

Statement of Reasons

(Relevant drawing numbers in brackets)

Proposed changes to waiting restrictions including the introduction of parking charges and residents parking in some locations.

General Reasons for the introduction of Parking Charges

In Surrey many shopping areas have a variety of parking facilities. These are typically:

- On street spaces, managed by the County Council as the Highway Authority
- Off street car parks, usually owned and managed by District and Borough Councils, but sometimes privately owned.
- Supermarket car parks, usually free for customers and limited to 2 hours or so

District and Borough Councils and private car park operators currently charge for parking in the majority of car parks they own and manage. Sometimes the car parks have a free initial period in smaller towns, villages or shopping areas to encourage visitors. On street parking spaces in Surrey (with a few exceptions e.g. Guildford and Woking) tend to be free.

In shopping and retail areas, off street car parks usually offer longer term parking whilst parking on street is limited to one or two hours. On street spaces tend to be closer to the shops and they are often more convenient for short shopping trips or to make collections/deliveries. A shorter parking time limit also benefits customers and local businesses because it increases the turnover of the parking spaces ('churn') improving access to retail or other facilities.

Free time-limited on street parking is difficult to enforce as Civil Enforcement Officers (CEO) need to monitor parking activity at regular intervals and record number plates and other details to confirm whether a vehicle has overstayed the time period allowed. This is time consuming and inefficient, reducing the amount of time available for them to patrol waiting restrictions (yellow lines) that are often installed for safety or congestion related reasons. In practice many large on street parking areas are poorly enforced due to the difficulties involved.

Parking charges usually take the form of 'pay and display'. This requires the motorist to take a ticket from a machine and place it in their vehicle showing their parking time allowance. This allows a CEO to see instantly whether they are legally parked and enables far more efficient enforcement of the restrictions. Because enforcement is easier, compliance improves, again helping 'churn'.

Where there are charges for using off street car parks (as is the case in the vast majority of those operated by the District and Borough Councils in Surrey) and on street parking is free, drivers often tend to 'cruise' nearby

streets looking for a free space. This can contribute to congestion, particularly when drivers wait in the road for a space.

Charging for on street parking discourages this behaviour and, if the on street charge is the same or higher than the off street car parks, visitors are encouraged to go straight to a car park. This can help reduce congestion and CO₂ emissions.

A comparatively higher tariff for on street spaces also encourages drivers to only buy as much time as they need, again helping 'churn'. The increased availability of spaces means drivers who need or want to park on street can find a space more easily without having to wait. The increased availability of spaces can be particularly helpful to businesses on roads with high levels of passing traffic (or trade).

A free initial parking period is proposed for smaller shopping centres. A free period would have an impact on pay and display parking income where used, however if the free period was followed by the medium tariff of £1 per hour then it is considered that there would be sufficient income in most locations to cover the costs of operating the machines. This means the first 30 minutes would be free, however if a visitor wanted to stay for an hour it would cost £1. Where allowed, 2 hours on street parking would cost £2 with this tariff. Set in this way the tariff also encourages visitors to use the off street car parks for longer stay parking.

There have been some case studies about the effect of parking charges on local businesses. There are many other factors that could also influence business performance (competition, wider economy, e-commerce etc) making it difficult to directly link performance with parking charges. The main conclusion of most studies is that where parking charges are introduced, the tariff should be proportional to the retail offer (i.e. the type of shops and businesses present in a particular location and the length of time customers would spend in them). The parking charges need to be set reasonably in comparison with local car parks and the scale of the attraction. Where parking charges are introduced it is usual for the turnover of parking spaces to increase, which in turn helps increase footfall in retail areas.

While assessing potential new locations where on street parking bays could be introduced and before suggesting their inclusion, officers of the County Council gave due consideration to a number of important factors, including, but not limited to:

- the effect of the bays on the flow of traffic
- whether the bays would have any adverse impact on access to adjacent premises
- the provision of off street parking in the locality
- the availability of roads with no parking restrictions in the vicinity of the bays (and consequently possible displacement)
- the proximity and nature of the local retail offering

In some cases pay and display machines could be installed in conservation areas. Where this is planned Surrey Highways will work with conservation

officers to agree locations and colours that will have the least impact on the surrounding area

FARNHAM

There are a number of changes proposed to parking and waiting restriction in and around Farnham.

