

# Elmbridge parking review 2021/22: Statement of reasons

## **A document explaining our parking proposals and reasons for introducing them**

This document sets out our proposals for new parking controls across the borough as part of our Elmbridge parking review 2021/22. The proposals are listed in electoral county division and then by town where appropriate.

At this stage, we are intending to introduce the restrictions and controls described in this document and associated drawings, but advertisement of the proposals will allow representations to be made by the public before the final decisions are taken.

Once the proposals have been advertised, we can introduce them unchanged, make minor modifications to them before introducing them, or cancel them entirely. Any comments that lead to a requirement for major changes would usually mean cancellation of the proposal and subsequent reconsideration of it in a future parking review. This approach means that we can progress the parking review in the most efficient way thereby maximising value for our residents.



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## Cobham division proposals

The county councillor for this division is [David Lewis](#).

### Cobham

#### Portsmouth Road – refer to drawing J30

Introduce a permit parking scheme for properties 24-38 Portsmouth Road, consisting of one parking bay operating 'Monday-Saturday 8am-6pm permit holders (M) only'. The bay will accommodate approximately six vehicles. Key permit eligibility details (full details are listed in the draft TRO):

- Residents eligible to apply for all permit types are properties 24-38 Portsmouth Road.
- The cost for a resident permit is £50pa for the first permit, and £75pa for any subsequent permits issued.
- The maximum number of resident permits issuable per place of abode is calculated by the number of vehicles registered to the property minus the number of off street spaces at the property.
- The maximum number of resident visitor permits issuable per place of abode per year is 120, at a cost of £2 per permit. Each permit lasts all day and is specific to the registration number of a visitor's vehicle.
- Permit types available within this scheme are residents, visitors, carers and operational. There are no business permits.
- Permit identifier is the letter 'M'.

Note, this is an extension of the scheme in Matthew Arnold Close and therefore permit holders will be able to park here and vice versa.

#### Portsmouth Road – refer to drawing L28

Introduce a section of 'No waiting at any time' (double yellow line) in the lay-by opposite the Shell garage, from the end of the existing restrictions outside number 233, northeast, for approximately 12.3 metres.

From the north-eastern termination point of the restrictions described above, introduce a parking bay, 'Mon-Sat 8am-6pm 1hr No Return 1hr', for a length of 40 metres. This will prevent long term parking in part of the lay-by, to provide parking space to enable people to visit the local amenities.

#### Tilt Road and Elm Grove Road – refer to drawing L32

Introduce sections of 'No waiting at any time' (double yellow line) along Tilt Road, to prevent some vehicles from parking in order to provide space for traffic to pass in opposite directions. This is to enable safe passage of vehicles along the road. It will also reduce the likelihood of vehicles mounting the footway to pass, and therefore improve safety for people using the footway.

Introduce sections of 'No waiting at any time' (double yellow line) at the junction of Tilt Road Elm Grove Road, in order to improve sightlines, safety and access at the junction.

#### Green Lane – refer to drawing M28

Introduce sections of 'No waiting at any time' (double yellow line), at the junction with Fairmile Lane, and opposite Ashcroft Park, in order to improve sightlines, safety and access at the junctions.

#### Sandy Lane – refer to drawing N28

Introduce section of 'No waiting Monday-Friday 8am-6pm' (single yellow line) in the layby nearly opposite Lytton Park. This is required to prevent vehicles parking here and thereby preventing use of the layby for school coaches to pick up and set down passengers.

### **Sandy Lane – refer to drawings Q26 and Q27**

Introduce 'No waiting at any time' (double yellow line) on both sides of the road from Roundhill Way to the junction with Warren Lane, in order to prevent obstructive parking on this road and to improve safety. The road is not a suitable, safe place for parking on street due to its width, bends, and traffic speed/volume.

## East Molesey and Esher division proposals

The county councillor for this division is [Steve Bax](#).

### East Molesey

#### Graburn Way – refer to drawing S03

Introduce 'No waiting at any time' (double yellow line) on one side of the road in-between existing restrictions. This will prevent the current situation where vehicles sometimes park on both sides partially on the footway and in doing so cause obstruction to the footways and carriageway. To improve safety and access.

