



**OFFICER REPORT TO LOCAL COMMITTEE
(ELMBRIDGE)**

ELMBRIDGE PARKING REVIEW AND SCHEMES 2010

ANNEX A: PROPOSED AMENDMENTS

1 MARCH 2010

ANNEX A – PROPOSED AMENDMENTS**1 INTRODUCTION AND BACKGROUND**

- 1.1 This Annex should be read in conjunction with the main report and outlines the locations that the county's Parking Strategy and Implementation Group (Parking Team) believes should be progressed for implementation.

2 ANALYSIS

- 2.1 Since the last parking review was undertaken, a list has been maintained of sites where residents, councillors and Surrey County Council engineers have requested parking and loading restrictions. The list originally comprised of 319 locations, and of these it is recommended that 80 be progressed for implementation as detailed in this annex.

- 2.2 The assessment involved the following two stages:-

Stage 1

An initial desktop exercise was conducted to remove requests that required a refreshment of existing restrictions and requests for restrictions, which were either clearly not practical or feasible.

Stage 2

An assessment was then conducted at the remaining locations, using a detailed scoring system which focussed on several factors including road safety, localised congestion, effect of emergency services and bus operators and levels of support, for example, high resident demand, supported by county member, local borough/district council, etc.

3 OFFICER RECOMMENDATIONS

- 3.1 The following table details the recommendation for each of the short-listed sites. All measurements quoted are approximate and are usually provided to the nearest metre or half-metre.
- 3.2 The final page of this annex lists the locations considered as part of this review, but are not recommended to be progressed at this time.

ANNEX A – PROPOSED AMENDMENTS

Location	Description of Location	Officer Recommendation
1	Albany Crescent, Foley Road, and Gordon Road, Claygate	<p>Current 08:00-09:30 Mon-Fri restrictions in Albany Crescent, Foley Road, and Gordon Road prevent early morning shoppers from parking for access to local shops. It is therefore recommended that this restriction is modified to become 10:00-11:00 Mon-Fri.</p> <p>Current 08:00-09:30 Mon-Fri restrictions in Albany Crescent are preventing turnover of parking for shoppers visiting The Parade. It is therefore recommended that '08:00-18:30 1hr No Return 2hr' parking bays are provided along certain lengths as described in plan: ELM/0310/01 – Albany Crescent</p>
2	Church Road and Coverts Road, Claygate	<p>Parking by visitors to the recreation ground on the bend at the junction of Church Road and Coverts Road is posing a danger to motorists by forcing them onto the wrong side of the carriageway. It is therefore recommended that 'no waiting at any time' restriction is applied to the bend to prevent vehicles parking in this location, as described in plan: ELM/0310/02 – Church Road</p>
3	Elm Road and The Green, Claygate	<p>Vehicles parking close to this junction have been causing an obstruction and affecting sight lines. It is therefore considered necessary to introduce 'No Waiting At Any Time' as described in plan: ELM/0310/03 – Elm Road</p>
4	Loseberry Road and Hare Lane, Claygate	<p>Vehicles parking close to this junction have been causing an obstruction and affecting sight lines. It is therefore considered necessary to introduce 'No Waiting At Any Time' as described in plan: ELM/0310/04 – Loseberry Road</p>

ANNEX A – PROPOSED AMENDMENTS

<p>5</p>	<p>Between Streets, Oakdene Parade, Church Street, and High Street, Cobham</p>	<p>Vehicles parking close to the junction of Between Streets and Oakdene Parade have been causing an obstruction making access to Oakdene Parade difficult. It is therefore proposed that a 'No Waiting At Any Time' restriction is applied to this junction.</p> <p>It is proposed that the Traffic Regulation Orders is amended so that the existing '08:00-18:00 1hr No Return 1hr' parking bays in Oakdene Parade are separated into two separate lengths to allow for the pedestrian crossing point, with a 'No Waiting At Any Time' restriction applied to the crossing section.</p> <p>Parking in High Street and Church Street is currently largely unrestricted. This is encouraging long term parking which reduces the opportunity for shoppers to park outside the shops. It is therefore recommended that '08:30-18:30 Mon-Sat Pay and Display' parking bays are introduced. Accesses or areas which are too small to accommodate a parking bay are proposed to be 'No Waiting At Any Time'. It is also proposed that certain small lengths of existing '08:30-18:30 Mon-Sat' restriction are revoked to allow for the new proposed '08:30-18:30 Mon-Sat Pay and Display' parking bays.</p> <p>The above proposals are shown in drawing: ELM/0310/05 – High Street</p>
<p>6</p>	<p>Hogshill Lane and French Gardens, Cobham</p>	<p>Vehicles parking close to this junction have been causing an obstruction and affecting sight lines. It is therefore considered necessary to introduce 'No Waiting At Any Time' as described</p>

ANNEX A – PROPOSED AMENDMENTS

<p>7</p>	<p>Spencer Road and Cedar Road, Cobham</p>	<p>in plan: ELM/0310/06 – Hogshill Lane</p> <p>It is proposed that the Traffic Regulation Order is amended so that the current '08:00-18:00 Resident Permit Holders Only' parking bay across the end of Cedar Road is made a 'No Waiting At Any Time' restriction. This is to allow access to the current bays on each side of the road at this location.</p> <p>It is proposed that the current 'Disabled Parking' Bay in Spencer road must be extended to 6.6m in length to meet the minimum standards.</p> <p>It is proposed to amend the Traffic Regulation Order to include the properties 1 to 4 Cedar Road, Cobham in the Spencer Road and Cedar Road CPZ, to allow them to apply for Residents' and Visitors' Permits for the zone.</p> <p>The above proposals are shown in drawing: ELM/0310/07 – Spencer Road</p>
<p>8</p>	<p>Virginia Place, Cobham</p>	<p>The current no waiting at anytime restriction reduces amenity for residents and visitors. It is therefore proposed to revoke a section of the restriction as detailed below. The remaining lengths of no waiting at anytime are to remain to ensure unobstructed access to White Lion Gate and to maintain sight lines on the bend in the vicinity of 11 Virginia Place.</p> <p>1) No waiting at anytime to be revoked on the southwest side of Virginia Place from the prolongation of the southeast flank wall of 11 Virginia Place, in a direction northwest, to the prolongation of the common boundary between 12 and 13 Virginia Place.</p>

