

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WAVERLEY)

DATE: 22 September 2017

**LEAD OFFICER: Jack Roberts
Engineer, Parking Strategy & Implementation Team**

SUBJECT: Waverley Parking Review

DIVISION: All Waverley Divisions



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, support 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) 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 Waverley as shown on the drawings in annex A is 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.

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 400 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.

3. OPTIONS:

PROPOSED AMENDMENTS (Relevant drawing numbers in brackets)

3.1 FARNHAM NORTH

Alma Lane (24008)

- 3.1.1 On the eastern side of the junction with Heath Lane, extend the existing double yellow lines to cover the newly installed uncontrolled crossing point.
AMENDMENT FOR TRO ONLY. LINES ALREADY INSTALLED.

Upper Weybourne Lane (24003)

- 3.1.2 Outside 90 Upper Weybourne Lane (1-12 Whitethorns), introduce a double yellow line in front of the entrance and extending either side of the entrance to maintain sight lines at all times. An existing access protection marking (white line) is being abused, which requires an enforceable marking to be introduced instead.

Woodbourne j/w Weybourne Road (24126)

- 3.1.3 Introduce double yellow lines on the junction to maintain road safety and sight lines at all times.

Orchard Road (Private) j/w Lower Weybourne Lane (24011)

- 3.1.4 Introduce double yellow lines across the entrance to maintain access and sight lines at all times. An existing white line is being abused, which requires an enforceable marking to be introduced instead.

3.2 FARNHAM CENTRAL**St James's Avenue (24128)**

- 3.2.1 Revoke the 'No waiting Monday to Saturday 8am to 6pm' single yellow line on the eastern side of St James's Avenue from the park end to the car park entrance opposite number 29. This is to allow parking to take place on this eastern side again, with the exception of opposite the junction with Stoke Hills, and at the park end of street in the vicinity of the park entrance, which will both be double yellow lined as part of this proposal in order to maintain access at the junction and at the park entrance.
- 3.2.2 This proposed new restriction layout for St James's Avenue is intended to be a compromise between the needs of residents to park on street and the access needs for the park and the junction. Whilst the previously seen footway parking will likely commence again on this eastern side of the street, pedestrians will be able to access the entire length of footway on the western side and will be able to cross the road at the far end, where the proposed double yellow lines are located around the park entrance.
- 3.2.3. This proposal has been drawn up with a resident representative of the street, and has since been distributed further amongst additional residents. The response has been strongly supportive of what is proposed.

Stoke Hills (24128)

- 3.2.4 Outside numbers 3 and 63, extend the existing double yellow lines in order to maintain access for larger vehicles, particularly emergency service vehicles, which have reported issues with the parking at this location.

Upper South View (24014)

- 3.2.5 Outside number 7, introduce a single yellow line applying 'Monday to Saturday 8am to 6pm' across the entrance to the number 7, and break up the existing parking bay to accommodate this.

High Park Road (24014)

- 3.2.6 Outside number 19, introduce a single yellow line applying 'Monday to Saturday 8am to 6pm' across the entrance to number 19, and break up the existing parking bay to accommodate this.

Cherry Tree Close (24018)

- 3.2.7 Convert the permit holders only parking place (Monday to Saturday 8am to 6pm) closest to number 4 to a disabled badge holders only parking place without time limit. This is following a request from a blue badge holder living within Cherry Tree Close.

Castle Street (24018)

- 3.2.8 Outside 68, reintroduce the 4 previously revoked pay and display parking bays (Monday to Saturday 8am to 8pm pay and display 2 hours no return within 1 hour or permit holders) and revoke the double yellow lines over the same length. The revocation was previously advertised to allow for a kerb build out to be installed on this side of the street. However, this has never been constructed, and isn't due to take place. Therefore in order to allow enforcement of these existing 4 bays, it is crucial that this change is made to the legal order plans. AMENDMENT FOR TRO ONLY. LINES ALREADY INSTALLED.

West Street (24027)

- 3.2.9 Revoke the existing single yellow line (No waiting Monday to Saturday 8am to 6pm) between the existing double yellow lines on the junction with Mead Lane and the pay and display parking bay by Potters Gate, and replace with a double yellow line. This will maintain access and sight lines for the four entrances/accesses along this short stretch of West Street at all times.

Mead Lane (24027)

- 3.2.10 Extend the existing single yellow lines (No waiting Monday to Saturday 8am to 6pm) further into Mead Lane up to the football club entrance on the western side and across the car park entrance on the eastern side. This will help to maintain access and turning in this part of Mead Lane. This is in response to a petition from residents.

Falkner Road (24023)

- 3.2.11 In the layby located on the south side of Falkner Road, to the west of The Hart, introduce a 'permit holders only Monday to Saturday 8am to 6pm' restriction and revoke the existing single yellow line (No waiting Monday to Saturday 8am to 6pm). This single yellow line is currently installed across the front of the layby, but technically applies to the layby. In order for the layby to be useable during these times, it must have a parking bay restriction installed. Bearing in mind that there are residents nearby which use this layby, it is proposed to make the bay permit holders only, which will be useable by Zone A permit holders. Any resident currently parking in the bay during 8am to 6pm would be required to apply for a Zone A permit should they not already have one.