#### School Road and Challoners Close – refer to provisional drawing S05

Introduce a permit parking area covering School Road and Challoners Close. Matthew Arnold Close, including parking bays operating 'Monday-Saturday 8am-6pm permit holders M only', and shared use parking bays operating 'Monday-Saturday 8am-6pm permit holders M or 2 hours no return within 2 hours'. The bays will accommodate approximately eight and two vehicles respectively.

Key permit eligibility details (full details are listed in the draft TRO):

- Residents eligible to apply for all permit types are those occupying any residential address in School Road, and Challoners Close.
- The cost for a resident permit is £50pa for the first permit, and £75pa for any subsequent permits issued.
- The maximum number of resident permits issuable per place of abode is calculated by the number of vehicles registered to the property minus the number of off street spaces at the property.
- The maximum number of resident visitor permits issuable per place of abode per year is 120, at a cost of £2 per permit. Each permit lasts all day and is specific to the registration number of a visitor's vehicle.
- Permit types available within this scheme are residents, visitors, carers and operational. There are no business permits.
- Permit identifier is the letter 'M'.
- It is also proposed to introduce some sections of DYL 'No waiting at any time' in order to keep junctions and accesses clear to improve safety and access.

#### Matham Road – refer to drawing S06

Revoke without replacement the traffic order for 'Parking Mon-Sat 8.30am-6.30pm 1hr No Return 1hr' (parking bays). The parking bays have never been marked on site since the orders were made approximately 12 years ago, and there have been no requests for them to be installed so it seems logical to revoke the traffic order.

#### St Mary's Road – refer to drawing S06

Introduce a 'No Stopping Mon-Fri 8.15am-9.15am and 2.30pm-4pm Children Keep Clear' (zig-zag) on the road outside Sapphires Nursey School, for a length of 25.5 metres. This is proposed in order to prevent parking near to the access to the nursey and improve awareness of the access, thereby improving safety.

## **Esher**

### **Esher Green – refer to drawing Q16**

Vehicles loading/unloading goods whilst parked on the road adjacent to Pizza Express have been causing traffic to build up at the traffic lights due to obstruction on the nearside lane, significantly reducing capacity of the junction. We have a duty to minimise congestion on our network, so it is proposed to introduce a peak time loading bay at this location: 'No Loading Everyday 7am-10am and 4pm-7pm'.

In addition to this, two sections of 'No waiting at any time' (double yellow line) are proposed on the northern side, one of which is to replace a section of 'Parking Mon-Sat 9am-7pm Permit Holders (Esher Green CPZ) Only' parking bay. These amendments are made to the traffic order so as to match the existing on-site extents of parking restrictions.

### **West End Lane, near the Princess Alice Hospice – refer to drawing O17**

Introduce a section of 'No waiting at any time' (double yellow line) on the western side of the road, in the 'gap' in between existing restrictions opposite the access to the Princess Alice Hospice, a length of approximately 35 metres. This is proposed in order to remove obstructive parking and improve safety and traffic flow at the location.

### **West End Lane, access to 26-32a – refer to drawing O18**

Introduce a section of 'No waiting at any time' (double yellow line) for a distance of approximately 15 metres on the western side of the road, across the access to 26-32a West End Lane, in order to improve sightlines, safety and access at the location.

### **Bracondale – refer to drawing Q19**

Revoke section of 'No Waiting Mon-Fri 10am-Noon' (single yellow line) on the western side of Bracondale from where they start near the junction with Milbourne Lane, north, for a distance of approximately 44 metres, and replace with 'No waiting at any time' (double yellow line).

On the eastern side of the road, in the turning area, revoke section of 'No Waiting Mon-Fri 10am-Noon' (single yellow line) and replace with 'No waiting at any time' (double yellow line), over a length of approximately 22.5 metres.

This proposal is made in order to prevent people parking their cars on both sides of the road at times, and preventing access along the road and turning at the end. To maintain safety.

### **Copsem Lane – refer to drawing Q19**

On the eastern side of the road, extend the existing 'No waiting at any time' (double yellow line), south, for a length of 40 metres, for safety reasons, south bound vehicles passing parked vehicles at this location could enter the path of north bound vehicles in the recently extended right turn lane.

