

LOCAL COMMITTEE (WAVERLEY)

DATE: 12 NOVEMBER 2021

LEAD OFFICER: JACK ROBERTS (ENGINEER – PARKING TEAM)

SUBJECT: WAVERLEY PARKING REVIEW

DIVISION: ALL 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 costs for this review will be funded by the parking team's revenue budget.
- (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 120 requests for parking restrictions from residents, councillors, the emergency services and SCC engineers since the last review were collated and used as the basis for this current 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 Hale Road / Alma Lane / Bishops Road / Hope Lane (2021-1)

Convert all existing 'No waiting Monday to Friday 8am to 6pm' restrictions in the vicinity of this junction area to double yellow lines, with extensions further into Bishops Road up to the junction with Gravel Road and covering the junction with Hope Lane. This will ensure that access, sight lines and road safety are maintained at all times in this area, including all its junctions and the approaches to those junctions.

In addition, revoke the school keep clear marking in the Alma Lane layby by the junction with Upper Hale Road, which has been signed but not marked on the ground for many years. The single yellow line on the ground here will be converted to double yellow lines and extended slightly further to prevent parking in this part of the layby to allow pick up and drop offs and loading and unloading to take place. The

remaining section of the layby will be unrestricted to allow parking to take place for 3 cars, before the dropped kerb for number 112.

In addition, on Upper Hale Road, the layby outside Tesco Express will be double yellow lined (lines running along the back of the layby) to allow buses to pull into the layby up to the bus stop, and to also keep the layby clear for any pick ups and drop offs, or loading and unloading, including refuse collection. The restrictions will also help maintain access and sight lines for the Tesco Express car park.

In addition, on Upper Hale Road, add the double yellow lines currently installed along the back of the School Keep Clear marking to our traffic orders, to prevent parking and maintain access and sight lines for the school entrance at all times and not just school peak times.

Finally, add a small additional length of double yellow lines outside number 121a Upper Hale Road to our traffic orders, to reflect the current layout on the ground.

Farnborough Road (2021-2)

Outside numbers 99 to 105, introduce double yellow lines to the western side of the island to match the current layout on the ground and to prevent parking on and around the island, except in the marked parking bay.

The Fairway (2021-2)

By the junction with Wellington Lane, reduce both sides of double yellow lines to reflect the current layout on the ground.

Woodbourne (2021-3)

Extend the existing double yellow lines by the junction with Weybourne Road up to the dropped kerb for number 1 on the south side and up to the dropped kerb for number 4 on the north side. This will prevent parking on this 'S' bend to maintain sight lines, traffic flow and road safety, especially at school peak times.

3.2 FARNHAM CENTRAL

Hale Road (2021-4)

Outside numbers 22, 24 and partly outside 26, introduce two 'electric vehicles recharging only' bays applying Monday to Saturday 8am to 6pm max stay 4 hours. Outside 26 to 32, revoke the previously advertised bays of the same type. This is to reflect the final installed electric vehicles parking arrangement at this location and follows subsequent consultation with some residents and scanning of underground cables. This has resulted in only two spaces being finalised at this location instead of the previously advertised four spaces, and one kerb build-out instead of two.

Upper South View (2021-5)

Outside numbers 3 to 9, convert the existing 'Monday to Saturday 8am to 6pm permit holders or 2 hours no return within 1 hour' bays to 'permit holders only' for the same period. This follows requests from residents of this street for permit holder only spaces to be introduced, following a struggle by permit holders to find spaces near to where they live, as the free 2 hour period is popular with non-residents, especially those visiting the park located at the end of this street.

St Cross Road (2021-5)

Reduce the 'Monday to Saturday 8am to 6pm permit holders or 2 hours no return within 1 hour' bay by the junction with East Street from two cars lengths to one car length and extend the existing double yellow lines from the junction up to this reduced bay. This is to accommodate a new vehicular access for 74-84 East Street following a planned redevelopment of this building.

