham
Admiralty Way	Camberley	Apex Drive	Frimley
Bristow Road	Camberley	Burleigh Road	Frimley
Chapel Road	Camberley	Fairfield Drive	Frimley
Court Gardens	Camberley	Frimley Grove Gardens	Frimley
Green Hill Drive	Camberley	Gilbert Road	Frimley
Hampshire Road	Camberley	Grovefields Avenue	Frimley
Heatherley Road	Camberley	High Beeches	Frimley
Highland Road	Camberley	Maybury Close	Frimley
Krooner Road	Camberley	The Close	Frimley
London Road	Camberley	The Grove	Frimley
Murrells Lane	Camberley	Wilders Road	Frimley
Park Avenue	Camberley	Woburn Close	Frimley
Park Street	Camberley	Yew Tree Walk	Frimley
Paterson Close	Camberley	Bowling Green Court	Frimley Green
Portesbery Road	Camberley	Sandringham Way	Frimley Green
Queen Mary Avenue	Camberley	Ambleside Road	Lightwater
Scarlet Oaks	Camberley	Guildford Road	Lightwater

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Stanhope Road	Camberley	Lightwater Road	Lightwater
Vale Road	Camberley	Barnsford Crescent	West End
Verran Road	Camberley	Fellow Green	West End
Wattchetts Road	Camberley	Wishmoor Road	Camberley

### **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 Winter 2015/16.
- 4.2 Plans illustrating the amended restrictions will be placed on deposit in local libraries and the Surrey Heath 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 2016.

### **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, advertisement and implementation costs for Surrey Heath parking reviews are usually £20,000 in total. The local committee have already allocated £10,000 towards the implementation of the 2014/15 Surrey Heath Parking Review, and a further £10,000 will be required as a contribution towards the implementation of this parking review in the 2016/17 financial year.

### **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

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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 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 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.

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**Contact Officer:**

Jack Roberts (Engineer – Parking Team)

**Consulted:**

Local members and local residents where necessary. Formal advertisement will take place during Winter 2015/16 inviting comments, support and objections.

**Annexes:**

Annex A.

**Sources/background papers:**

There are none.

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