### **Portsmouth Road – refer to drawing N24**

On the eastern side of the road, introduce sections of 'No waiting at any time' (double yellow line), in order to prevent parking which obstructs sightlines for motorists exiting the countryside estate and joining the high speed Portsmouth Road.

## Hersham division proposals

The county councillor for this division is [John O'Reilly](#).

### Hersham

#### Mayfield Road – refer to drawing J15

Opposite 27 Mayfield Road:

- Revoke 10.9 metre section of existing 'Parking Mon-Fri 8am-9.30am permit holders only, 9.30am-Noon permit holders or 2hr no return 1hr' (parking bay), and replace with 'No Waiting Mon-Fri 8am-Noon' in order to allow space for vehicle to access the gully which regularly blocks at this location and requires frequent maintenance so as to prevent localised flooding.
- Revoke remainder of the above parking bay, and the short section of 'No Waiting Mon-Fri 8am-Noon' west of the above (a distance of 11 metres) and replace with 'Parking Mon-Fri 8am-Noon Paid for parking Max stay 4hrs', this proposal is made in order to simplify parking controls in the area and avoid the otherwise strong potential for confusion between different parking bays operating adjacently.

#### Trenchard Close, Queensway South – refer to drawing L17

Introduce sections of 'No waiting at any time' (double yellow line) around the junction of Trenchard Close with itself, and the junction of Trenchard Close and Queensway South. In order to improve sightlines, safety and access at the junctions.

#### Queens Road – refer to drawing L17

In order to support traffic calming along the road by creating a 'chicane effect' by allowing some parking in strategic locations, it is proposed to revoke some existing sections of 'No waiting at any time' (double yellow line), and replace with unrestricted parking bays:

- for a length of 5 metres in front of 13a Queens Road,
- for a length of 10 metres opposite the western end of Cavendish House,
- for a length of 15 metres, starting from a point 11 metres east of the junction with Queens Road (spur road for the Day Centre).

#### Burwood Road, Vaux Crescent, Burwood Close – refer to drawing L18

In order to slow traffic and remove obstructive parking which takes place on the footway on the south side of Burwood Road, it is proposed to formalise parking by marking bays on the carriageway, with sections of 'No waiting at any time' (double yellow line) in between to allow space for larger vehicles to pull in and give way as necessary.

To improve access to local facilities, it is proposed to introduce 'Parking Mon-Sat 8am-6pm 2hrs No Return 2hrs' (parking bays):

- for a distance of 30.8 metres, from the end of the existing double yellow lines near the war memorial,
- for a distance of 15 metres outside 3 Burwood Road . St Peter's Church Hall,
- for a distance of 30 metres outside the western frontage of the Vicarage and the eastern frontage of the church grounds,
- for a distance of 15 metres in front of the eastern end of the church.

Introduce a disabled parking bay 'Parking At Any Time Blue Badge Holders Only 3hrs No Return 1hr' at the end point of the final bay described above, in order to improve access to the church for those with limited mobility.

Introduce 'No waiting at any time' (double yellow line) from the end point of the disabled parking bay described above, west to a point in line with the eastern building line of 47 Burwood Road, including into side junctions:

- Vaux Crescent, for a distance of approximately 17 metres into the road, and
- Burwood Close, for a distance of approximately 10 metres into the road.

These sections of double yellow line are proposed in order to prevent parking on the footway, which is too narrow to park on without causing an obstruction to people wishing to use the footway, and to improve sightlines, safety and access at the junctions.

On the northern side of Burwood Road, introduce an unrestricted parking bay, from the end of the existing double yellow lines opposite 9a, west, to a point a metre before the driveway of number 2. This is to encourage motorists to park fully on the road, as opposed to partially on the footway, so as to slow traffic and allow unobstructed access to the footway for users of that infrastructure.

On the northern side of Burwood Road, from the end of the existing double yellow lines outside the Lilliput Children's Centre, introduce 'No waiting at any time' (double yellow line), east to meet the existing double yellow lines near the mini roundabout at the junction with Queens Road, revoking a section of existing 'No Waiting Mon-Sat 8am-6pm' (single yellow line) along that length. This proposal is made in order to prevent the parking 'switching sides' and to convert existing single yellow line to double yellow to enable a reduction in traffic signage (street clutter) and ongoing maintenance.

