

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WAVERLEY)



SURREY

DATE: 14 DECEMBER 2018

LEAD OFFICER: JACK ROBERTS (Engineer, Parking Strategy & Implementation Team)

SUBJECT: WAVERLEY PARKING REVIEW 2018

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, 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) funding in 2019/20 would be required to implement the parking amendments and the committee will need to contribute a maximum of £30,000 - as detailed in paragraph 5.1.
- (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 170 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

Upper Weybourne Lane (24003)

Extend the existing double yellow lines on both sides of the junction with Farnborough Road up to the petrol station entrance on the west side, and opposite the petrol station entrance on the east side. The pedestrian crossing island by the junction is being redesigned and reconstructed, and these extended double yellow lines will improve road safety and sight lines on approach to the junction, for both drivers and pedestrians.

Alma Way (24004)

Outside numbers 7 to 13, introduce double yellow lines on this outside section of bend, in order to keep south bound traffic in the correct lane whilst approaching, and traveling around the bend. This will help maintain road safety on the bend.

Hillside Road (Private) j/w Weybourne Road (24007)

Introduce double yellow lines across the entrance to Hillside Road to maintain access, sight lines and road safety at all times.

St Georges Road and Low Lane (24011)

On the north side of St Georges Road, convert the existing single yellow line (No waiting 6pm to 10pm) to double yellow, located between Low Lane and the existing double yellow lines by the junction with Badshot Lea Road. As part of this proposal, double yellow lines are also proposed on the junction with Low Lane. The single yellow line in St Georges Road has not been signed since 2009, and has just existed in line form only. However, as parking takes place on the south side of the road, and parking on both sides would be obstructive to through traffic, it is therefore proposed to make this a double yellow line, in order to maintain traffic flow and sight lines at all times. Double yellow lines will also be introduced on its junction with Low Lane as part of the same proposal, to maintain road safety and sight lines.

3.2 FARNHAM CENTRAL**Park Road j/w Hale Road (24015)**

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

Tilford Road (24029)

Outside 14a, replace the existing 'permit holders only Monday to Friday 8am to 6pm' parking bay with a single yellow line applying Monday to Friday 8am to 6pm. This is to prevent parking from taking place here, which has been identified as being obstructive to sight lines for pedestrians crossing for the school, as the school gates are located on the opposite side of the road. This was assessed by Surrey CC's Safer Travel Team, along with Surrey Highways and Surrey Police, who all support the proposed change.

Weydon Lane (24032)

In the layby parking area outside Highfield South Farnham School, introduce a 'Monday to Saturday 8.30am to 6.30pm 1 hour no return within 1 hour' restriction, in order to provide a turnover of visitors to the school and elsewhere in this part of Weydon Lane. This has been agreed with the school's headmaster during a site meeting with Surrey County Council. The existing dropped kerb located within the layby will be double yellow lined as part of this same proposal, to maintain access to this dropped kerb, which leads to a private residential driveway.

Ryle Road (24032)

Outside the Highfield South Farnham School pedestrian entrance, introduce a 'school keep clear' marking applying at school peak times, to maintain sight lines and road

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safety in the vicinity of the pedestrian entrance. This has been agreed with the school's headmaster during a site meeting with Surrey County Council.

Searle Road (24111)

On the north side of Searle Road, convert the two existing single yellow lines applying 'Monday to Friday 8am to 6pm' to double yellow, which are both located outside the two entrances/exits to the nursing home. This will help maintain access at all times. Outside number 6 Searle Road, introduce a 4 car length parking bay with the restriction 'Monday to Friday 8am to 6pm 4 hours no return within 1 hour'. This will provide additional space for visitors to Searle Road to park, as it is also proposed to introduce a single yellow line applying 'Monday to Friday 11am to 12noon' on all remaining unrestricted lengths on the north side of Searle Road. This restriction will prevent all day parking from being allowed to take place in the street during the working week, which will free up space for residents and visitors, including those working in, and visiting the nursing home. Having additional 4 hour parking bays will provide more flexibility within the street, as when the single yellow line is in effect, the 4 hour bays can be used.