Lower Church Lane (24023)

- 3.2.12 Outside 19, reduce the length of double yellow line and replace with single yellow line applying 'Monday to Saturday 8am to 6pm' in order to match the layout on the ground. AMENDMENT FOR TRO ONLY. LINES ALREADY INSTALLED.

Middle Church Lane (24023)

- 3.2.13 Outside Vicarage Lane, extend the existing double yellow lines up to the existing parking bay in order to match the layout on the ground. AMENDMENT FOR TRO ONLY. LINES ALREADY INSTALLED.

- 3.2.14 At the end of Middle Church Lane, convert the existing single yellow line applying Monday to Saturday 8am to 6pm to a double yellow line in order to maintain access to the school's entrance at all times.

Red Lion Lane (24028)

- 3.2.15 On the south side, extend the existing double yellow line along the wall, up to the granite sets outside 1a. This will prevent parking on both sides of the road on this subtle pinch point part of the street.

Bridgefield (24025)

- 3.2.16 Outside number 6, reduce the length of the parking bay to the south of the entrance to number 6 further southwards, so that only one vehicle will be able to park in the bay. The parking bay restriction is Monday to Friday 8am to 6pm 2 hours no return within 1 hour or permit holders. As part of this proposal, the existing single yellow line applying Monday to Friday 8am to 6pm will be extended up to the reduced parking bay.

Broomleaf Road (24025, 24029)

- 3.2.17 From the junction with Waverley Lane, on the western side of the street, convert the existing single yellow line 'Monday to Friday 8am to 6pm' to double yellow up to the end of the Controlled Parking Zone boundary. This will help maintain sight lines on approach to the junction and on the bend, as well as by the entrance to Hones Yard Business Park.

Lynch Road (24110, 24112)

- 3.2.18 Outside 3 and 5, introduce two limited waiting parking bays (Monday to Friday 8am to 6pm 4 hours no return within 1 hour) either side of the entrance to number 3, which will have a single yellow line in front of it (Monday to Friday 8am to 6pm). This will better manage the parking on this bend section of Lynch Road, by preventing all day parking on the bend as well as creating more opportunities for school peak time parking to take place, as well as other visitor parking. In addition, outside 15 Lynch Road, extend the existing single yellow line up to the driveway for number 15, in order to reduce the amount of parking on this bend section of Lynch Road and improve driveway access.
- 3.2.19 Finally, introduce double yellow lines on both sides of the bend leading round into **Old Compton Lane**, starting from number 51 Lynch Road to the existing restrictions in Old Compton Lane. This will maintain sight lines and road safety on the bend at all times.

Old Compton Lane (24112)

- 3.2.20 Outside number 5, reduce the existing Monday to Friday 8am to 6pm 4 hours no return within 1 hour parking bay down to just one car length, and replace revoked bay lengths with single yellow line applying Monday to Friday 8am to 6pm. This is to compensate for a new vehicular crossover layout at this property.

Abbot's Ride j/w Waverley Lane (24132)

- 3.2.21 Extend the existing double yellow lines on both sides within Abbot's Ride, to improve traffic flow and sight lines on this junction.

Searle Road j/w Firgrove Hill (24111)

- 3.2.22 Extend the existing double yellow lines on the north side of Searle Road to improve traffic flow on approach to the junction.

Arthur Road and Weydon Hill Road (24032)

- 3.2.23 Extend the existing double yellow lines on both sides of Arthur Road by Arthur Close and Oak Court, further southwards, covering the junction with **Weydon Hill Close** and terminating at driveways in the vicinity of 6 and 11a Weydon Hill Road. This is to maintain sight lines, traffic flow and road safety on this double bend at all times. This is in response to a petition from residents.

Ridgway Road (24038)

- 3.2.24 Either side of the dropped kerb leading to between numbers 35 and 37, introduce a 10m parking bay for 2 cars (4 cars in total), with the restriction 'Monday to Saturday 8.30am to 6.30pm 1 hour no return within 1 hour, with double yellow lines across the dropped kerb between the two bays. This will create a turnover of visitors to the small parade of shops and businesses here by preventing any all-day parking or long stay parking. This will not impact on any private forecourts fronting the shops which are currently used for parking as well. In order to compensate for the parking bay outside number 33, a small section of the existing double yellow line and 'no loading 8am – 9.30am and 3pm – 6.30pm' restrictions will need to be revoked. Finally, as a result of an extended vehicular crossover at number 23, it is also proposed to extend the existing double yellow lines and same 'no loading' restriction up to the boundary of 23 and 21.