### **Green Lane, Green Lane Avenue – refer to drawing K18**

Revoke 'No waiting at any time' (double yellow line) at the junction which exists on the traffic order but was never implemented.

### **Thrupps Lane, Mole Road, Green Lane, Havers Avenue – refer to drawing M18**

Introduce sections of 'No waiting at any time' (double yellow line) around these junctions, in order to improve sightlines, safety and access.

### **Pratts Lane – refer to drawing M17**

Parking on the verge at the entrance to Pratts Lane is damaging the kerb and grass, and causing obstruction to the road which is a well-used access to the recreation ground. Introduce sections of 'No waiting at any time' (double yellow line) in order to improve safety and access along the road.

### **Rydens Grove, Molesey Road – refer to drawing M16**

Parking on the eastern side of Rydens Grove often obstructs access to the driveways of residents in this part of the road, and it is therefore recommended to introduce 'No waiting at any time' (double yellow line) from the boundary of 132/130, south to meet the existing restrictions outside 124.

Parking south of the shops on the western side of the road narrows causes an obstruction to the footway and narrows the road near the pedestrian crossing island. Parking further north restricts visibility for motorists existing the junction of Rydens Grove and prevents temporary parking (loading/unloading) by vehicles that need to make deliveries. Therefore it is proposed to introduce 'No waiting at any time' (double yellow line) in between the existing restrictions.

In order to improve parking opportunities for visitors to the local shops, it is proposed to introduce 'Parking Mon-Sat 8am-6.30pm 1hr No Return 1hr' on both sides Rydens Grove near to the Molesey Road junction, which will provide space for about six cars.

# Hinchley Wood, Claygate and Oxshott division proposals

The county councillor for this division is [Mark Sugden](#).

## Hinchley Wood

### Manor Road North – refer to drawing U13

Introduce 'No waiting at any time' (double yellow line) on the northern side of the road from the dropped kerb at 65 Manor Road North, south, covering the accesses to Fernwood Place, Priors Wood, and 59 Manor Road North, a distance of approximately 35 metres. This proposal is made to improve sightlines and safety for motorists exiting Fernwood Place and Priors Wood.

## Claygate

### The Avenue – refer to drawing T18

Introduce 'No waiting at any time' (double yellow line) from the junction with Oaken Lane, west, to cover the driveways of the first properties on the northern and southern side of the road respectively. This proposal is made to improve sightlines and safety for motorists at the junction.

### Dalmore Avenue – refer to provisional drawing U20

Introduce sections of 'No waiting at any time' (double yellow line) on one or other side of Dalmore Avenue, so as to prevent parking on both sides simultaneously, which makes it difficult to proceed along the road and to access driveways off it. Carry out an informal consultation with residents to determine the extents of yellow lines and whether they are desired by the majority of residents of the road, before deciding whether to progress the idea to formal advertisement stage and if so, in what form.

## Oxshott

### High Street, Steels Lane, Oakshade Road – refer to drawing S30

Revoke existing 'No Waiting Mon-Sat 8am-6.30pm' (single yellow line) on the western side of High Street from its northern end point, south (including the extents in Steels Lane) to a point approximately 10 metres into Oakshade Road, and replace with 'No waiting at any time' (double yellow line) except for at the lay-by. This restriction will prevent parking on Oakshade near the junction with High Street, improving sightlines and access at the location. The proposal will also help simplify the restrictions and remove 'sign clutter', which will improve the street scene, and reduce ongoing costs for sign maintenance.

In the lay-by revoke existing 'No Waiting Mon-Sat 8am-6.30pm' (single yellow line) and replace with 'Parking At Any Time Blue Badge Holders Only 3hrs No Return 1hr' (parking bay) at the northern end, and 'Parking Mon-Sat 8am-Noon Goods vehicles loading only And Parking Mon-Sat Noon-6pm 30mins no return 2hrs' at the southern end. This proposal is made in order to improve compliance over the existing single yellow line restriction so that the space is available for use by delivery vehicles during their delivery windows, so that the shops may be serviced in the area and delivery vehicles do not have to load/unload whilst being parked on the busy and relatively narrow High Street. Out of the delivery window, the space will be available for short term parking by shopper/visitors. The disabled parking bay is proposed in order to provide space for blue badge holders to park near to the shops.