ANNEX A – PROPOSED AMENDMENTS

		The above proposals are shown in drawing: ELM/0310/08 – Virginia Place
9	Dennis Road, Hurst Lane and Vine Road, East Molesey	Vehicles parking close to the junctions of Vine Road and Dennis Road, and Hurst Lane and Dennis Road, have been causing an obstruction and affecting sight lines. It is therefore considered necessary to introduce 'No Waiting At Any Time' as described in plan: ELM/0310/09 – Dennis Road
10	Spencer Road, East Molesey	Existing '08:30-18:30 1hr No Return 1hr' parking bay installed in Spencer Road as part of previous amendment are causing severe difficulties for delivery vehicles attempting to reverse into the Tesco delivery area. It is therefore proposed to remove this bay and revert the area back to 'No Waiting At Any Time'. The above proposals are shown in drawing: ELM/0310/10 – Spencer Road
11	Leatherhead Road, Oxshott	It is proposed that the section of 'No Waiting At Any Time' introduced as part of the previous amendment is removed, as the restriction is not considered necessary. The above proposals are shown in drawing: ELM/0310/11 – Leatherhead Road
12	Palace Road, Wolsey Road and Church Road, East Molesey	Currently there is long-term parking in the lengths of these roads by commuters for Hampton Court Railway Station. This is reducing short term parking opportunity for visitors and shoppers in the area, and it is therefore proposed to introduce '15:00-16:00 Mon-Fri' in Palace Road and Wolsey Road. Parking on the junction of Church Road and Wolsey Road has been causing an obstruction and affecting sight lines. It is therefore considered necessary to introduce 'No Waiting At

ANNEX A – PROPOSED AMENDMENTS

		<p>Any Time’ at this location.</p> <p>The above proposals are shown in drawing: ELM/0310/12 – Palace Road</p>
13	<p>East Molesey CPZ: Creek Road, Wolsey Road, Bridge Road, Palace Road, Riverbank, Hurst Road, Feltham Avenue, Hampton Court Parade</p>	<p>Long term parking on the current ‘08:00-09:30 Mon-Fri Permit Holders Only’ restriction reduces the opportunity for shoppers and visitors to the area to park for local amenities, as well as prevent local residents from parking. It is therefore recommended to change the operational time of the CPZ to ‘08:00-18:30 Mon-Fri’ including the parking bays which will become ‘08:00-18:30 Mon-Fri Permit Holders or Pay and Display’ parking bays.</p> <p>It is proposed that the only exception to this is to have the bays in Feltham Avenue, Riverbank and Hurst Road made ‘08:00-18:30 Permit Holders Only’ as this area is more residential.</p> <p>Two existing sections of ‘08:00-09:30 Mon-Fri’ within Feltham Avenue are allowing parking on sharp bends. Parking at these locations is causing congestion and access problems, and it is therefore recommended that these two locations be made ‘No Waiting At Any Time’.</p> <p>The above proposals are shown in drawing: ELM/0310/13 – East Molesey CPZ</p>
14	<p>Victoria Avenue, East Molesey</p>	<p>Parking on the junction of Victoria Avenue has been causing an obstruction and affecting sight lines. It is therefore considered necessary to introduce ‘No Waiting At Any Time’.</p>

ANNEX A – PROPOSED AMENDMENTS

		The above proposals are shown in drawing: ELM/0310/14 – Victoria Avenue
15	Spring Gardens and Beauchamp Road, West Molesey	<p>Spring Gardens is an extremely narrow road, where with vehicles parked the width is reduced to 2.6m including the carriageway and footway. For safety and access reasons it is therefore proposed to install 'No Waiting At Any Time'.</p> <p>The above proposals are shown in drawing: ELM/0310/15 – Spring Gardens</p>
16	High Street, Priory Lane and Down Street, West Molesey	<p>Parking on the junctions of High Street and Down Street, and High Street and Priory Lane has been causing an obstruction and affecting sight lines, and blocking pedestrian crossings. It is therefore considered necessary to introduce 'No Waiting At Any Time' at these locations.</p> <p>Parking on the bend in Priory Lane is blocking sightlines and forcing vehicular traffic onto the wrong side of the carriageway around the bend. It is therefore proposed to introduce certain lengths of 'No Waiting At Any Time' at this location.</p> <p>The above proposals are shown in drawing: ELM/0310/16 – High Street</p>
17	Avern Gardens and Avern Road, West Molesey	<p>Parking on the junction of Avern Road and Avern Gardens has been causing an obstruction and affecting sight lines. It is therefore considered necessary to introduce 'No Waiting At Any Time'.</p> <p>The above proposals are shown in drawing: ELM/0310/17 –</p>

