

Annex B – Traffic Regulation Order (TRO) proposals

The objective of updating the current TROs for parking bays in light of the installation of the Electric Vehicle Charge Points (EVCP) is to ensure maximum utilisation of the infrastructure by instilling trust that the EV charging needs of both existing and potential EV users can be met as much as possible.

The above objective is likely to be achieved by:

- Preventing non-EV drivers from parking in EVCP bays
- Monitoring through the provision of parking sensors and enforcement would be in place to limit overstays
- Preventing/limiting EV drivers from parking but not charging in EVCP bays

This should result in:

- User confidence that an EVCP will be available when needed
- High utilisation rates
- Accessibility for the maximum number of potential EV users.

It is suggested that the following TRO changes apply for all the sites.

- EV only parking (during enforcement hours)
- Parking permit requirements and charges will remain the same
- EV charging will apply on top of parking charges

The dwell time (daytime) proposed will be of maximum 2 hours for the urban areas and maximum of 4 hours for the residential areas.

The 'easy access' bays (where applicable) are designed to be accessible to disabled and non-disabled EV users.

The table below provides the current parking restrictions and the suggested parking restrictions regarding dwell time (daytime) and provision of 'easy access' bays.

Another key consideration for the viability of the sites was the specific location of the charging points. If a minimum footway width of 1.5m cannot be achieved to allow enough space for the charging points to be installed, a 'build out' or an extension of the footway would need to be installed. This is to ensure that there will be sufficient space for pedestrians, particularly those with mobility impairment issues. The following table provides an indication of the need for an extension or build out per site proposed:

Site Name	Parking restrictions before TROs	Parking restrictions after TROs	Build out requirements
Beacon Hill Road, Beacon Hill	No parking restrictions	4hrs parking restriction, Max 2 easy access bays	Build out required
Falkner Road, Farnham	Permit holders or payment meters	2hrs parking restriction, Max 1 easy access bays	Build out required
Summers Road, Godalming	No parking restrictions	4hrs parking restriction, Max 2 easy access bays	Build out not required

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Wey Hill, Haslemere	1 hour parking restriction	2hr parking restriction, Max 2 easy access bays	Build out required
Farnham Lane/ St Christopher's Green, Haslemere	No parking restrictions	4 hrs parking restriction, Max 2 easy access bays	Build out might be required, to be confirmed from site survey
Croft Road, Godalming	Permit holders only	4 hrs parking restriction, Max 2 easy access bays	Build out might be required, to be confirmed from site survey
Brighton Road, Godalming	No parking restrictions	4 hrs parking restriction, Max 2 easy access bays	Build out might be required, to be confirmed from site survey
Windrush Close, Bramley	Permit holders only	4 hrs parking restriction, Max 2 easy access bays	Build out might be required, to be confirmed from site survey
West Street, Farnham	Mon - Sat: 8am - 6pm, 2 hrs max unless resident permit holder	2hr parking restriction, Max 2 easy access bays	Build out might be required, to be confirmed from site survey
Hale Road, Farnham	No parking restrictions	4 hrs parking restriction, Max 2 easy access bays	Build out might be required, to be confirmed from site survey
High Park Road, Farnham	Mon - Sat: 8am - 6pm, resident permit holder or 2 hrs max	2hr parking restriction, Max 2 easy access bays	Build out might be required, to be confirmed from site survey

Examples of layouts for on-footpath installation and build out options are presented below for illustration purposes.

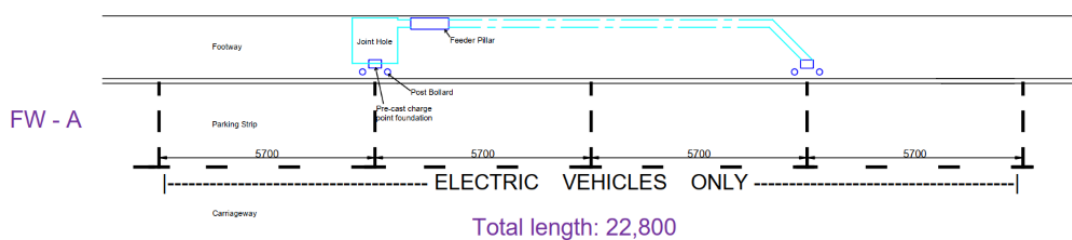


Figure 1: Example Installation on footway (no easy access bays)

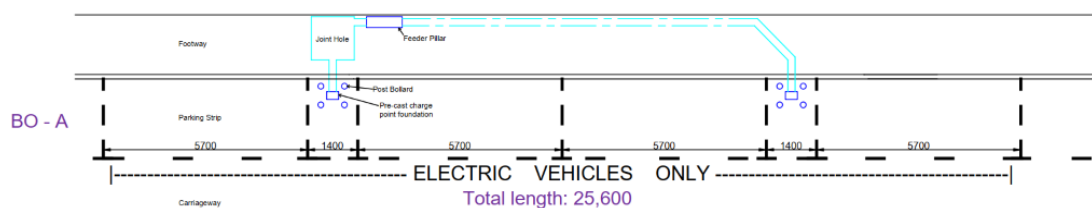


Figure 2: Example Installation with build-ou (no easy access bays)