Central Farnham

Farnham has 9 public car parks, the largest of these being the Central Car Park off Victoria Road, which charges £0.70 for one hour, £1.50 for two hours and then increments of £1.00 for every additional hour. Waverley Borough Council have published proposals to increase the charges to 80p per hour for the first two hours from April 2012). Some of the cars parks further out of town charge with lesser increments of £0.50 per hour or will have simplified flat rates such as £3.50 for over 2 hours. The car parks in Farnham are well used, but due to the high number of locations around the town, there is often space available even at the most busiest of times.

Castle Street is the most central on street parking location in Farnham, and has a significant number of spaces. There is a continual high demand for parking here by both shoppers and residents, as most of the properties that front Castle Street have no off street parking. It is therefore very difficult to find a parking space in Castle Street, and vehicles will often have to 'cruise around' before finding a space.

It is proposed to apply a parking tariff of £1.40 per hour in Castle Street to reflect the convenience of the location and encourage better use of car parks, allowing more parking opportunities for residents and shoppers. The existing 2 hour limit would be retained, however it is planned to extend the existing operational hours from 0800 -1800 to 0800 – 2000, Monday to Saturday. This reflects the activity caused by the growing evening economy in the area and would enable residents to find a parking space more easily ion the evenings. Waverley Borough Council are proposing to extend the charging hours in their car parks until 7pm.

The parking bays north of Park Row will be 'permit holders only' during the operational hours. This will dedicate this section of Castle Street, which is furthest from the shops, to residents and make it significantly easier for them to find a space closer to their homes and frees spaces nearer the shops for their customers.

It is proposed to change the existing limit of 1 permit per household in the Farnham Central parking zone as follows:

- Property with no off street parking is eligible for 2 permits
- Property with 1 off street parking space is eligible for 1 permit
- Property with 2 or more off street parking spaces is not eligible for a permit.

This will help retain the balance of spaces available for residents and shoppers. It is also proposed to allow eligible residents to purchase up to 120 visitor permits per year. The charge is £2 for one day.

The Hart, West Street, Long Garden Way and Falkner Road all currently have existing limited waiting parking bays with a limit of 2 hours. All of these streets are within a short walk of the town centre and public car parks, with some bays located adjacent to pay and display car parks. It is proposed to apply a tariff of £1.00 per hour to these bays to again reflect the convenience of the location, improve turnover and encourage better use of car parks.

Wykeham Road, Beaufort Road, Thorold Road, Sumner Road and St Cross Road (24014)

Proposed **extension of Farnham Controlled Parking Zone A** to include these streets. This will allow residents priority over non-residents via a permit scheme as currently residents are finding it difficult to park near to their homes due to the high demand for space by commuters and shoppers. This includes the following amendments: -

Introduce permit holder parking bays with a free 2 hour period for non permit holders outside numbers 3-27 Wykeham Road; opposite 23-27 Wykeham Road; opposite number 2 Beaufort Road; adjacent number 2 Wykeham Road (bay located on Beaufort Road); outside 1-17 Beaufort Road; outside 17-23 Sumner Road; outside and opposite 9-13 Sumner Road; outside 1-3 Sumner Road; adjacent 13 Sumner Road (bay located on Thorold Road); outside 14-16 Thorold Road; and outside 6-12 Thorold Road. This will provide designated spaces for permit holders and visitors for the reasons stated above.

Introduce double yellow lines outside 2-12 Wykeham Road to prevent parking on both sides of the road obstructing traffic flow. Introduce double yellow lines at the end of Wykeham Road to prevent parking outside of the parking bays and across the private vehicular access outside number 29 Wykeham Road.

Introduce a single yellow line to zone operation hours outside 5 and 7 Sumner Road to prevent parking in front of the vehicular access. Introduce a short section of double yellow lines in front of the alleyway adjacent number 1 Sumner Road to prevent parking in front of this alleyway and also outside of the parking bay.

Upper South View (24014)

Extend existing parking bay opposite number 16 to allow additional parking spaces.

Bridgefield (24025)

Revoke parking bay outside number 4 and replace with double yellow lines to improve road safety and sightlines on approach to the bend. Traffic regulation order amendment only – lines already changed on the ground.