ANNEX A – PROPOSED AMENDMENTS

		Avern Gardens
18	Claygate Lane, Thames Ditton	<p>Vehicles parked on both sides of the road and close to the junction with Willow Bank have been causing an obstruction and affecting sight lines. It is therefore considered necessary to introduce no waiting at anytime at the following locations:-</p> <ol style="list-style-type: none"> 1) On the east side of Claygate Lane from the junction with Portsmouth Road to the prolongation of the main northern flank wall of 1 Holly Cottages. 2) On the southeast side of Portsmouth Road for 15 metres in both directions from the junction with Claygate Lane. 3) On the west side of Claygate Lane from the junction with Portsmouth Road to the prolongation of the northern flank wall of 17 Claygate Lane. 4) On the east side of Claygate Lane from the prolongation of the south flank wall of number 13 in a direction south to a point 34 metres south of the prolongation of the south kerb line of Brooklands Road (underneath the mainline railway bridge). 5) On the west side of Claygate Lane from a point 5 metres south of the Hampton Court branch line railway bridge, in a direction south to a point 34 metres south of the prolongation of the south kerb line of Brooklands Road (underneath the mainline railway bridge). 6) On both sides of Brooklands Road from the junction with Claygate Lane.
19	Ember Lane & Carleton Close, Esher	<p>Vehicles parked on Ember Lane close to the junction with Carleton Close have been causing obstruction to the flow of traffic and affecting sight lines. Vehicles are also causing</p>

ANNEX A – PROPOSED AMENDMENTS

		<p>obstruction to buses (causing bus passengers to board/alight in the middle of the road) and to cyclists. It is therefore considered necessary to introduce no waiting at anytime at the following locations:</p> <ol style="list-style-type: none"> 1) On the east side of Ember Lane from the prolongation of the common boundary of 4 and 6 Ember Lane in a direction south to the small island defining the entrance to the cycle lane in front of the boundary between 19 and 21 Ember Lane. 2) On the west side of Ember Lane from a point 18 metres north of the prolongation of the northern kerb line of Carleton Close, in a direction south, to the prolongation of the common boundary of 21 and 23 Ember Lane. 3) On both sides of Carleton Close from the junction with Ember Lane to the prolongation of the east flank wall of 27 Ember Lane.
<p>20</p>	<p>Hillbrow Road, Esher</p>	<p>Vehicles parked on both sides of Hillbrow Road have been causing obstruction and affecting sight lines. It is therefore considered necessary to introduce some selected lengths of no waiting at anytime as follows:-</p> <ol style="list-style-type: none"> 1) On the northern side of Hillbrow Road from the prolongation of the common boundary of 1 and 4 in a direction west to join with the existing no waiting at anytime restriction. 2) On the north (changing to west side) of Hillbrow Road, from a point where the prolongation of the west flank wall of 'Ashton' intersects the north kerb line, in a direction east and around the bend in a direction north, to a point where the south flank wall of Brock House intersects the west kerb line.

ANNEX A – PROPOSED AMENDMENTS

		<p>3) On the west side of Hillbrow Road, from a point where the main north flank wall of 1 Selbourne Villas intersects the west kerb line, in a direction north/northwest, to a point 2 metres northwest of the northwest side of the access road to Hillbrow Court.</p>
21	Lower Green Road & Woodend, Esher	<p>Vehicles parked on Lower Green Road have been causing obstruction and in places affecting sight lines, and vehicles parked close to the junction of Lower Green Road and Woodend have been affecting sight lines. It is therefore considered necessary to introduce no waiting at anytime as follows (and revoke the existing parking restrictions for the specified lengths described in (1) to (4)):</p> <ol style="list-style-type: none"> 1) On the northwest side of Lower Green Road from the prolongation of the common boundary of 52 and 54 Lower Green Road in a direction mainly southwest, to a point 4 metres east of the prolongation of the western flank wall of 58 Lower Green Road. 2) On the north side of Lower Green Road from the common boundary numbers 68 and 70, in a direction west, to the prolongation of the common boundary of numbers 76 and 78. 3) On the east side of Woodend, from its junction with Lower Green Road in a direction north for 10 metres. 4) On the west side of Woodend, from its junction with Lower Green Road, in a direction north, to the prolongation of the main northwest flank wall of 56 Lower Green Road.
22	Milbourne Lane & Bracondale, Esher	<p>Parked vehicles in Milbourne Lane and Bracondale have been causing obstruction, affecting sight lines and affecting amenity</p>

ANNEX A – PROPOSED AMENDMENTS

		<p>for residents and their visitors. It is therefore considered necessary to introduce the following parking controls:-</p> <ol style="list-style-type: none"> 1) No waiting at anytime on both sides of Milbourne Lane from its junction with Claremont Lane, in a direction east to point 10 metres east of the prolongation of the eastern kerb line of Bracondale. 2) No waiting at anytime on the east side of Claremont Lane from the existing no waiting at anytime (in front of 43 Claremont Lane), southwards, to the prolongation of the common boundary of South Lodge and number 1 Claremont Drive. 3) No waiting at anytime on both sides of Bracondale from its junction with Milbourne Lane for 10 metres. 4) No waiting Monday to Friday, 10am to 12noon along the entire length of Bracondale that is not covered by (3) above.
23	Winterdown Road & West End Lane, Esher	<p>Vehicles parking on both sides of these roads have been causing obstruction. It is therefore considered necessary to introduce no waiting at any time as follows:</p> <ol style="list-style-type: none"> 1) On the northwest side of West End Lane from the common boundary between 55 and 56 West End Lane to the junction with Winterdown Road. 2) On the south side of Winterdown Road from its junction with West End Lane for two lengths terminating the start of the second parking bay. The two lengths to be between the parking bays and the eastern parking bay and junction.
24	Woodend, Grove Way & The Woodlands, Esher	<p>Vehicles parked too close the junction of Woodend, Grove Way and The Woodlands have been affecting sight lines and</p>