Remove the existing advisory disabled parking bays on Steels Lane near the access to Midgarth Close and instead introduce two 'Parking Mon-Sat 8am-6pm 30mins No Return 30mins' (parking

bays). The existing advisory disabled bays are not in a useful location for people with limited mobility and are not well used, therefore it would be better to allow this area to be made available for general use parking.

## The Dittons division proposals

The county councillor for this division is [Nick Darby](#).

### Thames Ditton

#### Summer Road, Warwick Gardens – refer to drawing U06

Introduce ‘No waiting at any time’ (double yellow line) on both sides of Summer Road, from the railway line, south, to meet the existing restrictions at the junction with Aragon Avenue, leaving gaps as follows:

- In line with the northern building line of 21/22 Warwick Gardens, south for a distance of 25 metres,
- A 10 metre section outside the rear of 3 Wolsey Avenue,
- A 10 metre section outside 148/146 Summer Road,
- A 10 metre section outside 144/142 Summer Road.

This proposal is in order to remove parking which obstructs sightlines around the bends along Summer Road, and causes potential conflict between vehicles passing in either direction. Some space for parking has been retained in order to provide a traffic calming effect and minimise displacement.

In Warwick Gardens, increase the length of the existing double yellow lines outside numbers 9/10 by 4 metres so as to approach the recessed parking area. To improve sightlines for motorists exiting Warwick Gardens (spur).

#### Speer Road, Warwick Road – refer to drawing U07

Introduce ‘No waiting at any time’ (double yellow line) at the junction, for a distance of approximately 10 metres in each direction, to improve sightlines, safety and access at the junction.

Introduce ‘No waiting at any time’ (double yellow line) around the outside of the bend in Warwick Road for a distance of approximately 21 metres, to prevent parking here which obstructs access, and causes vehicles to over-run the footway on the inside of the bend, causing damage to the highway.

Introduce ‘No waiting at any time’ (double yellow line) around the turning head at the end of Warwick Road apart from a small section outside number 54. To enable vehicles to use the turning head to turn around.

#### Speer Road – refer to drawing U08

Introduce ‘No waiting at any time’ (double yellow line) around the inside of the bend outside 7 and 9 Speer Road for a distance of approximately 36 metres, to improve sightlines around the bend and improve safety.

#### Watts Road – refer to drawing V09

Introduce ‘No waiting at any time’ (double yellow line) opposite Cooper Hall and Cooper Hall Cottage for a distance of approximately 33.7 metres. This is proposed in order to provide better scope for vehicles to pass along Watts Road. Motorists have been driving on the footway at this location in order to get past the parked vehicles, a manoeuvre which is both illegal and dangerous. Please note the extents of restrictions on this plan are provision and are likely to be amended prior to advertisement.

## **Ferry Road – drawing to follow**

Carry out an informal consultation exercise to determine whether residents of Ferry Road would support a permit parking scheme here, following their request for one. Once the informal consultation has been completed, we will analyse the results before deciding whether or not to advertise a scheme, and if so, what form it should take.

Any permit scheme would follow the standard criteria/costs as outlined in this document for other locations.

## **Sugden Rd, Mayfield CIs, Bankside Drv, Scott Farm CIs – refer to drawing W11**

Introduce 'No waiting at any time' (double yellow line):

- Around the Mayfield Close junction, 10 metres into Mayfield Close, 10 metres west along Sugden Road, and east along Sugden Road and 12 metres round into Bankside Drive.
- In bankside drive on the eastern side of the road, from a point opposite the end point described above, north and then 20 metres east along Sugden Road.
- On Sugden Road across the front of St Andrews Close, for a distance of approximately 30 metres.
- On Sugden Road across the front of Surbiton Hockey Club, for a distance of approximately 22 metres.
- Around the junction of Scott Farm Close; from the dropped kerb at 45 Sugden Road, east across the driveways of 45 and 47 Sugden Road, round into Scott Farm Close across the first driveway and terminating at the dropped kerb. On the eastern side of Scott Farm Close, from the southern dropped kerb of 51 Scott Farm Close, south and then east along Sugden Road, to the end of the grass verge.

This proposal is made in order to improve sightlines, safety and access at these junctions.

## Walton division proposals

The county councillor for this division is [Rachael Lake](#).