Shepherd and Flock Roundabout (24120)

Introduce 4 hour parking bays with double yellow lines on all remaining parts of the public highway to allow a turnover of visitors and prevent obstructive parking.

Farnham South

Lynch Road (24110)

Introduce a 20 minute parking bay near to the junction with Waverley Lane to allow short term parking, particularly for school pick ups and drop offs.

Ridgway Road (24038)

Introduce double yellow lines on junction with Weydon Hill Road to maintain road safety and sight lines. Introduce a loading restriction between 0800-0930 and 1500 -1830 Monday to Friday on the junction with Edward Road by the Tesco Express Store to prevent loading and unloading during peak times.

Tilford Road (24029, 24034)

Proposed **extension of Farnham Controlled Parking Zone B** to include Tilford Road and some short sections of Morley Road and Longley Road. This will allow residents priority over non-residents via a permit scheme, as currently residents are finding it difficult to park near to their homes due to the high demand for space by commuters. This proposal includes the following amendments: -

The introduction of permit holder only parking bays outside numbers 8, 16, 36, 40-46, 52-60, 64, 68-70 and 78 to provide designated spaces for permit holders for the reasons stated above. Introduce single yellow line restrictions to zone operation hours in all remaining sections of road within the proposed zone extension to prevent parking outside of the parking bays during zone operational hours. There will also be a permit holder bay located in Morley Road adjacent number 48 Tilford Road, although properties in Morley Road will not be eligible for parking permits (with the exception of No.2 Morley Road).

Formalise existing advisory disabled parking bay outside number 62 to allow use by disabled badge holders only with no time limit, as currently needed by the resident of number 62.

Extend existing double yellow lines on the junction of Tilford Road and Longley Road further into Longley Road up to the zone boundary to improve traffic flow on approach to the junction.

Upgrade existing single yellow line restriction to double yellow lines on the junction with Great Austins and Menin Way to maintain sight lines and road safety at all times of the day and night.

St George's Road (24029)

Introduce a parking bay outside number 6 as this driveway is too small to be used by vehicles.

Longley Road (24034, 24029, 24030)

Convert to double yellow lines by junction with Tilford Road to improve traffic flow on approach to the junction. Introduce a limited waiting parking bay adjacent 35 Tilford Road to allow additional space for short term parking within Longley Road. Extend single yellow line restriction outside number 1 Longley Road to improve the passing of traffic at this point. Introduce a 20 minute parking bay near the junction with Waverley Lane to allow short term parking, particularly for school pick ups and drop offs.

Menin Way (24034, 24030)

Extend existing double yellow lines from the junction with Tilford Road to improve traffic flow on approach to the signalised junction. Extend existing single yellow line situated outside numbers 8 to 4 to prevent parking on the slight bend.

York Road and Lancaster Avenue (24034, 24111, 24121)

Extend existing double yellow lines on the junction with Morley Road into York Road to prevent parking on the bend and junction with Lancaster Avenue to maintain sight lines and road safety. In addition, introduce double yellow lines on the junction with Firgrove Hill to maintain sight lines and road safety.

A petition was submitted by residents of York Road and Lancaster Avenue highlighting the following safety concerns: -

1. Parking on a double bend by the junction of York Road and Morley Road severely inhibiting visibility of oncoming traffic.
2. Parking close to the junction of York Road and Firgrove Hill, inhibiting safe access when entering from Firgrove Hill into York Road.
3. Parking up to the junction of York Road and Lancaster Avenue inhibiting safe access from Lancaster Avenue into York Road.
4. Parking close to residents' driveways inhibiting safe access.

Concerns number 1,2 and 3 have been addressed by the proposals detailed above. A solution to concern number 4 was suggested in the petition as a restriction in front of properties that prevented parking during the day, with some limited waiting bays to allow designated parking areas. This was assessed but was not deemed necessary as part of this review.

Arthur Road (24033)

Extend existing single yellow lines by Arthur Close to prevent parking on bus stops on either side of the road. Extend existing single yellow line outside number 14 to improve traffic flow and sight lines on approach to the slight bend and to prevent parking opposite the entrance to Merlins Close.