ANNEX A – PROPOSED AMENDMENTS

		causing obstruction. It is therefore considered necessary to introduce no waiting at anytime on both sides of each of the four approaches to this junction (for various lengths from the junction to a maximum of 24 metres).
25	Molesey Road, Hersham	An amendment is required to the traffic regulation order following the implementation of vehicle crossovers to residential dwellings. Parking bays outside numbers 186, 188, 190 to be revoked from the traffic regulation order and replaced with no waiting Monday to Friday, 8am to 12noon.
26	Saxon Road, Hersham	An amendment is required to the traffic regulation order following the implementation of a vehicle crossover to a residential dwelling. The Parking bay outside number 2 needs to be revoked from the traffic regulation order and replaced with no waiting Monday to Friday, 8am to 12noon.
27	Kings Road & Ditton Hill Road, Long Ditton	Vehicles are parking too close to the southern junction of Kings Road and Ditton Hill Road affecting sight lines and causing obstruction. It is therefore considered necessary to introduce no waiting at anytime as follows: <ol style="list-style-type: none"> 1) On both sides of Kings Road from its junction with Ditton Hill Road (southern junction) for 10 metres. 2) On the northwest side of Ditton Hill Road from the prolongation of the common boundary between 43 and 45 Ditton Hill Road, in a direction southeast, to the prolongation of the northwest flank wall of 49 Ditton Hill Road.
28	Prospect Road, Long Ditton	Parked vehicles have been affecting amenity for residents and visitors. It is therefore proposed that consultation takes place with a view to introducing the following restrictions if there is the support from residents:-

ANNEX A – PROPOSED AMENDMENTS

		<ol style="list-style-type: none"> 1) Increase parking provision by revoking part of the current no waiting at anytime on both sides of Prospect Road, so that 15 metres of no waiting at anytime remains from the junction with Portsmouth Road. 2) Introduce no waiting at anytime on both sides and around the end of Prospect Road (from the prolongation of the boundary of 22 and 23 Prospect Road, to maintain unobstructed access to properties and to provide a turning area. 3) Introduce resident permit holder only parking bays on both sides of the road (not covered by the restrictions in (1) and (2) above, Monday to Saturday, 8.00am to 6.00pm.
29	Ashley Road, Walton on Thames	Amendment required to the Traffic Regulation Order to allow residents of 83 and 85 Ashley Road to apply for resident permits for the Walton on Thames controlled parking zone outside their properties.
30	Avondale Close & Pleasant Place, Hersham	<p>Parked vehicles close to the junction of Avondale Close and Pleasant Place affect sight lines. It is therefore considered necessary to introduce no waiting at anytime as follows:-</p> <ol style="list-style-type: none"> 1) On both sides of Avondale Close for 10 metres from its junction with Pleasant Place. 2) On the west side of Pleasant Place in line with the existing no waiting at anytime restriction on the east side (near 11 Pleasant Place), in a direction north to the existing no waiting at anytime restriction (near to the prolongation of the south flank wall of 4 Pleasant Place).
31	Broad Close, Hersham	Residents are reporting that there are insufficient parking bays

ANNEX A – PROPOSED AMENDMENTS

		<p>at this location. It is therefore proposed that the current restriction is revoked at the following specified lengths:-</p> <ol style="list-style-type: none"> 1) The current parking bay on the north side of Broad Close(close the junction with Molesey Road) is extended by 9 metres in a direction west. 2) That the existing two bays outside numbers 1 to 11 are converted into one long parking bay with access protection markings introduced at accesses. This allows residents of the dwellings with vehicle crossovers to park a second vehicle over their access thereby increasing overall parking provision in the road.
<p>32</p>	<p>Burwood Park Road, Walton on Thames</p>	<p>Residents have found that there are insufficient parking bays at this location. It is therefore proposed that additional parking bays are introduced (with the same restrictions as the existing bays) and that the current single yellow line restriction is revoked at the location of these bays. This will increase the parking provision in this road for approximately 36 vehicles.</p> <ol style="list-style-type: none"> 1) Extend the existing parking bays on both sides of the northern most end of Burwood Park Road by 6 metres each (in a direction north) thereby revoking a similar length of no waiting at anytime. 2) Extend the existing parking bay alongside (to the southeast of) 17 Mayfield Road by 10 metres in a direction south. 3) Introduce a new 9.5 metre parking bay on the east side in front of number '1a'. 4) Introduce a new 6.5 metre parking bay on the west side in front of number 6. 5) Introduce a new 6.5 metre parking bay on the west side in front of number 8.

ANNEX A – PROPOSED AMENDMENTS

		<p>6) Introduce a new 5 metre parking bay on the west side in front of number 10.</p> <p>7) Introduce a new 11 metre parking bay on the west side in front of numbers 14 & 12.</p> <p>8) Introduce a new 23 metre parking bay on the east side in front of numbers 7 & 9 with an access protection marking across the accesses.</p> <p>9) Extend the existing parking bay on the east side in front of numbers 11 & 15, by four metres in both directions (that is, total extension of 8 metres)</p> <p>10) Introduce a new 10 metre parking bay on the east side in front of number 17.</p> <p>11) Introduce a new 5 metre parking bay on the west side in front of number 24.</p> <p>12) Introduce a new 5.5 metre parking bay on the west side in front of number '24a'.</p> <p>13) Introduce a new 6 metre parking bay on the west side in front of number 26.</p> <p>14) Introduce a new 6.5 metre parking bay on the west side in front of number 28.</p> <p>15) Extend the existing parking bay on the west side in front of number '28a' by 6 metres in a direction north.</p> <p>16) Introduce a new 10 metre parking bay on the east side in front of number '23a'.</p> <p>17) Introduce a new 10 metre parking bay on the west side in front of number 32.</p> <p>18) Introduce a new 8 metre parking bay on the east side in front of number 25.</p> <p>19) Introduce a new 10 metre parking bay on the east side in front of number 27.</p>
--	--	--