Cherry Tree Close (2021-5)

Introduce a second disabled parking bay (no time limit) in this street, next to the existing disabled bay (replacing a Monday to Saturday 8am to 6pm permit holders only' bay). This follows a request from another blue badge holding resident of this street. In addition, convert the existing 'Monday to Saturday 8am to 6pm permit holders or 2 hours no return within 1 hour' bay on the side adjacent to numbers 5 to 8 Cherry Tree Close to 'permit holders only' for the same period. This is to help permit holding residents (including visitors with visitor permits) to find space in Cherry Tree Close, and to also make up for the loss of permit space as a result of the proposed additional disabled bay. The remaining bay on the opposite side will stay unchanged, to provide some free space for visitors to the street with the existing free 2 hour restriction, which is understood to require better enforcement following reported abuse by non-residents exceeding the 2 hour limit. Overall, it is believed that these changes in their entirety, along with better enforcement, will address long standing parking issues in this street and will address the current demand for both permit space and blue badge space.

Long Garden Walk West (2021-6)

Outside number 7, revoke the 'Monday to Saturday 8am to 6pm permit holders only' bay and replace with double yellow lines of the same length, to match the current layout on the ground. This is a revocation of a previous proposal to introduce an additional permit bay in this street, which was not installed on the ground following subsequent upheld objections relating to driveway access on the opposite side for properties located on Long Garden Walk East. As an oversight, these residents were not notified during the advertisement process and therefore their opinions on the proposed bay were not received until after the proposal was spray marked on the ground in preparation for installation. As it was accepted that the bay would cause issues for the driveways opposite, it was agreed not to proceed with the bay and for the existing layout to remain unchanged. As the traffic orders from the previous review have been made, the bay needs to be revoked as part of this review.

West Street (2021-7)

Outside Old Town Mews, convert a section of 'no waiting Monday to Saturday 8am to 6pm' restriction to double yellow lines, extending from the parking bay by the electricity substation to partly beyond the entrance to Old Town Mews. This is to help maintain sight lines and access to Old Town Mews at all times, and also maintain access to the electricity substation.

Abbey Street (2021-8)

Outside numbers 28 and 30, reduce the 2 car length 'Monday to Saturday 8am to 6pm permit holders or 2 hours no return within 1 hour' bay to one car length and

extend the existing 'no waiting Monday to Saturday 8am to 6pm' restriction up to this reduced bay. This is to accommodate a new vehicular access for number 28.

Broomleaf Road (2021-9)

Outside numbers 20 and 22, reduce the existing 'Monday to Friday 8am to 6pm 4 hours no return within 1 hour' bay (from its western end) to one vehicle length and extend the existing 'no waiting Monday to Friday 1pm to 2pm' restriction up to the reduced bay. Currently this bay is at an odd length, and two vehicles often try to park within it but with many overhanging the ends. This will ensure the bay is clearly only suitable for one vehicle only and will help reduce instances of abuse and driveway dropped kerb obstructions.

Ridgway Road (2021-10)

Outside number 21, extend the existing double yellow lines and 'no loading Monday to Saturday 8am to 9:30am and 3pm to 6:30pm' restriction up to the extended vehicular access for number 21. This will eradicate an odd unrestricted length of carriageway remaining between the end of the extended access and the end of the existing restrictions, to ensure a vehicle does not overhang either of them.

The Hart (No Drawing)

Change the wording from 'coaches' to 'buses' for the existing 'Monday to Saturday 8am to 6pm 4 hours no return within 1 hour' (coaches only) restriction, both on the ground and in the traffic regulation orders. This is to reflect current traffic signs regulations which no longer refer to coaches.

3.3 FARNHAM SOUTH

There are no proposals for this division as part of this review.

3.4 WAVERLEY WESTERN VILLAGES

Priory Lane / A287 / The Street / Bacon Lane / Pond Lane, Frensham (2021-11 / 2021-12 / 2021-13)