Alfred Road (24033)

Convert the existing limited waiting parking bay next to the playing field by number 41 to an unrestricted parking bay. This will allow all day parking to take place and take some pressure away from other streets in the area.

Weydon Lane (24032)

Adjust location of School keep clear marking on Traffic Regulation Order plans only, to match existing location on the ground. No amendments to be made on the ground.

The Chantrys (24031)

Extend existing single yellow lines on the junction with West Street further into The Chantrys to prevent parking by entrances.

Waverley Lane (24030)

Introduce double yellow lines in an unrestricted gap opposite Old Compton Lane (lines already on the ground) to prevent parking in a space previously intended to be a parking space but one that was not proceeded with due to safety concerns.

Old Compton Lane (24030)

Extend existing 20 minute parking bay outside property 'Foregate' to prevent vehicles parking between the accessway to 'Foregate' and the parking bay, resulting in a partial obstruction of the accessway. At there is an unrestricted gap between the bay and the driveway that vehicle park in, partially obstructing the driveway. Extending the bay will better define the area where it is suitable to park.

Crosby Way and Pengilly Road (24027)

Introduce double yellow lines on the corner of Pengilly Road and Crosby Way and also on the bend in Crosby Way opposite number 25 to maintain sight lines and road safety.

Middle Church Lane (24023)

Introduce a parking bay for permit holders outside number 13. This location is slightly adjusted from a previous proposal submitted for this road.

Castle Street (24018)

Revoke previously proposed parking bays outside numbers 13 and 14 and replace with double yellow lines to allow space for bus stop and buses. This amendment is for the Traffic Regulation Order plans only; no work is required on the ground.

St James' Avenue (24015)

Revoke single yellow line outside numbers 1 to 27 to allow residents to park unrestricted outside their homes. Road is wide enough to allow parking on one side.

Adams Park Road (24015)

Extend existing double yellow lines to opposite 'The Pippins' to improve traffic flow and allow room for vehicles to turn around on this part of the road.

FARNHAM NORTH

Lower Weybourne Lane (24011)

Extend existing double yellow lines to cover school entrance to prevent parking at all times and not just pick up and drop off times as per the current school keep clear restriction.

Badshot Lea Road (24011)

Extend existing double yellow lines past The Green to improve traffic flow and prevent parking by the bus stop and junction.

Heath Lane (24119)

Introduce double yellow lines on the corner of Heath Lane and Bethel Lane to prevent parking on this part of the junction.

Alma Way (24004)

Extend double yellow lines from Alma Way on the western side of the road to cover the bend to prevent parking on both sides of the road and on the inside of the bend.

Bankside (24126)

Install section of double yellow lines outside flat numbers 26 to 51 to allow a section of the road to be free for emergency vehicle access.

FARNHAM SOUTH

Lodge Hill Road (24122)

Introduce double yellow lines by entrance to Lodge Hill Close to maintain sight lines and road safety.

Burnt Hill Road (24039)

Extend existing double yellow lines to prevent parking opposite all properties to maintain sight lines and road safety for residents entering and exiting their driveways.

Great Austins (24121)

Introduce double yellow lines on the junctions with Little Austins Road and Mavins Road to maintain sight lines and road safety.

Weydon Lane (24035)

Introduce double yellow lines on the junction with The Old Orchard to maintain sight lines and road safety. Introduce double yellow lines on a section of road on the south side by the Industrial Estate to act as a passing place for through traffic.

HASLEMERE

It is proposed to introduce an on street parking management scheme in Haslemere around the rail station and town centre to control parking near junctions and residential accesses. It is also proposed to introduce residents parking schemes in some areas. The proposals include the introduction of charges for longer term parking in some locations.

Haslemere has 4 public car parks managed by Waverley Borough Council, the largest of these being the High Street Car Park, also now known as the Waitrose car park, which is located in the centre of town and is the most popular for shoppers and visitors. This currently charges £0.60 for one hour, £1.20 for two hours and then increments of £1.00 for every additional hour. The second largest is Chestnut Avenue, which charges in increments of £0.50 per hour.

It is considered that these public car parks could be better signed and SCC are working closely with WBC, to this effect.

Waverley Borough Council have published proposals to increase their car park charges in the High Street car park to 70p for the first hour, £1.50 for 2 hours followed by a flat rate of £1 per hour.