ANNEX A – PROPOSED AMENDMENTS

		<p>20) Introduce a new 12 metre parking bay on the west side in front of numbers 34 & 36.</p> <p>21) Introduce a new 16 metre parking bay on the east side in front of number 29.</p>
33	Chilton Court, Walton on Thames	Introduce a new 10 metre parking bay on the south side of Chilton Court (to the west of the existing formal parking bay) with the same restrictions as the other parking bays in the vicinity and revoke the existing no waiting Monday to Friday, 8.00am to 12noon for this specified length.
34	Copenhagen Way, Trafalgar Drive and Vincent Road, Walton on Thames	<p>Parked vehicles on the junction within St Vincent Road (near to odd numbers 1-7, and 33 Vincent Road) have been affecting sight lines and causing obstruction. Residents in these roads have been finding that there are insufficient areas to park their vehicles.</p> <p>It is therefore proposed that the following amendments are made to the parking controls and that the existing parking controls are revoked on the specified sections below:-</p> <ol style="list-style-type: none"> 1) Revoke the existing parking bay on the northeast side of Copenhagen Way opposite to numbers 1 to 4 and replace with no waiting Monday to Friday, 8.00am to 12noon. 2) Extend the existing parking bay on the southwest side of Copenhagen Way (outside numbers 5 to 8), by 9 metres in a southeast direction. 3) Introduce a new 18 metre parking bay (with the same restrictions as other bays in the vicinity) on the north side of Trafalgar Drive in front of even numbers 70 to 78. 4) Extend the existing parking bay on the southeast side

ANNEX A – PROPOSED AMENDMENTS

		<p>of St Vincent Road outside numbers 4 and 6, in a direction southwest to the prolongation of the southwest flank wall of 2 and 6 St Vincent Road.</p> <p>5) Extend the existing parking bay on the southwest side of St Vincent Road, outside numbers 11 and 15, in a direction southeast for 11 metres.</p> <p>6) Revoke the existing no waiting Monday to Friday, 8.00am to 12noon (for various lengths between 10 and 14 metres) around the junction in front of odd numbers 1-7 and 33 Vincent Road, and replace with no waiting at anytime.</p>
35	Denton Grove, Walton on Thames	In order to allow two vehicles to park in a parking bay that currently can accommodate one vehicle it is proposed to extend the existing parking bay on the southwest side of Denton Grove, outside number 30 by 3 metres in a direction east. Similarly the existing parking restriction at this specified location is to be revoked.
36	Faulkner's Road & Burwood Road, Walton on Thames	<p>Vehicles parked close to the junction of Faulkner's Road and Burwood Road affect sight lines. It is therefore considered necessary to introduce no waiting at anytime as follows:-</p> <ol style="list-style-type: none"> 1) On both sides of Faulkner's Road from its junction with Burwood Road up to the existing school keep clear marking. 2) On the northwest side of Burwood Road from a point 10 metres southwest of the prolongation of the west kerb line of Faulkner's Road, in a direction northeast to the existing school keep clear marking.
37	Garden Road, Carlton Road and Terrace Road, Walton on Thames	Vehicles parked close to the junctions either end of Garden Road are affecting sight lines and causing an obstruction. It is

ANNEX A – PROPOSED AMENDMENTS

		<p>therefore considered necessary to introduce no waiting at any time as follows:</p> <ol style="list-style-type: none"> 1) On both sides of Garden Road at the northern end with its junction with Terrace Road and on the southeast side of Terrace Road only for varying lengths between 10 and 24metres to protect the junction. 2) On both sides of Garden Road from the prolongation of the common boundary between 75 and 77 Garden Road to its junction with Carlton Road. 3) On the northwest side of Carlton Road from the prolongation of the common boundary between 70 and 72 Carlton Road, in a direction northeast to the prolongation of the southwest flank wall of 82 Carlton Road.
38	Kenilworth Drive, Walton on Thames	The parking team seek permission to consult with the residents of Kenilworth Drive whether they would like to be included in the controlled parking zone (CPZ). If residents wish to be included in an extension of the CPZ - to then develop plans and advertise.
39	Lindley Road, Walton on Thames	<p>Residents have a need for additional parking bays with the same restriction as other bays in this area of Lindley Road. It is therefore proposed to introduce the following new parking bays and to revoke the existing no waiting 8.00am to 12noon restriction at the location of the bays.</p> <ol style="list-style-type: none"> 1) Three new perpendicular parking bays alongside (to the northwest of) the existing perpendicular bays outside odd numbers 77 to 81 Lindley Road – with 2.4metre widths and 5.3 metre lengths (on the south side of Lindley Road)