Longley Road (24029, 24030, 24034)

Extend the existing 4 hour parking bay by the junction with Tilford Road with the restriction 'Monday to Friday 8am to 6pm 4 hours no return within 1 hour' by 2 car lengths in order to provide additional space for visitor parking at this end of the street. In addition, fill in the unrestricted gap between this 4 hour parking bay and the existing 'Monday to Friday 8am to 6pm' single yellow line with additional single yellow applying at the same times. This will keep parking confined to the extents of the parking bay only, and will prevent all day parking from taking place in this part of Longley Road, helping to maintain traffic flow and sight lines.

Outside 1 Longley Road to alongside 26 Waverley Lane, convert the existing single yellow line applying 'Monday to Friday 8am to 6pm' to double yellow line, to help maintain traffic flow by keeping the parking confined to the long parking bay on the opposite side of the street only.

In the two remaining and separated unrestricted lengths on Longley Road, located between numbers 3 and 13, introduce a single yellow line applying 'Monday to Friday 10am to 11am'. This will prevent all day parking and will allow opportunities for local workers and visitors to park, particularly those associated with nearby schools and the Phyllis Tuckwell Hospice.

Menin Way (24030, 24034)

At the southern end of Menin Way, extend the existing single yellow line applying 'Monday to Friday 8am to 6pm', ending by number 4, up to the existing double yellow line. This will help maintain traffic flow and sight lines on approach to the junction, and on a slight bend in the road. In addition, it will prevent parking from covering 'slow' wording on the road, intended to be seen by drivers approaching the junction.

Introduce a single yellow line applying 'Monday to Friday 10am to 11am' in both unrestricted gaps outside the school and outside 12 to 16 Menin Way. This will prevent all day parking and will allow opportunities for local workers and visitors to park, particularly those associated with nearby schools and the Phyllis Tuckwell Hospice.

Broomleaf Road (24020, 24025, 24110, 24112)

On the south side, introduce several lengths of single yellow line applying 'Monday to Friday 1pm to 2pm', which will include converting adjacent single yellow lines applying 'Monday to Friday 8am to 6pm' to double yellow, to avoid two time periods conflicting with each other, and to maintain passing places within the street. This will prevent all day parking and will allow opportunities for local workers and visitors to park, particularly those associated with nearby schools and the Phyllis Tuckwell Hospice.

It is also proposed to introduce a new 2 car length 4 hour parking bay 'Monday to Friday 8am to 6pm 4 hours no return within 1 hour' outside number 4 Broomleaf Road, to better manage the parking at this location and to provide more space for visitors. It is proposed to lengthen the 4 hour parking bay outside 16 Broomleaf Road at each end, to 4 car lengths, primarily to prevent cars squeezing in next to the bay and obstructing nearby dropped kerbs, as well as providing additional parking for visitors.

Finally, double yellow lines are proposed for the length of Broomleaf Road outside numbers 103 Broomleaf Road and 39 Lynch Road, as well as revoking the 4 hour parking bay by the bend alongside 39 Lynch Road. This will prevent all parking from taking place on the bend, and on approach to the junction with Lynch Road.

Lynch Road (24110, 24112)

On the north side, outside numbers 39 to 49, introduce several lengths of double yellow line to maintain access, sight lines and traffic flow, and two lengths of single yellow line applying 'Monday to Friday 10am to 11am' outside numbers 41 and 49. This will prevent all day parking and will allow opportunities for local workers and visitors to park, particularly those associated with nearby schools and the Phyllis Tuckwell Hospice. Outside number 45/47, introduce a 4 car length parking bay with the restriction 'Monday to Friday 8am to 6pm 4 hours no return within 1 hour'. This will provide designated space for visitors. Finally, on the south side, outside numbers 64 to 76, introduce a single yellow line applying 'Monday to Friday 8am to 6pm' to keep parking on the north side only during the working week. At each end of this new single yellow line, there will be double yellow lines extending from the bend by number 76, and also extending to the junction with Broomleaf Road, all the way round to number 58.

There are two slight additional lengths of single yellow applying Monday to Friday 8am to 6pm proposed for the gap outside 23 Lynch Road, and extending opposite 27 and 29 Lynch Road. This will keep parking further away from the junction and will allow for better sight lines and two way traffic flow. Finally, between numbers 5 and 13 Lynch Road, convert existing single yellow lines applying Monday to Friday 8am to 6pm to double yellow lines, with the unrestricted gap in between becoming single yellow applying Monday to Friday 10am to 11am. This will provide passing places within this part of Lynch Road and will prevent all day parking and will allow opportunities for local workers and visitors to park, particularly those associated with nearby schools and the Phyllis Tuckwell Hospice.