3.3 FARNHAM SOUTH

Frensham Road (24130)

- 3.3.1 Introduce double yellow lines on the junction with **Fox Road**, extending northwards along Frensham Road to the end of the grass verge opposite number 11, and southwards until opposite number 23. In addition, extend the existing double yellow lines on the junction with Stream Farm Close, northwards, for a distance of approximately 42m, and southwards, up to the bus stop layby. As part of this proposal, it is also proposed to make the bus stop layby into a **bus stop clearway** (times to be determined in liaison with the Passenger Transport team at Surrey County Council).
- 3.3.2 These proposals are to address a significant issue with regards to parking for The Fox pub, following its recent refurbishment resulting in an increase in visitor numbers. Whilst the pub's car park is intended to cater for its visitors, parking overflows quite significantly onto Frensham Road, Stream Farm Close and Fox Road on busy evenings and weekends, especially when there are sporting events being televised for example. This has resulted in the need for much further restrictions in this area, in order to manage this overflow parking and to keep it away from the most hazardous parts of the highway. This will also maintain sight lines, road safety, traffic flow and access in this area at all times.

Fox Road (24130)

- 3.3.3 Outside 34, convert the existing advisory disabled parking bay to an enforceable bay (blue badge holders only) without time limit. This is following a long history of abuse of this parking bay, which cannot be enforced in its current advisory state.

Lodge Hill Road (24122)

- 3.3.5 From numbers 2 to 6, introduce a length of double yellow lines on the south side in order to create a passing place for traffic on this bend section of road.

3.4 HASLEMERE

Derby Road (24052)

- 3.4.1 Introduce double yellow lines across the driveway for property 'Robin Hill', which will convert the existing advisory white line that extends beyond the width of the driveway on both sides. This is following abuse of the white line since it was installed, which has caused the residents of this property frequent problems with sight lines and access, particularly when exiting the driveway.

Weydown Road (24052)

- 3.4.2 Opposite the Weydown Industrial Estate, convert the existing single yellow line (Monday to Friday 8.30am to 6.30pm) to double yellow, to prevent parking at all times opposite the entrance and so close to the junction with Wey Hill.

Church Hill / Church Lane / Church Green / (24140)

- 3.4.3 On the western side of Church Hill, extend the existing double yellow southwards, in front of the church and up to the start of the church lych gate. At this point, there will then be a limited waiting parking bay for 3 cars, with the restriction 'Monday to Saturday 8am to 6pm 2 hours no return within 1 hour'.
- 3.4.4 There will then be another parking bay with the same restriction, in front of the footway kerbs for 4 cars. There will then be double yellow lines southwards, up to the existing double yellow lines. This will ensure a turnover of visitors to this part of Church Hill, which is regularly heavily parked with commuters. The 2 hour restriction will mean there will be a part of the street for people attending church or residents of Tanners Lane, or to temporarily park for school visits.
- 3.4.5 In addition, it is proposed to double yellow line around the entire length of the green, in order to ensure that vehicles do not displace to the green, causing damage to it over time, which is a possibility if it were to remain unrestricted.
- 3.4.6 Finally, it is proposed to double yellow line the south side of Church Green by its junction with Church Lane only. This will prevent parking on the junction corner here, and will maintain sight lines and road safety.

Tanners Lane (24140)

- 3.4.7 Extend the existing double yellow lines on the south side of Tanners Lane outside 'Mullion Cottage' up to a point ending across the driveway to 1 Church Green Cottage. This will improve two way traffic flow and road safety along this part of Tanners Lane, as well as improving driveway sight lines for both mentioned properties.

Bridge Road (24055)

- 3.4.8 On the opposite side to Fieldway, fill in the gap in the double yellow lines with the same restriction, in order to keep parking on one side of Bridge Road only for its entire length. This will maintain two way traffic flow and access at all times.

Tanners Lane / Shepherd's Hill / Museum Hill (24053, 24055, 24059, 24117)

- 3.4.9 On the eastern side of **Tanners Lane**, between its junctions with Bridge Road and Lower Street, introduce 'permit holders only' parking places (applying Monday to Saturday 8.30am to 5.30pm) either side of the car park entrance and either side of the footpath entrance to the park. The bays will have sections of double yellow lines separating them, covering the footpath and the car park entrances, with a slight extension of the double yellow lines outside number 2 and a slight reduction of the double yellow lines at the junction with Lower Street to match the layout on the ground.
- 3.4.10 In the service road in **Shepherd's Hill**, opposite number 12, introduce a 'permit holders only past this point' type restriction (applying Monday to Saturday 8.30am to 5.30pm). The road surface is unsuitable for marking parking bays on the ground, therefore this permit restriction can only operate with signage only. As part of this proposal some minor extensions of the

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existing double yellow lines are required to establish the start and end points of the permit area.

3.4.11 In the layby on the eastern side of **Museum Hill**, introduce 'permit holders only' parking places (applying Monday to Saturday 8.30am to 5.30pm) either side of the footpath entrance. One bay to the south of the entrance for one vehicle and one bay to the north of the entrance for four vehicles. As part of this proposal there will be double yellow lines in front of the footpath entrance, as well as an extension of the existing double yellow lines to the south of the entrance, up to the single parking bay. Finally, there would be a revocation of part of the existing double yellow line to the north of the parking bay proposed to the north of the footpath entrance, in order to maximise available space and to allow for a parking sign to be installed on the footway at the end of the layby.