As shown on the 3 plans, and as currently installed on the ground (with the possible exception of Priory Lane which may still be due for installation), it is proposed to make all of these double yellow lines permanent, following their initial installation as part of a temporary 18 month traffic regulation order, which is due to expire in 2022. This vast extent of double yellow lines is necessary to maintain traffic flow, sight lines, road safety and access along the streets listed above, which are in the vicinity of Frensham Ponds and St Mary's school. They also help to manage visitor parking to the area by ensuring it takes place in designated laybys and other unrestricted areas only. These restrictions aimed to address a long-standing issue of significant visitor parking to this area, primarily those visiting Frensham Ponds. The installed restrictions have drastically reduced the number of complaints regarding parking in this area and have allowed the streets to be enforced by Civil Enforcement Officers as part of their routine patrols across Waverley. It is believed that the restrictions should be made permanent to ensure these benefits can continue long term. Whilst it is understood that the restrictions have increased pressure on visitor parking for St Mary's school, the parking team have met with the school and remain in contact with them regarding their issues. Some options are being considered to try to mitigate these issues in the immediate vicinity of the school, which are subject to further

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discussion. Finally, it is proposed to **revoke the Bacon Lane rural clearway** (no stopping 24/7 excluding laybys) which extends from the A287 to the junction with Pond Lane and has already been temporarily revoked to allow the double yellow lines to be introduced as a replacement for the clearway. It is proposed to make this permanent as required to ensure the double yellow lines can remain in place.

Sandy Lane j/w Tilford Road, Rushmoor (2021-14)

Introduce double yellow lines on the junction and extending for around 50m into Sandy Lane on both sides. This will help maintain access and sight lines on the junction and will help maintain two-way traffic flow on approach to the junction.

Jumps Road, Churt (2021-15)

Introduce double yellow lines opposite the Sculpture Park's car park (between the junction with Tilford Road and the Bel and Dragon Car Park) and between the Sculpture Park's car park and the entrance to the Sculpture Park. This will maintain access, sight lines and two-way traffic flow in this part of Jumps Road. In addition, introduce double yellow lines on the north side of Jumps Road, from the western end of the fence for the Sculpture Park to partly beyond the entrance to 'Stony Cottage'. This will allow eastbound traffic to stay in lane on approach to, and around the bend. It will also allow unrestricted parking to continue on the outside of the bend and outside the Sculpture Park where it does not encroach onto the carriageway or impact on passing traffic. Where that does start to happen, is where double yellow lines have been determined necessary to begin. On the south side of Jumps Road, extend the existing double yellow lines further westwards to partly beyond the entrance to 'Bookhams Lodge'. This will help keep parking on the north side only in this part of Jumps Road. Finally, on the north side of Jumps Road, introduce a length of double yellow lines across and partly beyond the entrance to 'Kanimbla', also covering opposite the entrance to 'Bookhams Lodge' by default. This will ensure the additional double yellow lines terminate in the same place and will help keep parking within the unrestricted straight section of road located between the entrances to 'Kanimbla' and Stony Cottage'. Parking on this section partly onto the soft flat verge leaves enough room for two-way traffic flow (around 5m).

Prior to the parking review, residents submitted to the parking team a further report from the consultant company iTransport, which was supported by Churt Parish Council. The report was taken into consideration as part of this review of Jumps Road for additional restrictions. The report primarily recommended a few options to be considered, including verge parking bans, verge-based bollards or posts, and double yellow lines on both sides. The report also recommended a further review of the area incorporating all interested councils, businesses, and attractions.

Not all parking on Jumps Road is obstructive to traffic, and the proposed additional double yellow lines described above address the most problematic and most popular sections of Jumps Road with regards to visitor parking. It remains a location far from ideal for installing yellow lines, and these additional lengths will require increased efforts to install and maintain.

Preventing all parking on Jumps Road with double yellow lines on both sides is not justifiable from a public highway perspective. The Sculpture Park's visitors have an interest in this location too, and their desire to park on Jumps Road conflicts with the residents' desire for them not to. Therefore, it was necessary for the parking team to carry out an unbiased assessment of this road as part of this review, with regards to additional restrictions being considered.

Regarding bollards, posts or verge parking prohibitions, these can be avoided by drivers simply parking entirely on the carriageway, ultimately causing a far greater impact on passing traffic. As double yellow lines apply to all adjacent footways and verges, as well as on the carriageway, they remain the most effective and suitable parking prevention measure.