OVERVIEW OF Broomleaf Road / Lynch Road / Longley Road / Menin Way

Following the expansion of the Farnham Railway Station car park, and extensive parking restrictions introduced in the Great Austins conservation area, residents of these streets (via the South Farnham Residents Association – SoFRA) have requested a review of parking, particularly with regards to the large amount of commuter parking, which is relentless during the working week. In addition, staff from the nearby Phyllis

Tuckwell Hospice have also expressed strong concerns over the lack of on street parking nearby for their staff, which significantly exceeds their own off street parking facilities.

To support these requests, SoFRA undertook a count of unfilled car parking spaces in the recently expanded Farnham Railway Station car park, which was carried out outside of any school holiday periods, and covered each day of the working week. These counts showed a **daily average of 184 unfilled parking spaces**, which proves that commuters are still choosing to park for free on street, rather than pay for the train station car park. Whilst unrestricted parking spaces are still present within walking distance of the train station, and will remain in reduced numbers in both Broomleaf Road and Lynch Road, the above detailed proposals are intended to prioritise several large sections of on street parking for local staff and visitors, particularly staff and visitors to nearby schools, and staff for the Phyllis Tuckwell Hospice.

The two separate curfew hours of 10-11am and 1-2pm allow for more flexibility, as those wanting to park all day, but within reasonable walking distance of their place of work, can move their car during the day from one curfew period to the other. In addition, bearing in mind the large number of 4 hour bays situated around these streets, local staff wishing to park all day can also move between 4 hour bays and curfew yellow lines, to also achieve all day parking.

Early consultation with residents of these streets via SoFRA indicates that there is majority support for what has been proposed. It is also understood that Abbot's Ride is a possible location for vehicles to displace to, and this street will be assessed as part of the next parking review of Waverley, to determine whether or not additional parking restrictions are needed, and in what quantity.

3.3 FARNHAM SOUTH

There are no proposals for Farnham South as part of this parking review.

3.4 HASLEMERE

Three Gates Lane (24118)

On the south side, introduce 3 additional long lengths of double yellow line to break up the long line of parked cars present within the street, and to provide good passing places to assist with two way traffic flow. This proposal has been agreed with local residents via a site meeting, after a number of concerns were raised regarding the extensive displacement parking that has been increasing in the street.

Church Green (24140)

Outside the Church Green Cottages, introduce 'permit holders only' parking bays applying 'Monday to Friday 8.30am to 5.30pm'. This will prioritise resident parking over non-resident parking. The permit bays will be part of the same identification letter (H) as the existing bays for the railway cottages in Tanners Lane. In addition, two short lengths of double yellow line will be introduced across the two pedestrian dropped kerbs outside the Church Green Cottages to prevent obstructive parking.

Church Green properties that will be eligible for permits will be 1, 2 and 3 Church Green Cottages. These properties will be added to the existing 'H' permit holders, as they are too small in total number to be justifiable as their own permit scheme.

Permits will be issued based on the following criteria: -

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.

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.

Tanners Lane (24053)

Opposite Oaklands, convert two lengths of existing single yellow line applying Monday to Saturday 8.30am to 6.30pm to double yellow, to prevent parking opposite the junction and to simplify the parking restrictions in this part of the street.

Derby Road (24050)

Introduce double yellow lines across the vehicular entrances to properties 'Highfield', '12 Snowdowne', 'Glentrees', 'Edgehill' and 'Maldini'. These properties currently have white lines across their entrances, and these would be converted to double yellow as part of this proposal. These three sections of white line are longer than those on other entrances in the street, as they were intended to also act as passing places along the half of Derby Road closest to the school. This is the justification for making these three particular white lines into double yellow, as the white lines are often being ignored, particularly during school pick up and drop off times, when passing places are most needed.