The High Street, West Street, Shepherd's Hill and Wey Hill have existing limited waiting bays fronting all of the shops and businesses, with a maximum waiting period of 1 hour. It is proposed to introduce on street charging here, but with a free initial 30 minutes, to encourage better use of the car parks and improve the enforcement of the 1-hour bays. This means the first 30 minutes would be free, however if a visitor wanted to stay for an hour it would cost £1.

This would help improve access for visitors and shoppers. In addition, it is proposed to make the existing limited waiting bay on Petworth Road 'disabled badge holders only'. To improve safety, the current chevron parking in Shepherds Hill and the High Street would be changed to parallel parking.

Introduce a 'no loading at any time' restriction across the entire length of the layby located outside numbers 1-4 Causewayside to prevent vehicles loading and unloading disrupting buses and taxis for which there are designated bays for.

Tanners Lane and Weydown Road are Waverley Borough car parks nearer the Rail Station and offer over 2 hours parking for £3.50. Weydown Road is proposed to increase to £4 for next year.

The station car park has 216 spaces and currently charges £6 for parking on a weekday. Season tickets are popular in the car parks near the station.

Weyhill Car park is currently free, however Waverley Borough Council are proposing to refurbish and introduce car parking charges during 2012.

Haslemere Station is very popular for commuters because it offers fast trains to London with only a few stops. Therefore most of Haslemere's streets experience daily parking by commuters willing to take short or fairly long walks to the station to avoid paying a parking charge. This leads to congestion and obstructive parking in residential areas reducing the ability of visitors to find short term parking during the day.

The introduction of charges in Weyhill car park will not only reduce the number of spaces available for parking, due to a revised lay-out, but could also mean cars that currently park for free, would displace onto surrounding residential streets, exacerbating the existing problems around the station. Residents and their visitors often have difficulties either parking near, or gaining access to their properties, due to the high level of on street commuter parking.

Uncontrolled parking close to junctions can be dangerous and obstructive. In Haslemere this problem has been gradually spreading further from the station, requiring the imposition of piecemeal waiting restrictions over the years, which has put further strain on a limited enforcement service.

It is now proposed to manage commuter parking on residential roads near the station and town centre more comprehensively, by regulating where it is safe to park over a larger area and also to introduce residents' parking permits and some element of charged parking.

The introduction of parking charges helps manage demand for parking and can help reduce car usage and congestion. Where there is free on street parking, drivers often fill up these spaces first, rather than going straight to a car park.

The reduction of free long term parking around the station could encourage car sharing and the use of alternative modes of travel to the station. It may also encourage drivers to catch a train from a station closer to where they live rather than driving to Haslemere. It should also mean that it is easier to find a parking space near the station after 10am.

In 2008, planning permission was granted 'in principle', to allow Network Rail / South West Trains to double the size of the station car park to around 450 spaces, although this would not account for the number of vehicles currently parked on the roads. However, this permission has never been formalised and funding for the development has not been secured. Furthermore, these

additional spaces are unlikely to be used with so much free on street parking in the immediate area, making this project financially uncertain.

Two of the most convenient roads to park in for commuters, in terms of distance, are King's Road and Longdene Road. These are residential streets with many properties without off street parking. It is therefore proposed to introduce a permit scheme throughout Longdene Road, and along the entire length of King's Road to provide residents with priority over non-residents. On street charging is proposed for the remaining parts of King's Road not required by residents, but used for all day parking.

Weydown Road, Derby Road and Church Road have a number of large properties with more than adequate off street parking for residents, but are also within walking distance of the station and are heavily parked in by commuters. It is proposed to introduce on street charging in these roads, to encourage better use of car parks and manage the parking layout of the road to provide better sight lines for residents exiting their driveways, whilst protecting the ability of visitors to park.

Derby Road (24050, 24117)

Extend existing midday parking restriction on the north side to past property 'Highfield' to provide additional pick up and drop off space for parents and carers visiting the school. Introduce double yellow lines on the north side between the existing 'school keep clear' marking and High Lane to prevent parking on both sides of the road and introduce a new midday restriction on the south side to prevent all day parking to allow additional pick up and drop off space for parents and carers visiting the school, whilst still enabling ready access to the church and its function hall.