### Walton

#### **Ambleside Avenue and St John's Drive – refer to drawing L11**

Introduce 'No waiting at any time' (double yellow line):

- On the northern side of Ambleside Avenue, between the end of the 'school keep clear' markings outside 1 Windermere Terrace, west, to meet the existing restrictions at the entrance to Swansmere Close.
- On the southern side of Ambleside Avenue, from the dropped kerb outside 1 Shelley Court, west to the far side of the dropped kerb for the garage of 1 St Johns Drive.
- On the southern side of Ambleside Avenue, from a point 15 metres west of the termination point of the restrictions described above, west and then south into St Johns Drive, to a point in line with the north-eastern building line of 3/6 St Johns Drive,
- On the northern side of St Johns Drive from a point opposite the termination point of the restrictions described above, north and round into Ambleside Avenue for a distance of approximately 28 metres.

This proposal is designed to remove parking which takes place too close to the roundabout junction of Ambeside Avenue and St Johns Drive, and scope for around the road narrowing on Ambleside Avenue, and scope for parking on both sides of the road between the roundabout and Swansmere Close. The proposal is to improve sightlines, safety and access along the road, which is a bus route and close to a school.

#### **Nelson Close – refer to drawing K11**

Introduce 'No waiting at any time' (double yellow line) around the outside of the 'corners' of Nelson Close. Parking in-front / on the footpaths obstructs pedestrian access and prevents collection of refuse. The yellow lines at the 'opening' to Nelson Close are designed to improve access for vehicles without needing to over-run and damage the grass verge and kerbing, and to improve visibility at dropped kerb for pedestrians crossing the road here.

#### **High Street (refer to drawing I11)**

Please note, proposals for the High Street are explained with the Walton South and Oatlands Division, as the boundary runs down the middle of the road, and the proposals lie on the western side of it which is in Walton South and Oatlands division.

## Walton South and Oatlands division proposals

The county councillor for this division is [Tony Samuels](#).

### Walton

#### Wynton Grove – refer to drawing J14

Revoke 'Parking At any time, Blue badge holders only' (parking bay) outside 12 Wynton Grove, and replace with 'Parking Mon-Fri 8am-9.30am permit holders only, 9.30am-Noon permit holders or 2hr no return 1hr' (parking bay). The disabled parking bay is no longer used and therefore it is reasonable to remove it to allow other residents to park here.

#### Rydens Avenue – refer to drawing K13

Introduce a traffic order' to convert the existing 'No Stopping Mon - Fri 8am-5pm School Keep Clear' (zig-zag) outside Danesfield Manor Primary School from advisory to formal, allowing enforcement to take place by civil enforcement officers. This follows a road safety outside schools' visit undertaken jointly by surrey county council and the police.

Revoke a section of 'No waiting Mon-Fri 10am-11am' (single yellow line) from its western extent adjacent to the dropped kerb for 9 Rydens Avenue, east, to the end of the school keep clear marking referred to above. Note, this restriction is not marked out on site over the length of the school keep clear marking. It is proposed to remove this as it serves no useful purpose and enables the removal of unnecessary signage (street clutter).

#### High Street – refer to drawing I11

This proposal is made in order to correct the traffic order to match restrictions that are already marked on site.

Revoke existing 'Parking Every-day 8am-6pm 30mins No Return 1hr' (parking bays) outside 50a-46 High Street, and replace with 'Parking At Any Time Blue Badge Holders Only 3hrs No Return 1hr' (parking bays) over a distance of 13.2 metres.

Revoke existing 'Parking At Any Time Blue Badge Holders Only 3hrs No Return 1hr' (parking bays) outside 30-34 High Street, and replace with 'No waiting at any time' (double yellow line) over a distance of 21 metres. Note, this restriction is currently 'underneath' a bus stop clearway marking which takes precedence over any other restriction.

#### Cleveland Close – no drawing required

Currently, residents of Cleveland Close and numbers 77-139 Hersham Road are eligible for resident's permits to park in Cleveland Close. There is not enough capacity in Cleveland Close to accommodate all permit holders, leading to complaints from both Cleveland Close and Hersham Road residents. It is therefore proposed to remove 77-139 Hersham Road from being eligible for permits in Cleveland Close, and allow them to have permits in the rest of the Walton controlled parking zone instead (nearest roads being Halfway Green, Station Avenue, and West Grove).