Tower Road, Hindhead (2021-16 / 2021-17)

From the junction with Tilford Road, on the south side, extend the existing double yellow lines westwards and then southwards, continuing around the inside of the bend by 'Rockfort' and around the inside of the bend opposite Pine Bank, to beyond the access to 'Hatherleigh' and the bus stop pole. In addition, extend the existing double yellow lines on Tower Road from the north side of the Pine Bank junction, around the outside of the bend to party beyond the entrance to Tower Close. These extensive additional lengths of double yellow lines will help maintain parking on the north side of Tower Road only, between Tower Close and the junction with Tilford Road, and will ensure that traffic flow and access is maintained at all times, especially for buses. The restrictions will also ensure that the bus stop is kept clear of parking, to allow buses to pull up to it unhindered. The south side of this northernmost section of Tower Road is the most suitable side to prevent parking, as it is the side with two insides of bends as described above, and the insides of bends (the shortest curves) are the most obstructive to sight lines. Finally, extend the existing double yellow lines south of the Glenville Gardens junction, up to beyond the bus stop pole. This will ensure that the bus stop is kept clear of parking, to allow buses to pull up to it unhindered.

3.5 HASLEMERE

Lion Lane (2021-18)

Introduce a length of double yellow lines across and in between the dropped kerbed accesses to numbers 1 and 3. This part of Lion Lane is the apex of a bend, and the double yellow lines are intended to act as a passing place, to allow northbound vehicles to pull in to allow oncoming traffic to pass. As there is often a continuous row of parked vehicles on this side of the road, the carriageway is effectively reduced to a single lane and on a bend. This creates a hazardous and difficult situation for drivers as their sight lines will be obstructed as well, and even more so because the parking takes place on the inside of the bend which has the greatest impact on sight lines. It is also far more difficult for drivers to judge the available width of a carriageway when on a bend, with many drivers preferring to wait or to pull in rather than to attempt to pass. These issues are exacerbated during school peak times when visitor vehicles are parked heavily on the footway on the opposite side, reducing the carriageway width even further. The proposal aims to be a compromise between the needs of residents and the needs of visitors to park on street, and the need to maintain a safe and passable carriageway. As the proposal incorporates two dropped kerbs and the space in-between, the total loss of space is two vehicles. As the parking on this bend is persistent and problematic at all times, the restriction should therefore apply at all times to allow this part of Lion Lane to act as a passing place whenever it is needed by drivers.

In addition, following the installation of a pedestrian zebra crossing outside the Shottermill Infant School around 2017, it is proposed to revoke the double yellow lines and school keep clear restriction from our traffic orders, which have been

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superseded by this crossing and its associated white zigzag markings indicating no stopping.

Lion Mead (2021-19)

Following the new development 'Kathleen House', and as already installed on the ground, break up the existing 'Monday to Saturday 8:30am to 5:30pm 2 hours no return within 1 hour' parking bay to allow for double yellow lines to be introduced across the new vehicular access to 'Kathleen House'. In addition, extend the existing same parking bay southwards, opposite the junction with Meadway, and revoke the double yellow lines of the same length. This is to mitigate the loss of parking space as a result of the new access, and to match the layout currently installed on the ground.

St Christopher's Green (2021-20)

Outside numbers 3 to 6 and partly outside 1 and 2, introduce an 'electric vehicles recharging only' bay applying Monday to Saturday 8am to 6pm max stay 4 hours. The bay will be undivided and for four cars. Outside 1 and 2, revoke the previously advertised bay of the same type. In addition, partly outside 5 and 6, revoke a short section of double yellow lines superseded by the new electric vehicle bay. All these changes are to reflect the final installed electric vehicle chargers and parking bay arrangement at this location, which were also installed without requiring kerb build-outs, as previously shown on advertised drawings.

3.6 GODALMING SOUTH, MILFORD AND WITLEY

Shackstead Lane (2021-21)

Outside number 53 to partly outside number 63, introduce a length of double yellow lines to act as a passing place. The restriction will break up the continuous line of parked cars, which prevents two-way traffic flow from being possible, and is particularly problematic when larger vehicles such as buses are travelling along the lane. The proposed double yellow line passing place, which has been specifically and carefully located where the road begins to narrow, will allow southbound vehicles, including buses, to pull into the long passing place to allow oncoming traffic to pass. This is expected to make a significant improvement in the ability for traffic to pass at this location and is located where it is deemed to be most beneficial for this to take place. Whilst some residents will not want to see any loss of space, this passing place has been deemed to be crucial to maintaining traffic flow on the lane and will resolve many complaints received regarding the lane becoming blocked due to meeting vehicles having nowhere to go.