Tanners Lane has a few properties without off street parking, and permit schemes have been proposed for these residents. The more narrow sections will be protected by double yellow lines to improve road safety, whilst the remaining sections of road, closer to the station are proposed for on street charging, as commuters currently park in this street, reducing opportunities for short term parking by visitors.

Bridge Road, Popes Mead and Chestnut Avenue have many properties without off street parking and are in walking distance of the West Street and High Street shopping areas. It is proposed to introduce a permit scheme for these streets to give residents priority over non-residents. This could also subsequently be extended to George Denyer Close, if there is support from residents.

Beech Road is located by the Haslemere Health Centre and is a possible displacement area for commuters. Following comments from residents, that the road is relatively little used by Heath Centre visitors, it is proposed to introduce on street charging in these roads in anticipation of this displacement, and also to provide some permit holder space for residents and their visitors.

Courts Hill Road experiences large numbers of commuters willing to walk to the station. It is heavily parked throughout and causes problems for two-way traffic flow. It is proposed to introduce a mix of permit holder only bays for residents and visitors struggling to find space, and on street charging bays for all day parking. This will improve the traffic layout of the street and provide more space for vehicles to pass each other. **Courts Mount Road** is too narrow for vehicles to park and it is therefore proposed to double yellow line the entire length to improve road safety and complete the proposals for this area.

Sandrock has a number of properties without off street parking, and following requests from residents it is proposed to introduce a permit scheme here to give them priority over non-residents or station users. This would however effectively replace the 'except for access' restriction currently in place. It is proposed to replace the 'except for access' order if residents parking is introduced.

Commuters park in Bunch Lane and it is proposed to introduce on street charging bays on one side of the road wherever safe to do so. Double yellow lines are proposed for all sections where parking will obstruct sight lines or compromise road safety.

St Christopher's Green is very close to the Wey Hill shopping area but also used by commuters on the northern side. It could be divided into two parts. The section fronting residential properties, who have no off street parking capability, is proposed to be a permit scheme to provide residents priority over shoppers and the commuters. The section adjacent the Church is proposed to be on street charging, to allow for all day parking, as is currently the case with commuters.

St Christopher's Road has a small number of properties without off street parking, and a permit scheme has been proposed for these residents. Restrictive lining will be improved and the few remaining on street parking areas, are proposed to be on street charging bays for shoppers and visitors to Wey Hill. It is also proposed to install a disabled persons' free on-street parking place in that length of St Christopher's Road lying opposite the library.

The southern end of **Lion Lane** is used by visitors to the adjacent playground area, school parents, shoppers and commuters as it is within walking distance of Weyhill and the railway station. It is proposed to divide this particular part of Lion Lane in two separate pay and display bays, one allowing all day parking (the same tariff as Derby and Weydown Roads) and the other having a free initial 1 hour period, followed by a charge of £1 per hour or £5 for over 5 hours. This is to improve the availability of short term parking for visitors to the school and playground area.

No waiting at any time restrictions were placed outside the parade of shops at the junction of **Lion Mead and Junction Place** in the last parking review. Although this was considered essential for safety reasons it has removed some parking provision from the shops. Consequently it is proposed to introduce some short term pay and display parking bays with a 1-hour limit

(first 30 minutes free or £1 for an hour) for about 30m on one side of Lion Mead near Junction Place.

It is proposed to introduce 'zones' within the boundaries of the overall parking scheme so that resident permits could only be used in the street or immediate area they were issued. This helps prevent permit holders parking in residents' bays in other areas of the town when they should really use a car park.

The operational hours for the scheme are proposed as 08.00-20.00 Monday to Saturday for short-term bays and residents parking facilities near shops and Monday to Friday in residential areas nearer the station. These longer operational times take account of the evening/night time economy around the town centre and the longer operational hours planned in the Waverley Borough operated car parks. Residents permit zones are proposed to be operational from Monday to Sunday to help ensure residents can park near their homes.

The proposed tariff for long term parking (5 hours or more) on residential roads around the station is £5 during the operational hours. This is shown as a Medium tariff on the plan in Annexe A. It is also proposed to charge £1 per hour for periods up to 5 hours. This figure derives from the fact that SWT charge £6 per day, in recognition of their premium location at the station and that Waverley charge £4 per day, so SCC would want to encourage better use of their off street car parks.