3.4.12 The proposed permit arrangement will be as follows: -

- The **Tanners Lane** bays will be for **R** and **J** permit holders.
- The **Shepherd's Hill** service road will be for **R** permit holders.
- The **Museum Hill** bays will be for **S** permit holders.

- **R** permits will be available to residents of Lower Street, Shepherd's Hill and Tanners Lane (between its junctions with Bridge Road and Lower Street only).
- **S** permits will be available to residents of Museum Hill.
- **J** permits are currently available to residents of Popes Mead and Chestnut Avenue.

3.4.13 Permits will be issued based on the following criteria: -

1. A maximum of two permits for residents with no off street parking; one permit for residents with 1 off street parking space; and no permits for residents with 2 or more off street parking spaces.
2. 120 visitor permits will be available for each household per annum. Resident permits cost £50 for the first permit and £75 for additional permits. Replacement permits cost £15. Visitor permits cost £2 per daily permit.

3.4.14 When permit parking was consulted on and introduced in Haslemere in 2012/13, a workable solution for residents of Lower Street and Shepherd's Hill could not be found. However, it was always our intention to look at the town again with regards to permit parking, in order to see if residents of these streets could be included once all the originally installed schemes had settled down. Museum Hill was another location that previously requested permits, but was asked to wait until a town wide view was taken following the permit schemes in 2012/13. In addition, Popes Mead residents have, in more recent years, stated that there are not enough spaces in Popes Mead for the number of permits in issue.

3.4.15 These proposals are deemed to be the best solution for the long standing Lower Street and Shepherd's Hill parking issues, and at the same time, there is opportunity to prioritise the small amount of layby parking in Museum Hill for

those residents only, as well as providing an overflow parking area for Popes Mead / Zone J residents on nearby Tanners Lane.

- 3.4.16 Preliminary consultation has already seen strong support from residents of Lower Street, Shepherd's Hill and Museum Hill for these proposals.

3.5 CRANLEIGH AND EWHURST

The Common (24101, 24141)

- 3.5.1 On the south side of The Common, extend the existing double yellow lines from the roundabout further eastwards up to a point opposite property 'Old Tokefield'. This will allow unrestricted parking to take place outside the terraced houses on the north side, whilst preventing simultaneous parking on the south side. These restrictions will maintain traffic flow and access at all times.
- 3.5.2 Also on the south side of The Common, extend the existing double yellow lines from the junction with Horseshoe Lane further westwards to the boundary of properties 'Cranbrook' and 'Taylors Farmhouse'. This is to prevent parking opposite driveways for these cottages.
- 3.5.3 Finally, on the north side of The Common, extend the existing double yellow lines from the junction with Horseshoe Lane westwards until a point overlapping the proposed restrictions opposite the terraced properties. This is to allow unrestricted parking on the south side in this part of The Common whilst preventing parking in front of all the driveways on the north side.

Horseshoe Lane (24141)

- 3.5.4 On the eastern side of Horseshoe Lane, introduce double yellow lines from the northern side of the access to properties 'Wakehurst', 'Pond Cottage' and 'Lowers Edge', northwards to the south side of Edgefield Close. Part of this restriction is already on the ground under a TEMPORARY TRO, and is proposed to prevent parking on approach to; and opposite the junction, whilst maintaining sight lines for driveways on this part of Horseshoe Lane. The extension up to Edgefield Close is intended to manage any displacement of the restrictions in The Common, by ensuring that parking remains on one side of the road only to maintain traffic flow and access.

St James's Place (24101)

- 3.5.5 Extend the existing double yellow lines alongside 268 High Street so that they end across the front of the dropped access for this property, which is located off St James's Place. To allow for this, it is also proposed to reduce the 'permit holders only' parking bay (Monday to Saturday 8am to 6pm) to the same extent as the proposed double yellow line. This will maintain access to 268 High Street, which is undergoing new construction work on the access. In addition, alongside 250 High Street, extend the existing 'permit holders only' parking bay by one car length towards the junction, to maximise space here following requests from residents to do so at this location. To allow for this, it is proposed to revoke a section of double yellow lines over the same length. Finally, it is proposed to add properties **2 and 3 Graphic House**, St James's Place, to the list of properties eligible for permits in St James's Place. These properties are residential or in the process of being converted to residential, which has been checked on site.

Little Manor Gardens j/w Overford Drive (24104)

- 3.5.6 Introduce double yellow lines on the junction and opposite the junction, extending along both sides of Overford Drive up to the existing double yellow lines on the junction with Horsham Road. This is to maintain sight lines on the junction and to maintain access and traffic flow between the two mentioned junctions at all times.

St Nicolas Avenue (24103)

- 3.5.7 On the eastern side of St Nicolas Avenue, extend the existing double yellow lines to cover the entrance to the church car park and to maintain access and sight lines for the car park.

Ewhurst Road (24103)

- 3.5.8 On the south side of Ewhurst Road, introduce double yellow lines between Brookside and the bus stop layby (up to the existing crossing zigzags on the ground), in order to prevent parking on this section opposite the junction with St Nicolas Avenue, to maintain sightlines, traffic flow and access at all times. In addition, on the north side of Ewhurst Road, extend the existing double yellow lines from 'Ivy Cottage' up to the bus stop layby, to prevent parking opposite the junction with New Park Road and on the bend.