King's Road (24058)

Outside number 12, replace the existing 'permit holders only' parking bay applying Monday to Friday 8.30am to 5.30pm with double yellow lines, to allow for a new vehicular access to be constructed as part of a planned redevelopment of this property. In addition, and to compensate for this loss of one parking space, extend the existing permit holders parking bay with the same time period outside number 32, westwards by one car length, revoking a section of double yellow line of the same length.

Hill Road (24059, 24117)

On the north side of Hill Road, between the existing double yellow lines by the Shepherd's Hill junction and a point opposite the junction with Park Road, introduce double yellow lines to keep parking on the south side only in this part of Hill Road, which is narrower than the rest of the street.

In the length of Hill Road to the east of Museum Hill, introduce two lengths of 'permit holders only' parking bay applying Monday to Saturday 8.30am to 5.30pm on the north side of the street to provide designated space for both Hill Road properties located nearby with no off street parking, and also to act as an overflow for the proposed permit bays in Museum Hill, which will be for both Museum Hill residents and Petworth Road residents. All permit bays in Museum Hill and Hill Road will have the same permit identification letter (S). As part of this proposal, it is also proposed to extend the existing double yellow lines on the north side by the junction with Museum Hill further eastwards, to prevent parking from obstructing the post box and to situate the permit bay next to kerbing.

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Hill Road properties that will be eligible for permits will be properties 'Weald Mount, 4, 6 and 8'.

Permits will be issued based on the following criteria: -

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.

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.

Museum Hill (24059)

In the layby parking area in the middle of the street, introduce 'permit holders only' parking bays applying Monday to Saturday 8.30am to 5.30pm, and also in the unrestricted gap opposite the same layby parking bay area. As part of this proposal, some slight additional lengths of double yellow lines and some slight removals of double yellow lines are required to keep parking in the most suitable places. This will provide designated parking for residents of both Museum Hill and **Petworth Road**, and will have the same permit identification letter (S) as the proposed permit bays on Hill Road.

Museum Hill properties that will be eligible for permits will be any residential property with a Museum Hill address.

Petworth Road properties that will be eligible for permits will be any residential property with a Petworth Road address located between its junctions with High Street and Swan Barn Road.

Permits will be issued based on the following criteria: -

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.

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.

Lower Road, Grayswood (24047)

Between number 1 and the end of the triangular section of green, introduce 3 school keep clear markings applying at school peak times, to prevent pick up and drop off parking from taking place on this narrow section of Lower Road, to match the current layout on the ground. AMENDMENT FOR TRAFFIC REGULATION ORDER ONLY – LINES ALREADY INSTALLED – SIGNING INSTALLATION TO FOLLOW.

In addition, extend the existing double yellow lines outside number 1 so that they terminate at the start of the school keep clear marking.

3.5 CRANLEIGH AND EWHURST

Fettes Road (24147)

South of the junction with Cranbrook Terrace, on the western side, extend the existing double yellow lines further southwards to improve sight lines, traffic flow and road safety in the vicinity of the junction and pedestrian crossing point.

Parsonage Road (24102)

Opposite numbers 29-31, revoke a length of single yellow line applying Monday to Saturday 8.30am to 6.30pm, as this is currently extending over part of a parking layby area and needs to be reduced to clear it and to allow parking to take place.

Overford Drive (24105)

On the eastern side, extend the existing double yellow lines southwards up to the layby parking area, in order to keep parking on one side of the road only. Introduce double yellow lines on the junction with **Charts Close** to maintain sight lines, access and road safety at all times. Finally, extend the existing double yellow lines south of Little Manor Gardens, on the western side, further southwards, to prevent parking by the electricity substation and to limit the number of cars that can park on this western side to 4 cars.

The Common (24101, 24141)

Introduce lengths of double yellow lines on alternating sides of the street to: -

Prevent parking opposite driveways, which is causing residents issues with access.
Prevent parking from taking place on both sides of the road in the same place, which will cause obstructions.

Prevent parking outside of driveways to maintain access and sight lines.

Prevent obstructive pinch points from occurring as a result of staggered parking.

Prevent excessive speed by having a parking chicane effect throughout the street.

This proposed layout should be supported by the majority of residents, and is based on a plan submitted by residents to the parking team prior to this review.

Elmbridge Road (24152)

Introduce double yellow lines along the back of the bus stop layby, extending up to the Alfold Road junction, to match the layout which is currently on the ground.