The additional parking restrictions in Haslemere will require greater enforcement than at present. The proposed parking charges will fund the additional enforcement required, helping to ensure improved compliance with parking restrictions, resulting in safer streets and a better quality of life for residents.

College Hill (24059)

Extend existing double yellow lines to prevent obstructive parking on narrow sections.

College Hill Terrace (24059)

Extend existing double yellow lines to prevent parking between accessway and junction with College Hill.

Hill Road (24059)

Introduce double yellow lines on the junctions of College Hill, Half Moon Hill and Park Road to maintain sight lines and road safety.

Hedgehog Lane (24058)

Extend existing double yellow lines to maintain sight lines and road safety by junction. Traffic Regulation Order amendment only – lines already on the ground.

Court's Hill Road (24058)

Introduce a short section of double yellow lines on the north side outside number 34 to act as a passing place for through traffic.

Lion Green (24056)

Extend existing double yellow lines outside the Methodist Church to prevent parked vehicles disrupting traffic flow.

Junction Place (24056)

Extend existing double yellow lines outside numbers 13 and 15 to maintain sight lines and road safety.

Liphook Road (24056)

Extend existing double yellow lines outside number 8 to allow for new vehicular access.

West Street (24054)

Introduce a 'no loading at any time' restriction on the south side from High Street to number 23 (excluding the layby opposite numbers 18 to 22) to maintain traffic flow and access at all times particularly for Fire Service vehicles from nearby Fire Station.

In the layby opposite numbers 18 to 22 introduce a 'Loading Only' restriction to provide a designated area in West Street that is off the main carriageway for loading and unloading. This is to compensate for the 'no loading' restriction proposed for the remainder of the south side of West Street.

Farnham Lane (24051)

Extend existing double yellow lines by Weysprings to maintain sight lines and road safety on approach to the junction.

Church Road (24050)

Extend existing double yellow lines outside the entrance to numbers 1-11 Church Road to improve sight lines and road safety. Introduce double yellow lines either side of the access to Rosemary Court to maintain sight lines and road safety. Revoke existing single yellow line restriction opposite numbers 15-19 and introduce same restriction outside 15-19. This will prevent parking and maintain sight lines and access to these properties whilst allowing parking on the opposite side of the road where there are no driveway accesses.

Residents Permits in Haslemere

The introduction of residents permits in Haslemere will allow eligible residents to park in spaces in the road nearest to them. There maybe occasions however when spaces are reduced in some locations (eg roadworks). For this

reason it is proposed to allow residents permits to be valid for parking in nearby streets.

The following groups are proposed where by permits would be valid in each road:

- 1) St Christophers Road and St Christophers Green.
- 2)Kings Road, Longedene Road and Courts Hill Road
- 3) Tanners Lane, Church Green, Beech Road, Bridge Road, Popes Mead and Chestnut Avenue.

So a permit valid in group 1 would allow parking in St Christophers Road and St Christophers Green but none of the roads in groups 2 and 3.

The 'except for access' restrictions in Sandrock mean that permits could not be inter-available with nearby roads. The 'except for access' restriction would need to be removed to enable this.

CRANLEIGH AND EWHURST

St James's Place, Cranleigh (24101)

Introduce a 'permit holders only' scheme as requested by residents following a petition presented to this committee, to allow residents with limited or no off street parking priority over non residents.

High Street, Cranleigh (24102)

Revoke part of parking bay and replace with double yellow lines outside number 212 to allow for new vehicular access.

Victoria Road, Cranleigh (24102)

Revoke the existing single yellow line on the south side and replace with a permit holders only bay to allow residents without off street parking to park outside their homes.

RESIDENTS PERMITS ALLOCATION CRITERIA

(In respect of proposed residents permit holders only areas in Haslemere and Cranleigh)

Off Street Parking Provision	Permit Entitlement
2 Or more off street parking spaces	No resident permit
1 off street parking space	1 resident permit
No off street parking space	2 resident permits

GODALMING SOUTH, MILFORD AND WITLEY

Tuesley Lane, Godalming (24124)

Introduce double yellow lines on the junctions with Ramsden Road and Oakdene Road to maintain sight lines and road safety.