Park Drive (24106)

- 3.5.9 By the junction with Ewhurst Road, fill in the gap in the existing restrictions with additional double yellow lines, in order to prevent parking on both sides of the bridge. This will improve traffic flow in and out of the estate, particularly at busy periods of the day.

Park Drive / Fettes Road (24147)

- 3.5.10 Outside the Park Mead School, introduce double yellow lines on both sides of the junction leading into Taylors Crescent, in order to prevent all parking on this section of road, improving sight lines and road safety.
- 3.5.11 In Fettes Road, introduce an additional 'School Keep Clear' marking that will extend southwards of the existing School Keep Clear restriction, terminating in front of number 16 and operating at the same times. This is to prevent school peak time parking in the vicinity of the main pedestrian entrance to the school.
- 3.5.12 Revoke the School Keep Clear marking opposite properties 10 to 14 Park Drive and partly replace it with double yellow lines up to the boundary of numbers 12 and 13 Park Drive. This is to provide a pick up and drop off point for the school, which is safer here, away from the bend. Due to the minimum and maximum lengths of School Keep Clear markings permitted by the Traffic Regulations, (set lengths based on the number of zig zag patterns used) double yellow lines have to be proposed rather than an extension of the existing School Keep Clear, which are needed to keep parking at a safe distance from the bend (deemed to be the boundary of 12 and 13 Park Drive).

3.6 WAVERLEY EASTERN VILLAGES

Station Road j/w Barton Road and Eastwood Road, Bramley (24115)

- 3.6.1 Extend the existing double yellow lines on both sides of Barton Road and both sides of Eastworth Road by 5m, in order to improve sight lines and traffic flow on the junction.

Barnett Lane j/w The Street, Wonersh (24134)

- 3.6.2 Introduce a length of double yellow lines on the north side of Barnett Lane and The Street, where the two roads meet, opposite the intersection with Cranleigh Road. This is primarily to prevent parking on the junction with Barnett Lane, which has been reported by the parish council as being a particular issue in Wonersh.

3.7 WAVERLEY WESTERN VILLAGES**Tilford Street, Tilford (24041)**

- 3.7.1 On Tilford Street (the section north of the green, fronting the Barley Mow Pub) introduce double yellow lines on the north side of the street, excluding the pub frontage and the 'layby' type area outside numbers 1 and 2. This is to keep the parking on one side of the street only, the south side, where there is more room for parking than the north side. This will help maintain access and traffic flow at all times, particularly during busy periods such as cricket match days. In addition, introduce a length of double yellow lines on the south side of the street at each junction end, in order to prevent parking on the junctions to maintain sight lines, access and road safety.

Crossways, Churt (24043)

- 3.7.2 Introduce double yellow lines on the crossroads junction with **Barford Lane** and **Hale House Lane**, terminating within Crossways across the car park entrance for The Crossways pub on both sides of the street. The new restrictions will extend up to the existing School Keep Clear marking on the south side of Barford Lane, and up to the end of the footway on the north side of Barford Lane, and a distance of approximately 25 metres into Hale House Lane on both sides of the street. The new restrictions will also extend up to the existing parking bays on the eastern side of Crossways in front of the shops, and up to the parking layby on the western side of Crossways.

- 3.7.3 This will keep parking on the eastern side of Crossways only, and will maintain sight lines and road safety on the crossroads at all times. In addition, on the eastern side of Crossways outside the shops, introduce a time restriction on the 9 parking bays parallel to the kerb. The restriction is proposed to be 'Monday to Saturday 8.30am to 6.30pm 1 hour no return within 1 hour', as suggested by Churt Parish Council. North of these 9 bays, there is proposed to be a double yellow line across the dropped kerb followed by 1 additional parking bay with the same proposed restriction.

- 3.7.4 It is intended that introducing limited waiting will create a turnover of visitors to Churt village shops by preventing all day parking, particularly by people working in Churt. Finally, it is also proposed to introduce this same restriction on the parking layby on the western side of Crossways, north of the controlled crossing, to also create additional turnover space.

Tower Road j/w Tilford Road, Hindhead (24144)

- 3.7.5 Introduce double yellow lines on the junction to maintain road safety and sight lines at all times.

Tower Road, Hindhead (24144, 24137)

- 3.7.6 On the west side of Tower Road, introduce double yellow lines on the junction with **Pine Bank** extending southwards to join up with the existing double yellow lines. This will maintain sight lines and road safety on the junction and will keep parking on one side of Tower Road only, particularly during school peak times.