AMENDMENT FOR TRAFFIC REGULATION ORDER ONLY – LINES ALREADY INSTALLED.

3.6 WAVERLEY EASTERN VILLAGES

The Street, Wonersh (24134)

Outside and opposite Court House to Medd House, introduce double yellow lines to prevent parking entirely on this section at any time, in order to maintain two way traffic flow and turning for larger vehicles (particularly for buses) and particularly on the bend outside The Old Vicarage and Beeleigh House. Site observations showed that buses, as well as other vehicles, are having to heavily mount the cobbled footway on the south side just to pass oncoming traffic. Buses have great difficulty in doing this and it can occur as a result of just a small number of cars parking on the north side. Cars parking outside Beeleigh House have also been seen to be heavily contributing to this problem, being located right on the bend, and therefore only one unrestricted car parking length is being left outside this property after the termination point of the proposed double yellow lines.

3.7 WAVERLEY WESTERN VILLAGES

Beacon Hill Road, Hindhead (24044)

Outside number 1 Hampton Terrace, revoke a length of parking bay with the restriction 'Monday to Sunday 8.30am to 6.30pm 1 hour no return within 1 hour' and replace with a disabled parking bay with a 3 hour time limit (standard time limit for disabled parking). This is primarily to provide disabled parking outside of the new post office, as agreed during the planning process.

In addition, reduce the parking bay located to the east of Hill Road, to a one car length parking bay in order to match the current layout on the ground. This restriction is 'Monday to Sunday 8.30am to 6.30pm 1 hour no return within 1 hour'. AMENDMENT FOR TRAFFIC REGULATION ORDER ONLY – LINES ALREADY INSTALLED.

3.8 GODALMING NORTH

Elm Road j/w Green Lane (24125)

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

George Road (24092)

Alongside number 18 Grays Road, reduce the end of the double yellow line up to the rear boundary line of number 18, to provide additional parking space in the street without causing any obstruction.

Frith Hill Road (24084)

On the outside of the bend, as you enter from Deanery Road, introduce a long length of double yellow line that will prevent parking at all times and will allow northbound traffic to be on the correct side of the road whilst approaching and travelling around the bend. This will maintain road safety, traffic flow and sight lines at all times. Approximately 10 cars will still be able to park between the proposed double yellow lines on the bend and the existing double yellow lines by the junction with Deanery Road. Whilst this is a lot of cars to have to pass in one go, the proposed double yellow lines allow enough time and space to move over entirely into the northbound lane before the start of the bend, something which is currently not always possible. The proposal also prevents parked cars from simply displacing to other parts of the bend.

Chalk Road (24084)

On the north side of Chalk Road, extend the existing double yellow lines by number 10 westwards, up to the boundary of number 14 and 16. This is to reduce the overall length of parking on this north side, located outside the residential properties, and is an amended version of the previously advertised proposal, which was objected to by residents wishing to park outside their houses. This proposal locates the double yellow lines at one end, rather than as a separate passing place, and is located outside the 3 properties which have larger off street parking facilities, and should therefore have a lesser need to park on street than where previously proposed.

Despite the objections to the previous proposal, this is an issue which still needed to be revisited and resolved. As is clearly the case here, vehicles are having to wait at each

end of the long length of cars in order to pass, and being such a long length, it is harder for cars to negotiate the parking and to communicate with other drivers than it would normally be. Some residents stated in their previous objections that this problem is only at peak times, however, it has been seen to be happening at all times of the day, and will happen whenever there are cars coming from both directions at the same time. Being such a key road, this is very frequent, and therefore problematic outside of peak traffic times as well. It is therefore proposed to significantly reduce the length of unrestricted parking which is allowed to take place here, as a compromise between the needs of residents wanting to park on street and the needs of through traffic to simply pass other cars without excessive delay and inconvenience. This proposal also takes into account the specific properties who objected to the previous 'passing place' proposal, and their need for on street parking outside their homes.

South Hill (24145)

Outside numbers 68 to 70, introduce double yellow lines extending from the existing double yellow lines on the junction. This will keep parking on one side of the road only in this part of South Hill, to maintain traffic flow and sight lines. In addition, extend the existing double yellow lines located south of the Ridge View Cottages, so that they cover the dropped kerb for the parking area south of the cottages, in order to maintain access at all times.