Ockford Road, Godalming (24073)

Reduce double yellow lines outside number 104 to allow parking. Traffic Regulation Order amendment only – already the situation on the ground.

Busbridge Lane, Godalming (24073, 24076)

Extend existing double yellow lines outside property 'Brightlands' to prevent parking opposite access and improve sight lines and road safety. Extend existing double yellow lines on both sides of the road outside number 28 to improve traffic flow and sightlines on approach to the bend / junction.

Church Road, Milford (24069)

Revoke existing double yellow lines outside numbers 12 to 26 (already the situation on the ground) and introduce a limited waiting parking bay outside number 26. This will allow a mix of long term parking for residents and short term parking for those visiting the shops.

Crownpits Lane, Godalming (24071)

Revoke the parking bay restriction south of number 8 to allow unrestricted parking which is needed by residents with limited or no off street parking.

Church Lane, Witley (24062)

Introduce double yellow lines on the pinch point section of road after the junction with Petworth Road to prevent obstructive parking and improve traffic flow.

Combe Lane, Wormley (24061, 24123)

Introduce a combination of double yellow lines and single yellow lines to improve traffic flow and road safety by the bends, junctions and entrances in the vicinity of Station Approach and New Road.

The above proposals were circulated to local residents by Witley Parish Council, as well as by a concerned resident of Combe Lane, to obtain comments and feedback before they were finalised. The response to the proposed restrictions has been positive, and all suggested amendments have been included in the final proposal plans.

In addition, a petition in support of the proposals (signed by 132 residents) was submitted to the Parish Council and passed to the Parking Team for information.

GODALMING NORTH

More Circle (24125)

Introduce double yellow lines on both sides of the road including its junction with More Road to maintain traffic flow and access at all times.

Summer's Road (24093, 24095)

Introduce double yellow lines along the north side of the road to prevent parking on both sides. Introduce sections of double yellow lines on the south side to allow for passing places and to maintain road safety and sight lines on the junctions and entrances. This proposal applies to the section between Bourne Road and Brookfield.

Upper Manor Road (24090)

Introduce a short section of double yellow lines to prevent parking opposite the sharp angled junction with Shadyhanger.

Farncombe Street (24090)

Revoke parking bay outside numbers 79-83 and replace with a single yellow line restriction to prevent parking in front of driveways and accesses.

Hare Lane (24088)

Revoke section of parking bay directly outside number 30 to prevent parking in front of new vehicular access.

Catteshall Road j/w Grange Close (24086)

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

Hallam Road (24085)

Make the existing advisory disabled parking bay opposite numbers 1 and 3 into an enforceable disabled bay to prevent parking by non blue badge holders.

Wolseley Road j/w Marshall Road (24085)

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

Deanery Road (24084)

Extend the existing double yellow lines opposite the Frith Hill Road junction to prevent parking on approach to the bend.

DRAFTING AMENDMENTS

In 2011, Guildford Borough Council took over from Waverley Borough Council the responsibility for enforcing all the waiting loading and unloading restrictions and all the on-street parking places under the Civil Parking Enforcement (“CPE”) regime. They also took over the issuing of the residents’ and visitors’ parking permits in respect of the two existing Controlled Parking Zones in Farnham. It is, therefore, necessary to amend each of the Traffic Regulation Orders enforcing the various restrictions and parking places that are enforced under the CPE provisions to reflect this change. This change in itself has not resulted in any amendments to the existing restrictions or parking places on the ground.

So as to comply with changes to national legislation introduced by the Removal and Disposal of Vehicles (England) (Amendment) Regulations 2002 (S.I. 2002/746), it is intended to reduce the notice period during which a vehicle may be removed from any on-street parking place if that vehicle appears to be abandoned and is in such a condition that it ought to be destroyed from 7 days to 24 hours from when a notice is affixed to the vehicle and where a vehicle has been removed from a parking place (but is not in such a condition that it ought to be destroyed) and the owner has been located, then the period during which the owner is required to remove the vehicle from the custody of the relevant authority is reduced from 21 days to 7 days from when the relevant notice is served on him/her. The authority may dispose of the vehicle after the expiry of that period, provided that there is no licence in force for the vehicle.