London Road, Hindhead (24045)

- 3.7.7 Extend the existing double yellow lines outside and opposite the Devils Punchbowl Hotel, up to the parking layby on the south side opposite Hunters Place, and up to the end of the parking bays opposite 21 to 27 on the north side. It is also proposed to extend the double yellow lines up to the private section of **Hunters Place**.
- 3.7.8 This proposal will ensure that all parking takes place in the marked bays only in this part of London Road, preventing driveway obstruction for numbers 14 to 24, and will improve traffic flow, sight lines and accessibility along the length of the street.
- 3.7.9 It is proposed to introduce limited waiting on the 11 existing parking bays opposite numbers 21 to 27 and the 2 westernmost parking bays in the layby opposite Hunters Place. This proposed restriction is 'Monday to Saturday 8am to 6pm 2 hours no return within 1 hour'. It is additionally proposed to introduce a 'disabled badge holders only, 3 hours no return within 1 hour' restriction on the easternmost parking bay in the layby opposite Hunters Place. This is to ensure that there will be a turnover of vehicles, increasing trade for the shops on London Road, by preventing all day parking in the limited number of parking bays available. These proposals will manage the parking along this section of London Road for the first time, and will address a longstanding history of complaints and enquiries regarding parking issues here.

3.8 GODALMING NORTH

Queen Street (24078)

- 3.8.1 Allow existing 'N' permit holders to use the existing 'Monday to Saturday 8.30am to 6.30pm 1 hour no return within 1 hour' parking bay, and allow residents with a Queen Street address to purchase 'N' permits. Despite there being a large parking bay in Queen Street, the residents are currently unable to park in it for longer than one hour during its operating hours, the same as visitors. Queen Street residents have shown strong support for being included in a permit scheme, and the most suitable option was deemed to be including them in the existing 'N' permit area. Should the proposal go ahead, the existing parking bay will become dual use as the one hour restriction will remain in place for non-permit holders. Permits will be available to all residential Queen Street properties.

South Hill (24145)

- 3.8.2 Introduce double yellow lines on the three junctions within South Hill, extending round the inside of the bend up to number 42; up to both ends of the parking layby near the entrance to the street; and on the north side of the S shaped bends between the off street parking area for the Ridge View Cottages and the corner by number 71.
- 3.8.3 These restrictions are intended to prevent parking on the most hazardous parts of South Hill, to maintain access, road safety and sight lines at all times. Whilst there are known issues in the street regarding non-residents taking space away from residents with no off street parking, previous consultations regarding a curfew restriction over a larger area received mixed views from South Hill residents. These proposed restrictions are deemed to be the minimum required in order to maintain access and sight lines, and can be viewed as a first step before other, additional restrictions may be considered, which includes the future possibility of resident permits.

Catteshall Lane (24145, 24148)

- 3.8.4 Revoke the two limited waiting bays opposite the junction with Victoria Road (Monday to Friday 8.30am to 6.30pm 4 hours no return within 4 hours). These bays were originally intended to allow space for a turnover of visitors and tradesman to park in amongst the long line of all day parked vehicles at the western end of Catteshall Lane. However, the demand for long stay parking space has proven to be much higher than the need for short term parking, so by revoking the limited waiting bays, long stay parking capacity will be created.
- 3.8.5 In addition, introduce a double yellow line on the south side of Catteshall Lane, from the boundary of 1 and 2 Catteshall Lane to a point in line with the back of the footway opposite number 20 Langham Close. This is to prevent parking in front of and next to all the driveways and entrances in this part of Catteshall Lane, which has significantly increased since the completion of the Riverside housing development on the opposite side of the street. Residents have shown strong support for such a restriction to be installed following an ongoing issue of poor driveway sight lines as a result of this increase in parking.

Chalk Road (24084)

- 3.8.6 Revoke the limited waiting bay (Monday to Saturday 8.30am to 6.30pm 1 hour no return within 1 hour), and introduce a double yellow line outside numbers 14 to 24 in order to act as a passing place for through traffic. The parking bay has been in place for a number of years with this restriction. However, it has lacked sufficient signage to be enforceable, and some drivers have taken advantage of this by parking in the bay for long periods of time. Therefore, the 1 hour time limit is considered obsolete for this parking bay in Chalk Road and it is recommended that it should be removed completely, leaving the bay unrestricted.
- 3.8.7 Knowing that parking here prevents two way traffic flowing, it is also proposed to introduce a length of double yellow line outside numbers 14 to 24 in order to provide a significant passing place that will be able to cope with the traffic volumes passing through here. The proposed passing place will allow several cars to pull in half way along the existing length of the bay to allow cars to pass, as the 'obstruction' of parked cars is on the eastbound traffic's side of the road, therefore the westbound traffic should have priority. It is believed that this proposal will legally allow the all-day parking required by some residents of Chalk Road, and will significantly improve traffic flow at all times. It is important to note that while the proposed double yellow line is almost 60m in length, it is largely covering existing dropped kerbs, and will only result in the loss of three or so car lengths of raised kerbs.

Deanery Road (24084, 24146)

- 3.8.8 Revoke the limited waiting parking bay outside number 8 (8.30am to 6.30pm to Friday 4 hours no return within 4 hours). This bay was intended to provide visitor parking and tradesman parking in Deanery Road. However, in reality the need for all day parking has proven to be greater than the need for short term parking here, and it is therefore proposed to remove the limited waiting bay.
- 3.8.9 Introduce double yellow lines on the south side of Deanery Road from the existing double yellow lines opposite the junction with Frith Hill Road up to the junction with Nightingale Road, in order to keep parking on one side of the road only.