## **Weybridge**

### **Cricket Way – refer to drawing H13**

Parking opposite driveways on Cricket Way makes it difficult for motorists to get in and out of driveways, and sporadic 'chicane' parking has made it difficult for refuse vehicles to gain access along the road at times. It is therefore proposed to introduce 'No waiting at any time' (double yellow line) on the entire southern side of the road and around the turning head.

On the northern side of the road, introduce 'No waiting at any time' (double yellow line) from the junction with Oatlands Drive, for a distance of 20 metres into the road, in order to maintain sightlines, safety and access at the junction.

Carry out an informal consultation with residents to determine the extents of yellow lines and whether they are desired by the majority of residents of the road, before deciding whether to progress the idea to formal advertisement stage and if so, in what form.

## West Molesey division proposals

The county councillor for this division is [Ernest Mallett MBE](#).

### West Molesey

#### Central Avenue – refer to drawing O06

Introduce 'No waiting at any time' (double yellow line) around the entrance to Central Park Estate, and Armadillo flooring, in order to improve sightlines and safety at the entrances.

#### High Street – refer to drawing P05

Extend the existing 'No Stopping Mon-Fri 8.15am-9.15am and 2.30pm-4pm School Keep Clear' (zig-zag) marking on High Street outside the northern access to Chandlers Field Primary School, south, to meet the same marking that exists outside the southern entrance. To prevent parking here which obstructs the road during school pick up and drop off times, to improve safety.

#### Ray Road – refer to drawing P05

Revoke without replacement the existing 'No Stopping Mon-Fri 8.15am-9.15am and 2.30pm-4pm School Keep Clear' (zig-zag) outside the Molesey Adult Learning Centre. This is not a valid location at which to use this marking. Once the traffic orders have been revoked, the markings will be left to fade.

## Weybridge division proposals

The county councillor for this division is [Tim Oliver](#).

### Weybridge

#### Portmore Park Road – refer to drawing C15

Extend existing ‘No waiting at any time’ (double yellow line) on the southern side of Portmore Park Road by approximately 5 metres in order to ensure vehicles can pass along the road the correct side of the traffic island.

Introduce ‘No waiting at any time’ (double yellow line) around the access to Heath House in order to improve sightlines and safety at the junction.

#### South Road – no drawing required

Planning permission has been granted for the construction of a ‘car free development’ at the site formerly known as the property “Wessex”. It is therefore proposed to modify the traffic orders to that the new flats built at this location are made ineligible for permits within the existing permit parking scheme in South Road.

#### South Road – refer to drawing F17

Following receipt of a petition from residents, it is proposed to extend the hours of control of the existing permit parking scheme in South Road, from the current ‘Mon-Sat 9am-6pm’ to ‘Every-day 8am-10pm’. This proposal is made in order to help residents park near their homes, as parking by non-residents during non-controlled hours makes it difficult to find a space at the moment.

#### York Road, Queens Road – refer to drawing F17

Following receipt of a petition from residents, it is proposed to provide permit holders only parking bays in part of York Road, specifically:

- A bay outside 30-40 York Road, with a length of approximately 31 metres,
- A bay outside 42/44 York Road, with a length of 10 metres,
- A bay outside 46 York Road, with a length of 10 metres.

The scheme will be an extension of the South Road scheme (ID:I), and the hours of operation of the scheme will match those in South Road, which as per the above are intended to change to ‘Every-day 8am-10pm’. Key permit eligibility details (full details are listed in the draft TRO):

- Residents eligible to apply for all permit types are properties 20-40 York Road.
- The cost for a resident permit is £50pa for the first permit, and £75pa for any subsequent permits issued.
- The maximum number of resident permits issuable per place of abode is calculated by the number of vehicles registered to the property minus the number of off street spaces at the property.
- The maximum number of resident visitor permits issuable per place of abode per year is 120, at a cost of £2 per permit. Each permit lasts all day and is specific to the registration number of a visitor's vehicle.
- Permit types available within this scheme are residents, visitors, carers and operational. There are no business permits.
- Permit identifier is the letter 'I'.