3.7 GODALMING NORTH

Catteshall Road junction with Catteshall Lane (Lawnwood Cottages) (2021-22)

Introduce double yellow lines on all parts of the junction, which is technically a bend with an adjoining junction. When vehicles are parked in this area, it creates a significant obstruction for turning and sight lines. Drivers are forced to drive partly onto the wrong side of the road travelling around the bend and larger vehicles such as lorries are unable to turn due to the sharpness of the bend and junction. Photographic and video evidence submitted by residents has shown the obstructive implications of vehicles parking in this area upon passing traffic, especially lorries. The proposed restrictions aim to prevent this from happening in future, and to

enforce the highway code's rule of not to park within 10m of a bend or a junction, for which this is both.

Tudor Road junction with Tudor Circle (2021-23)

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

Summers Road (2021-24)

Relocate the four 'electric vehicles recharging only' bays applying Monday to Saturday 8am to 6pm max stay 4 hours further southwards to leave a one car unrestricted gap south of the school keep clear marking. This is to reflect the final installed electric vehicles parking arrangement at this location.

3.8 WAVERLEY EASTERN VILLAGES

There are no proposals for this division as part of this review.

3.9 CRANLEIGH AND EWHURST

There are no proposals for this division as part of this review.

3.10 BOROUGH WIDE (TO NOTE ONLY)

Surrey County Council is currently rolling out electric vehicle charging bays across the county. There are currently 3 installed EV locations in Waverley (Hale Road, Farnham; Summers Road, Farncombe; and St Christopher's Green, Haslemere). These are included in the proposals above due to changes being required to the traffic order plans following their installation on the ground, and their installed positions being slightly different to the advertised layout.

The following locations are a list of sites in Waverley currently being assessed for electric vehicle chargers and bay installation. As these sites are still at an early stage in terms of assessment and feasibility, these are just for information at this point. However, more detail on some or all these sites will come back to this committee as part of a separate item or the next parking review, with regards to making them enforceable with a traffic regulation order.

- Morley Road, Farnham
- Beacon Hill Road, Hindhead
- Catteshall Lane, Godalming
- Ormonde Road, Godalming
- Ballfield Road, Godalming
- Bourne Road, Farncombe
- Elizabeth Court, Farncombe

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

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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, Brook Avenue, Courtenay Road, Drovers Way, Heath Lane, Lower Weybourne Lane, Old Park Close, Pine View Close, Weybourne Road, White Cottage Close, Woodlands Avenue.

Farnham Central: Castle Street, Crosby Way, Guildford Road Trading Estate, Lynch Road, Morley Road, Park Road, Ridgway Hill Road, St Georges Road, Stoke Hills, Weydon Lane.

Farnham South: Glynswood, Little Green Lane, Riverdale, Ryle Road, School Lane, Talbot Road, Vicarage Hill.

Waverley Western Villages: Crossways, Glenville Gardens, Grange Road, Hookley Lane, Steepways, Thursley Road.

Haslemere: Beech Road, Chatsworth Avenue, Courts Hill Road, Junction Place, Lower Road, Oak Tree Lane, Old Haslemere Road, Tanners Lane, The Avenue, The Mount, Wey Hill.

Godalming South, Milford and Witley: Brook Road, Church Lane, Combe Lane, Fox Dene, New Road, Pullman Lane, The Drive, Willow Mead.

Godalming North: Elizabeth Road, Lower South Street, Marshall Road, Twycross Road.

Waverley Eastern Villages: Barnett Lane, Chestnut Way, Eastwood Road, Ridgley Road, The Street, Wonersh Common Road, Woodside Road.

Cranleigh and Ewhurst: High Street, Overford Drive, Stanton Close.

4. CONSULTATIONS:

- 4.1 It is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place during the first quarter of 2022.
- 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.

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- 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 2022.

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 £8,000, which will be funded by the parking team's revenue budget.

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:

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.

Sources/background papers:

There are none.