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- 3.8.10 On the north side of Deanery Road, introduce a length of double yellow lines covering the inside of the bend alongside the cemetery, in order to maintain sight lines and road safety of the bend, and to provide a long passing place in the street.
- 3.8.11 On the north side of Deanery Road, introduce a length of double yellow lines near to the junction with Nightingale Road in order to act as a passing place on approach to the junction. CURRENTLY INSTALLED ON THE GROUND UNDER A TEMPORARY TRO AND NEED TO BE MADE PERMANENT.
- 3.8.12 On the north side of Deanery Road, introduce double yellow lines from the junction with Nightingale Road to a point 35m into Deanery Road. This will be 10m longer than the layout currently installed under the existing TEMPORARY TRO that needs to be made permanent. This is to maintain sight lines on the junction and to maintain two way traffic flow, particularly when vehicles are existing Deanery Road whilst vehicles are entering Deanery Road from the bridge on Nightingale Road.

Frith Hill Road j/w Deanery Road (24084)

- 3.8.13 On the north side of Deanery Road, introduce double yellow lines from the junction with Frith Hill Road, eastwards along the wall for 35m in order to maintain sight lines for vehicles exiting Frith Hill Road and to allow northbound traffic to be able to drive up to the brow of the hill and allow southbound vehicles to pass if necessary. In addition, introduce double yellow lines on the south side of Frith Hill Road by the junction to maintain sight lines and access on the junction.

Nightingale Road (24090, 24146)

- 3.8.14 On the western side of Nightingale Road, introduce double yellow lines from the junction with Deanery Road to in front of the access to numbers 21 and 23. This will be an extension of the existing double yellow lines currently installed under the TEMPORARY TRO, in order to maintain sight lines on the junction and two way traffic flow on this part of Nightingale Road.
- 3.8.15 In addition, introduce a length of double yellow lines outside 60 and partly outside 58 and 'The Dell' in order to provide a passing place between the end of the existing single yellow line and the double yellow lines by the junction with Upper Manor Road.

North Street (24090)

- 3.8.16 Revoke the existing single yellow line on the north side of the street from the boundary of 22 and 24 to the boundary of 2 and 4 in order to allow residents to park outside their homes unrestricted, which is what the majority of residents are in support of. In addition, introduce a length of double yellow lines in front of number 20 and partly in front of number 22 to prevent parking opposite the junction with the other section of North Street and to address a driveway obstruction issue for number 20.

George Road (24092)

- 3.8.17 Revoke the disabled parking bay outside number 9 following the passing away of this resident.

Silo Road j/w Furze Lane (24113)

- 3.8.18 Introduce double yellow lines on the junction to maintain road safety and sight lines and to allow buses to turn unhindered.

Wolseley Road j/w Marshall Road (24085)

- 3.8.19 Introduce double yellow lines on the southern part of the junction, which will be in addition to the existing double yellow lines on the northern part. This will maintain sight lines and turning on this corner.

Wolseley Road j/w Llanaway Road (24088)

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

Wolseley Road j/w Hare Lane (24088)

- 3.8.21 On the north side of Wolseley Road, revoke the existing single yellow line (Monday to Saturday 8.30am to 6.30pm) after the double yellow lines on the junction with Hare Lane, in order to allow residents to park unrestricted. In order to ensure the parking only takes place on this north side of the street on approach to the junction, it is also proposed to convert the single yellow line on the south and opposite side to double yellow lines.

Meadrow (24088)

- 3.8.22 Convert the existing single yellow lines on both sides of Meadrow between Hare Lane and King's Road (Monday to Saturday 8.30am to 6.30pm) to double yellow, to prevent parking from taking place on the verges at all times and not just during the day, which is damaging the verges and impeding sight lines for driveway accesses.

Fern Road (24088, 24091)

- 3.8.23 Outside 28, reduce the existing single yellow line slightly (Monday to Saturday 8.30am to 6.30pm) in order to match the current layout on the ground. AMENDMENT FOR TRO ONLY. LINES ALREADY INSTALLED. In addition, outside **Old Corn Mews**, convert the existing single yellow line (Monday to Saturday 8.30am to 6.30pm) to double yellow, extending in front of 73 and up to number 75. This will maintain access and sight lines for residents of Old Corn Mews at all times.

The Oval (24091)

- 3.8.24 Introduce double yellow lines around the grassed oval, in order to prevent parking around the oval which can cause damage to the grass and obstruct traffic flow.

Owen Road (24091)

- 3.8.25 At the end of Owen Road, revoke the single yellow line (Monday to Saturday 8.30am to 6.30pm) in the southern part of the turning head, in order to allow residents to park unrestricted. As part of this proposal, it is also proposed to convert the single yellow line outside 21 to double yellow, in order to maintain access and sight lines for vehicles parking in the above mentioned part of the turning head.