ANNEX A – PROPOSED AMENDMENTS

		2) One new 10 metre bay on the southern side of Lindley Road in front of 75 Lindley Road to the access to the Electrical Sub-Station.
40	Mayfield Close, Walton on Thames	Residents have requested an additional parking bay with similar restrictions to other bays in Mayfield Close. It is therefore proposed to introduce a new 9.5 metre parking bay on the southwest side of Mayfield Close in front of numbers 4 and 6.
41	Meadowside, The Furrows and Rydens Road, Walton on Thames	Vehicles parked close to the junctions are affecting sight lines and causing obstruction. It is therefore considered necessary to introduce no waiting at anytime as follows: <ol style="list-style-type: none"> 1) Both sides of Meadowside from its junction with Rydens Road to the prolongation of the southeast flank wall of 79 Rydens Road. 2) The southwest side of Meadowside from the prolongation of the common boundary between numbers 12 and 14, in a direction northwest to the prolongation of the common boundary of numbers 16 and 18. 3) Both sides of The Furrows from its southeastern junction with Meadowside to the prolongation of the northeast flank wall of 16 Meadowside.
42	Mayfield Road, Walton on Thames	An access road has been constructed to the entrance of a new development on the former site of Nelson House, Mayfield Road. It is necessary to revoke two Pay and Display parking bays to the northeast of the access road on the north side of Mayfield Road to allow for safe access to and from the site. In its place no waiting Monday to Friday 8.00am to 12noon to be introduced.

ANNEX A – PROPOSED AMENDMENTS

		<p>In order to avoid a reduction in parking provision for station users, it is proposed to introduce six new pay and display parking bays (of 6 metre lengths each) on the north side of Mayfield Road as follows:</p> <ol style="list-style-type: none"> 1) three bays between the existing three and two bays to the southwest of the access road to the former Nelson House site. 2) Three bays extending beyond the two existing bays southwest of the access road to the former Nelson House site. <p>For clarification, the amendments proposed in (1) and (2) above will lead to a continuous length of eleven pay and display bays on the north side of Mayfield Road in a southwest direction from the access to the new development. The existing no waiting Monday to Friday 8.00am to 12noon will be revoked where the new bays are located.</p>
43	The Grove & Carlton Road, Walton on Thames	<p>Vehicles parked close to the junction of The Grove and Carlton Road affect sight lines and cause an obstruction. It is therefore proposed to introduce no waiting at anytime as follows:-</p> <ol style="list-style-type: none"> 1) On both sides of The Grove from the prolongation of the southeast flank wall of 48 The Grove to the junction with Carlton Road. 2) On the northwest side of Carlton Road from the prolongation of the common boundary between 28 and 30 Carlton Road, in a direction northeast to a point 10 metres northeast of the prolongation of the northeast kerb line of The Grove.

ANNEX A – PROPOSED AMENDMENTS

44	Walton Park, Walton on Thames	<p>There is a shortage of available parking bays around 2a Walton Park. It is therefore proposed that the following new parking bays are introduced and the current restrictions (at the following specified locations) are revoked. All the parking bays to have the same restrictions as the existing parking bays in the vicinity.</p> <ol style="list-style-type: none"> 1) Introduce a new 6 metre parking bay on the southwest side of Walton Park in front of '2a' Walton Park. 2) Introduce a new 5.5 metre parking bay on the southwest side of Walton Park in front of 4 Walton Park. 3) Introduce a new 7 metre parking bay on the northeast side of Walton Park in front of 13 Walton Park.
45	Wilton Gardens, Walton on Thames	<p>Vehicles have been parking on the small central island in front of numbers 1 to 21 Wilton Gardens and the parking levels in this road are leading to concerns that emergency services and other vehicles may not obtain access. It is proposed to introduce no waiting at anytime to improve sight lines and to ensure that access remains unobstructed.</p>
46	Adelaide Place and St Mary's Road, Weybridge	<p>In order to maintain unobstructed access and to maintain sight lines it is considered necessary to introduce no waiting at anytime as follows:-</p> <ol style="list-style-type: none"> 1) On the southeast side of Adelaide Place from its junction with St Mary's Road to the prolongation of the southwest flank wall on 41 St Mary's Road. 2) On the northwest side of Adelaide Place from its junction with St Mary's Road to the southwest boundary of 39 St Mary's Road. 3) On the southwest side of St Mary's Road from the

ANNEX A – PROPOSED AMENDMENTS

		prolongation of the northwest flank wall of 37 St Mary's Road, in a direction southeast, to 6 metres southeast of the prolongation of the southeast kerb line of Adelaide Place.
47	Anderson Road and Cross Road, Weybridge	In order to maintain unobstructed access and maintain sight lines it is considered necessary to introduce no waiting at any time as follows:- <ol style="list-style-type: none"> 1) On the northeast side of Anderson Road from the existing no waiting at any time restriction close to the junction with Oatlands Drive to its junction with Cross Road. 2) On the southeast side of Cross Road from its junction with Anderson Road, in a northeast direction for 5 metres.
48	Belvedere Close & March Road, Weybridge	Vehicles parked close to the junction of Belvedere Close and March Road have been causing obstruction and affecting sight lines. It is considered necessary to introduce no waiting at anytime as follows:- <ol style="list-style-type: none"> 1) On the northeast side of March Road from the existing no waiting at anytime restriction near to the junction with Brooklands Avenue in a direction northwest to a point 10 metres northwest of the prolongation of the northwest kerb line of Belvedere Close. 2) On both sides of Belvedere Close from its junction with March Road for approximately 12 metres.
49	Dorchester Road, Elmgrove Road and Gascoigne Road, Weybridge	Vehicles parked close to the junctions on Dorchester Road have been affecting sight lines and causing obstruction. It is considered necessary to introduce no waiting at anytime as follows:-