Following requests from businesses of Queens Road, it is also proposed to introduce free, time-limited parking bays as follows:

- On the eastern side of York Road, in front of 12-16 a parking bay approximately 21 metres long, 'Parking Mon-Sat 8am-6pm 2hrs No Return 2hrs'.
- On the western side of York Road, in front of St Martins and St James Court, revoke a 3 metre section of 'No Waiting Mon-Sat 8am-6pm' (single yellow line) from its northern end, and instead introduce 'Parking Mon-Sat 8am-6pm 30mins No Return 2hrs' for a total distance of 20 metres.

These parking bays will improve turnover of parking in the area to support businesses. The approximately four 30-minute parking spaces will provide maximum turnover of space for short term visitors, and are proposed following complaints that it is often hard to find a space in the existing general use bays on Queens Road, all of which are two hour maximum stay. By positioning these bays on York Road, interference with traffic flow (due to extra parking manoeuvres) on Queens Road will be avoided.

- In addition to the above, it is proposed to introduce 'No waiting at any time' (double yellow line) across the access to 16b York Road, in order to prevent unauthorised parking over the access, and
- To revoke the existing 'No Waiting Mon-Sat 8am-6pm' (single yellow line) on the eastern side of York Road, just south of the existing disabled parking bay, south and then east along Queens Road up to the existing loading bay, and replace with 'No waiting at any time' (double yellow line). This is in order to simplify the traffic orders and enable removal of traffic signs (street clutter). Note, much of this restriction exists 'underneath' white zig-zags marked at the controlled crossing, and therefore the on-site road markings will not change over that length.

### **Queens Road – refer to drawing E17**

Introduce 'No waiting at any time' (double yellow line) at the access to Woodview Court, extending the existing restrictions by 15 metres, south. This is proposed in order to improve sightlines and safety for road users exiting Woodview Court.

### **Prince's Road, Hanger Hill – refer to drawing E17**

Revoke existing 'No Waiting Mon-Sat 8am-6pm' (single yellow line) around the 'triangle' at the junction of Prince's Road and Hanger Hill, and the same restrictions on the southern side of Prince's Road from the access for Princes Court, west, and then south along Hanger Hill for its entire length, and replace both with 'No waiting at any time' (double yellow line). This is in order to simplify the traffic orders and enable removal of traffic signs (street clutter).

On the northern side of Prince's Road, opposite the access for Princes Court, extend the existing restrictions by approximately 5.3 metres in a westerly direction, so that parked vehicles do not interfere with traffic proceeding in an easterly direction along the 'main section' of Princes Road.

From the termination point of the double yellow lines described above, introduce a parking bay 'Parking Mon-Sat 9am-6pm 3hrs No Return 2hrs', following concerns that the existing cricket club car park is operating over capacity, and therefore the bays are proposed in to enable access for visitors to local amenities.

### **Pine Grove – refer to drawing E17**

Introduce 'No waiting at any time' (double yellow line):

- Opposite the access to Wentworth Dene, from the end of the existing restrictions near the junction with Hanger Hill, east, to the dropped kerb of 34 Pine Grove.
- On the southern side of Pine Grove, from the end of the existing restrictions near the junction with Hanger Hill, east, to the western boundary line of 27 Pine Grove.

These proposals are made in order to improve sightlines, safety and access at the location.

### **St George's Avenue – F18**

Introduce 'No waiting at any time' (double yellow line) on the northern side of St George's Avenue:

- From the end of the existing restrictions outside Ikona Court, west, for a distance of 18 metres, and
- From a point 15 metres east of the termination point described above, west, for a distance of 15 metres.

These proposals are made in order to improve sightlines, safety and access at the accesses for Broadlands.

### **Barnes Wallis Drive, Sopwith Drive – refer to drawing B26**

Revoke the existing temporary traffic order for 'No waiting at any time' (double yellow line) on these roads, and replace with a permanent order for the same restriction. HGVs had been parking causing obstruction of one lane of the carriageway on Sopwith Drive, causing congestion and danger.

## **Boroughwide proposals**

Correct wording in traffic orders to ensure that restrictions within permit holders only parking area apply to the entire highway, not simply the carriageway, to ensure that controls are not circumvented by people parking entirely off the carriageway (e.g. on the footway).