Catteshall Lane and Catteshall Road (24148, 24079, 24145)

Remove the restriction from the parking bay located opposite and to the west of Victoria Road (Monday to Friday 8.30am to 6.30pm 4 hours no return within 4 hours) and replace with the restriction 'Monday to Saturday 8am to 6pm Permit Holders Only'. The bay will also be extended slightly to the east, to make it long enough for 3 cars and reducing the existing double yellow lines by the same length. This bay will be for existing 'P' permit holders to use, who are residents of Victoria Road. Victoria Road has a large number of properties, all without off street parking, and residents and their visitors park as many cars as can fit on both sides of the street. Having a bay on Catteshall Lane will act as an overflow parking area for both residents and visitors of Victoria Road, and will be easily accessible due to its location.

It is also proposed to extend the existing 'Monday to Friday 8.30am to 6.30pm 4 hours no return within 4 hours' parking bay located opposite and to the east of Victoria Road slightly to the west, so that it is long enough for 3 cars and reducing the double yellow lines by the same length.

On the south side of Catteshall Lane, introduce double yellow lines from the existing double yellow lines by Scizdons Climb eastwards to the boundary of numbers 1 and 2 Catteshall Lane. This will keep parking on the north side only along this entire stretch, which will improve traffic flow, access and sight lines for all of the driveways on this side, as well as preventing parking opposite the junction with Douglas Drive, which has been strongly complained about in the time leading up to this review.

On the north side of Catteshall Lane, introduce double yellow lines covering the entrance to Standard House / Huxley House (and others) and extending northwards along Catteshall Lane and then Catteshall Road to a point 25m south of the existing double yellow lines by Grange Close. This will prevent parking on this long inside bend section of Catteshall Lane/Road, and also the junctions/entrances, and will keep parking on the south side of the road only at this end part of Catteshall Lane. In addition, opposite Grange Close, between the two nearby junctions of Catteshall Lane and Catteshall Road (both adjoining Catteshall Road) introduce double yellow lines to

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keep parking within the above mentioned 25m unrestricted gap located to the south of Grange Close only. This will help maintain traffic flow, sight lines and road safety in the vicinity of Grange Close, as well as on approach to the bend from both directions, and for vehicles exiting Grange Close.

Introduce double yellow lines across the vehicular entrance located between numbers 15 and 16 Anvil Cottages, to maintain sight lines and access at all times. Introduce double yellow lines across the entrance **Alderbank Drive (Private)** to maintain sight lines and access at all times. Finally, extend the existing double yellow lines to the east of the junction with Langham Close slightly, in order to create a better overlap of the double yellow lines on both sides of the street in the vicinity of the ambulance station.

Overall, all of these additional double yellow lines proposed for Catteshall Lane are intended to manage the entire parking throughout, by keeping parked cars to specific unrestricted sections of road on one side of the street only. This will help improve two-traffic flow, maintain access and sight lines at all junctions and entrances, including residential driveways, and will create a simplified parking arrangement within the street.

3.9 GODALMING SOUTH, MILFORD AND WITLEY

Portsmouth Road, Milford (24151)

Introduce double yellow lines near the Rodborough Common Car Park, on approach to the slip road to the A3, which has a clearway order in effect. **These double yellow lines have already been installed on the ground under a Temporary Traffic Regulation Order made in July 2017.** The restrictions were put in to coincide with the introduction of parking charges into the car park, and are intended to discourage displacement parking, which would be dangerous and obstructive on approach to the slip road to the A3.

Church Road, Milford (24069)

Extend the existing parking bay with the restriction 'Monday to Saturday 8.30am to 6.30pm 1 hour no return within 1 hour' further westwards to increase the capacity of this bay from 2 cars to 3 or possibly 4 cars. The 2 car bay has been deemed by the local shops here to not be sufficient enough, and have asked that additional time limit parking be introduced to encourage more turnover for these small local businesses.

Shackstead Lane (24124)

On the south side, introduce double yellow lines from the entrance to Godalming College to in front of the dropped kerb for number 18. This will keep westbound vehicles on the correct side of the road on approach to the bend, up to a point where they will be able to see oncoming vehicles travelling around the bend; allowing time to stop and wait by the double yellow lines. At present, westbound traffic is having to drive around parked cars, and then suddenly being confronted with oncoming traffic coming around the bend, forcing drivers to react and adjust quickly.