ANNEX A – PROPOSED AMENDMENTS

		<ol style="list-style-type: none"> 1) On the southwest side of Dorchester Road from the prolongation of the common boundary between 25 and 27 Dorchester Road, in a direct northwest to the prolongation of the common boundary between 29 and 31 Dorchester Road. 2) On the northeast side of Dorchester Road from the prolongation of the common boundary of 8 and 10 Dorchester Road, in a direction northwest to the prolongation of the common boundary of 12 and 14 Dorchester Road. 3) On both sides of Gascoigne Road from its junction with Dorchester Road for a distance of 7 metres. 4) On both sides of Elmgrove Road from its junction with Dorchester Avenue in a direction southwest to the prolongation of the northeast flank wall of 27 Dorchester Road.
50	Ellesmere Road and Queens Road, Weybridge	Vehicles parked close to the junction of Ellesmere Road and Queens Road cause an obstruction, affect sight lines, affect amenity for local residents and occasionally affect traffic flow. It is considered necessary to introduce stretches of no waiting at anytime and no waiting Monday to Friday, 8.30am to 6.30pm as indicated on drawing number ELM/0310/50 attached to this annex.
51	Godolphin Road and Old Avenue, Weybridge	<p>Vehicles parked close to the junction of Godolphin Road and Old Avenue have been affecting sight lines, causing obstruction and localised congestion. It is considered necessary to introduce no waiting at anytime as follows:</p> <ol style="list-style-type: none"> 1) On the east side of Old Avenue from a point 10 metres north of the prolongation of the northern kerb line of

ANNEX A – PROPOSED AMENDMENTS

		<p>Godolphin Road, in a direction south, to a point 12 metres south of the prolongation of the southern kerb line of Godolphin Road.</p> <p>2) On both sides of Godolphin Road from its junction with Old Avenue to the highway extents.</p>
<p>52</p>	<p>Grove Place, Prince’s Road and York Road, Weybridge</p>	<p>Vehicles parked close to the junction of Grove Place, Prince’s Road and York Road have been affecting sight lines and causing obstruction. It is therefore considered necessary to introduce no waiting at anytime as follows:-</p> <ol style="list-style-type: none"> 1) On the north side of York Road from its junction with Prince’s Road, in a direction east, to a point 1 metre east of the far end of the vehicle crossover for 1 York Road (that is, so that the restriction covers the access to number 1). 2) On the south side of York Road from its junction with Prince’s Road, in a direction east for 15 metres. 3) On the northeast side of Prince’s Road, from a point where the existing restrictions commence on the opposite (southwest) side of Princes Road near to 39 Princes Road, in a direction northwest to the prolongation of the common boundary between 41 Prince’s Road (Public House) and 43 Prince’s Road. 4) On the southwest side of Prince’s Road from its junction with Grove Place, in a northwest direction, to the prolongation of the common boundary between 41 Prince’s Road (Public House) and 43 Prince’s Road. 5) On the west side of Grove Place from its junction with Prince’s Road to the prolongation of the main south flank wall of 41 Prince’s Road (Public House).

ANNEX A – PROPOSED AMENDMENTS

<p>53</p>	<p>Cedar Road and Holstein Avenue, Weybridge</p>	<p>Vehicles parked at this location on a long-term basis by non residents is affecting amenity for residents. There is also a concern that indiscriminate parking may cause obstruction. In order to ameliorate the situation the following is proposed:-</p> <ol style="list-style-type: none"> 1) That a residents permit holders only parking bay Monday to Saturday, 9am to 6pm is introduced on the northwest side of Holstein Avenue from 1 metre east of the vehicle crossover for 20 Holstein Avenue, in a direction northeast, to the prolongation on the northeast flank wall of 12 Holstein Avenue. 2) That a residents permit holders only parking bay Monday to Saturday, 9am to 6pm is introduced on the northwest side of Holstein Avenue from the prolongation of the southwest flank wall of 10 Holstein Avenue, in a direction northwest, to the prolongation of the northeast flank wall of 2 Holstein Avenue. 3) That a residents permit holders only bay Monday to Saturday, 9am to 6pm is introduced on the southeast side of Holstein Avenue from the prolongation of the southwest flank wall of 19 Holstein Avenue, in a direction northeast, to the prolongation of the northeast flank wall of 1 to 4 Hamilton Mews. 4) That a residents permit holders only bay Monday to Saturday, 9am to 6pm is introduced on the southeast side of Holstein Avenue from the prolongation of the southwest flank wall of 7 Holstein Avenue, in a direction northeast, to the prolongation of the northeast flank wall of 1 Holstein Avenue. 5) Subject to legal clarification that the highway extents allow, two 5 metre residents permit holders only bays,
-----------	--	--

ANNEX A – PROPOSED AMENDMENTS

		<p>one on each side of Cedar Road from 1 metre northwest of its junction with Holstein Avenue in a northwest direction.</p> <p>6) That no waiting at anytime is introduced at the remaining short sections of Holstein Avenue not described in (1) to (4) above.</p>
54	Limes Road, Weybridge	<p>Vehicles parked on the existing single yellow line restriction alongside 13 Limes Road (on the northern side) cause an obstruction. It is therefore proposed that the current restriction be revoked and replaced with no waiting at anytime.</p> <p>Residents and their visitors have found that the current shared use (resident permit holders only and 2 hours limited waiting, no return within 1 hour) parking bays have lead to reduced amenity to their dwellings. It is therefore proposed that the current parking shared-use bays outside numbers 7 to 12, and 1 to 6 Limes Road be revoked and replaced with Resident Permit Holders only, Monday to Saturday, 9.00am to 6.00pm. For clarification the bay outside 1 to 6 Limes Road extends to the prolongation of the rear east flank wall of 49 Church Street.</p>
55	Minorca Road, Weybridge	<p>Parking levels are very high in this road and there have been requests from residents to increase the parking provision. The following is therefore proposed to increase amenity:-</p> <ol style="list-style-type: none"> 1) That the existing parking bays on both sides of Minorca Road close to its junction with Church Street are each extended by 4 metres in a direction south. 2) That the existing parking bay on the west side of