3.9 GODALMING SOUTH, MILFORD AND WITLEY

Brook Road, Wormley (24135)

- 3.9.1 On the north side of Brook Road, extend the existing double yellow lines to the east of Bridewell Close, further eastwards to improve sight lines for residents of Bridewell Close. On the south side of Brook Road, extend the existing double yellow lines at both ends of the entrance to the nursing home, to improve sight lines. Outside the Headmaster's House, extend the existing double yellow lines westwards, in order to create a passing place in the middle of the road. Extend the existing double yellow lines on the outside of the bend, at both the eastern and western ends in order to further improve sight lines and traffic flow on the bend. Finally, extend the existing double yellow lines on both sides of Brook Road by the junction with Petworth Road to improve traffic flow and sight lines on the junction.

Chapel Lane, Milford (24067)

- 3.9.2 Introduce double yellow lines alongside Milford Bowling Green, to maintain turning space for large vehicles entering and exiting the trading estate on the opposite side of Chapel Lane. In addition, introduce double yellow lines on the southern corner of the entrance to the trading estate to also assist turning, bearing in mind that vehicles enter and exit from one direction only. This proposal is to address an ongoing issue with access to this trading estate. The companies involved place cones out on the street to help prevent parking, but there is evidence of verge damage on the trading estate side where large vehicles are forced to cut the corner off due to the parking on the opposite side.

Portsmouth Road, Milford (24067)

- 3.9.3 On the south side, extend the existing double yellow lines in front of the Village Hall slightly further westwards up to its boundary, in order to prevent parking so close to the entrance.

Brighton Road, Godalming (24070)

- 3.9.4 Revoke the School Keep Clear marking outside Busbridge Junior School. This marking is currently conflicting with the layby which it is next to, and is serving little or no purpose at this location. In order to maximize parking space and to avoid any conflict with the parking layby, it is recommended to remove the marking entirely.

3.10 OTHER LOCATIONS ASSESSED

- 3.10.1 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.
- 3.10.2 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.

FARNHAM NORTH			
Badshot Lea Road	Hale Road	Knights Road	Old Park Close
The Green	Coniston Drive	Farnborough Road	Water Lane
Newcombe Road	Hale Reeds	Ayling Court	St Georges Road
White Cottage Close	Hale Road	Willow Way	Knight Road
Upper Hale Road	Ball and Wicket Lane	Alma Way	Queens Lane
Nutshell Lane	Drovers Way	Monkton Lane	Bricksbury Hill
FARNHAM CENTRAL			
Ryle Road	Manor Road	Haven Way	Roman Way
South Cross Street	Alfred Road	Longley Road	Tilford Road
Thorold Road	St Cross Road	The Chantrys	Park Road
Osborn Road	Long Garden Walk West	Waverley Lane	Guildford Rd Trading Est.
FARNHAM SOUTH			
Beales Lane	Little Green Lane	Weydon Hill Road	Old Frensham Road
School Hill	Vicarage Hill	Burnt Hill Road	Greenfield Road
Jubilee Lane			
HASLEMERE			
Sickle Road	Lion Lane	Woodlands Lane	Bunch Lane
Courts Mount Road	Meadowlands Drive	Hindhead Road	Lower Road
Cherry Tree Avenue	The Avenue	Chestnut Avenue	Courts Hill Road
The Mount	Critchmere Lane	Wey Hill	
CRANLEIGH AND EWHURST			
Waldy Rise	Queensway	Littlewood	Ashtrees
Alfold Road	Westdene Meadows		
WAVERLEY EASTERN VILLAGES			
Wormley Lane	Priory Lane	Edencroft	
WAVERLEY WESTERN VILLAGES			
Jumps Road	Stacey's Farm Road	Snowdenham Lane	High Street, Bramley
Tilford Road	Glenville Gardens	Thursley Road	Binhams Meadow
GODALMING NORTH			
Dean Road	High Street	Valley View	Green Lane
Farncombe Street	Perrior Road	Oak Mead	Alderbanks Drive
Spring Grove	More Road	Long Gore	Bridge Street
Warren Road	Bourne Road	Grove Road	Twycross Road
Warramill	Willow Road	High Street	Alderbanks Drive
Rush Croft	Binscombe Lane	Badgers Close	Hallam Road
GODALMING SOUTH, MILFORD AND WITLEY			
Church Road	Coombe Lane	Wheeler Lane	Roke Lane
Martins Wood	Wormley Lane	Sunnyhill	Khartoum Road
Shackstead Lane	Primrose Ridge	Franklyn Road	Tuesley Lane
Pullman Lane	Tuesley Lane	Underhill Close	Park Road
Park Road	Newlands	Eashing Lane	Aarons Hill
The Drive	Old Rectory Gardens	Ashstead Lane	Coopers Place
Summerhouse Close			

4. CONSULTATIONS:

- 4.1 Subject to approval and budget provision being made available for 2017/18 financial year, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place during Winter 2017/18.

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- 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 2018.

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 in total are likely to be **£40,000**. The total cost of the advertisement is estimated to be **£10,000** which will be funded by the parking team. It is recommended that the Local Committee allocate **£30,000** from the **2017/18 parking surplus** towards the cost of implementing the proposals in Annex A, which will start in early 2018/19 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 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.

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