In addition, on the south side, introduce double yellow lines from the roundabout junction with Pullman Lane, eastwards up to the start of the shared dropped kerb for numbers 2a and 4. This will prevent parking on this blind bend and will help maintain traffic flow sight lines.

Park Road j/w Tuesley Lane (24149)

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

Heathfield Close j/w Tuesley Lane (24149)

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

Ashtead Lane and Pullman Lane (24150)

On the north side of Ashstead Lane, introduce double yellow lines either side of the junction with **Admiral Way (Private)** to maintain access and sight lines at all times. Introduce double yellow lines on the inside of the bend leading northwards round to Pullman Lane to maintain sight lines and traffic flow on the bend. Finally, introduce double yellow lines opposite the entrance to the Ladywell Convent, to prevent parking opposite this entrance and to maintain sight lines and traffic flow on this bending section of road.

BOROUGH WIDE

Remove 'Monday to Friday' from School Keep Clears. These days are currently stated on the Traffic Regulation Order but are not stated on the overwhelming majority of school keep clear signs in Waverley. It is therefore proposed to revoke these days from the TRO to match the layout on the ground.

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.

FARNHAM NORTH			
Badshot Lea Road	Bethel Lane	Rankine Close	Fern Road
FARNHAM CENTRAL			
East Street	The Chantrys	West Street	Upper Way
Potters Gate	Stoke Hills	Crosby Way	Middle Church Lane
FARNHAM SOUTH			
Lodge Hill Road	River Lane	Chapel Road	Burnt Hill Road
Gold Hill	Swingate Road	The Long Road	
HASLEMERE			
Sun Brow	College Hill Terrace	Weycombe Road	
CRANLEIGH AND EWHURST			
High Street	Alfold Road	Park Drive	
WAVERLEY EASTERN VILLAGES			

Cranleigh Road	Wonersh Common Road	Ash Combe	The Coombes
Snowdenham Lane			
WAVERLEY WESTERN VILLAGES			
Moors Lane	Thursley Road	Jumps Road	Tilford Green
GODALMING NORTH			
Langham Close	Lower South Street	Station Road	Moss Lane
Tudor Road	Pondfield Road	Dean Road	Marshall Road
Peperharow Road			
GODALMING SOUTH, MILFORD AND WITLEY			
Minster Road	Ockford Ridge	Chapel Lane	Petworth Road
Brighton Road	Crownpits Lane	Wheeler Lane	

4. CONSULTATIONS:

- 4.1 Subject to approval and budget provision being made available for 2019/20 financial year, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place during Winter 2019.
- 4.2 Plans illustrating the amended restrictions will be placed on deposit in local libraries and the Waverley Borough Council offices during this time.
- 4.3 Once the amendment order is advertised, people have 28 days to lodge views and objections.
- 4.4 Objections can relate to the introduction of a new restriction. In cases where there is a coherent argument for not introducing a proposed restriction, it may be omitted, and the traffic order can proceed to be made for the other restrictions without the need to re-advertise.
- 4.5 If restrictions are to be added to those initially advertised, regulations require that these new restrictions must be re-advertised afresh. For this reason no additional restrictions can be added through the objection process.
- 4.6 If there are unresolved objections, they will be considered in accordance with the county council's scheme of delegation by the parking strategy and implementation team manager, in consultation with the chairman/vice chairman of this committee and the appropriate county councillor.
- 4.7 Subject to approval, notices will then appear in local newspapers confirming that the county council has made the traffic regulation order.
- 4.8 Finally, the new and amended parking restriction road markings and associated time plates should be installed on the ground in Spring/Summer 2019.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of carrying out parking reviews (officer time) is met by the parking team. For this review, the advertising and implementation costs are likely to be no more than £30,000. The Parking Team may be able to contribute £10,000

towards this, however, the review installation is likely to take place in 2019/20 and this contribution is subject to funding being available next financial year. The Waverley Local Committee's share of the parking surplus for 2017/18 was approximately £125,000 and is currently uncommitted.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

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:

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.

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 (8 attachments).

Sources/background papers:

There are none.