ANNEX A – PROPOSED AMENDMENTS

		Minorca Road close to its junction with Church Street is also extended by 5 metres in a direction north so that it terminates close the access to Chantrey Court.
56	New Road and Prince's Road, Weybridge	<p>Vehicles parked close to the junction of New Road and Prince's Road have been affecting sight lines and causing obstruction. Parked vehicles close to some accesses have been causing obstruction and reduced amenity for some residents, in addition there is a need to create a passing place for vehicles entering and exiting the road. It is therefore considered necessary that no waiting at anytime is introduced as follows:-</p> <ol style="list-style-type: none"> 1) On both sides of New Road from its junction with Prince's Road in a direction south for 10 metres. 2) On the west side of New Road from the prolongation of the south flank wall of 51 Prince's Road, in a direction south for 13 metres. 3) On the southwest side of Prince's Road from the existing no waiting at anytime restriction in front of 53 Prince's Road, it a direction southeast to the prolongation of the common boundary of 47 and 49 Prince's Road.
57	Oatlands Avenue, Weybridge	<p>Long term parking by non-residents has been affecting amenity for residents, their visitors and short-term parking opportunities for other road users at this location. It is considered necessary to introduce no waiting Monday to Friday, 10.00am to 12noon for the following specified lengths:-</p> <ol style="list-style-type: none"> 1) On the southeast side of Oatlands Avenue from the existing no waiting at anytime restriction close to the junction with Oatlands Chase, in a direction south, to

ANNEX A – PROPOSED AMENDMENTS

		<p>the school keep clear restriction near Cleves Bungalow.</p> <p>2) On the southeast side of Oatlands Avenue from the southern end of the existing school keep restriction near Cleves Bungalow, in a direction south, to a point 10 metres south of the prolongation of the southwest kerb line of Sterling Place.</p>
<p>58</p>	<p>Portmore Park Road & Devonshire Road, Weybridge</p>	<p>Vehicles parked close to the junction of Portmore Park Road and Devonshire Road affect sight lines. It is therefore considered necessary to introduce no waiting at anytime on the following selected lengths and that the existing Single Yellow Line restriction is revoked for these specified lengths.</p> <ol style="list-style-type: none"> 1) On the west side of Devonshire Road from its junction with Portmore Park Road, in a direction south for 10 metres. 2) On the east side of Devonshire Road from its junction with Portmore Park Road, in a direction south, to a point 1 metre south of the southern side of the vehicle crossover for Holly Cottage, Devonshire Road. 3) On the southeast side of Portmore Park Road from a point 1 metre north of the northern side of the vehicle crossover for The Corner Cottage, Devonshire Road, in a direction south, to a point 10 metres south of the prolongation of the west kerb line of Devonshire Road. <p>It is also proposed to reduce the level of existing controls in Portmore Park Road for amenity for residents and their visitors. It is therefore proposed that the existing no waiting Monday to Saturday, 9.00am to 6.00pm is revoked on both sides of Portmore Park Road, north of the access to</p>

ANNEX A – PROPOSED AMENDMENTS

		Choddesley to number '66a' Portmore Park Road.
59	Prince's Road and Cricket View, Weybridge	<p>Vehicles parked close to the junction of Prince's Road and Cricket View and close to the junction of Prince's Road to the private access road leading to the garages of Princes Court, affect sight lines and cause obstruction. It is therefore considered necessary to introduce no waiting at anytime as follows:</p> <ol style="list-style-type: none"> 1) On the southwest side of Prince's Road from the eastern side of the private access road (highway extents) leading to the garages of Princes Court, in a southeast direction, to a point 5 metres southeast of the prolongation of the east kerb line of Cricket View. 2) On both sides of Cricket View from its junction with Prince's Road for 5 metres.
60	Rosslyn Park, Weybridge	<p>Vehicles parked on both sides of Rosslyn Park close to its junction with Oatlands Drive affect inter-visibility between motorists other motorists and pedestrians/cyclists. The parked vehicles also cause localised congestion. It is considered necessary to introduce no waiting at anytime as follows:</p> <ol style="list-style-type: none"> 1) Extend the existing no waiting at anytime restriction near to the junction with Oatlands Drive on both sides of Rosslyn Park to a point 2 metres south of the prolongation of the south kerb line of the access road to the parking area between '1 to 7 Rosslyn Park' and 'The Lodge'.
61	South Road, Weybridge	In order to formalise the safe areas to park in this road, and therefore to maintain sight lines and access, it is considered necessary to introduce two selected lengths of no waiting at

ANNEX A – PROPOSED AMENDMENTS

		<p>anytime as follows:</p> <ol style="list-style-type: none"> 1) On the west side of South Road from the prolongation of the common boundary of 91 Queens Road and Beacon Mews, in a direction north then northwest to the prolongation of the common boundary between Beacon House and Misterton. 2) On the southwest side of South Road from the prolongation of the northwest flank wall of 5 St Georges Cottages, in a direction northwest, to the prolongation of the southeast flank wall of Ivy Cottage. 3) On both sides of the access road to The Old Forge from the junction with South Road to the highway extents.
<p>62</p>	<p>Springfield Meadows, Weybridge</p>	<p>Residents are finding that there is currently insufficient resident permit parking bays for their needs. It is therefore proposed to extend the existing parking bays (with the same restrictions) as below. Where these bays are introduced the existing single yellow line restriction is to be revoked. It is also proposed that access protection markings (white H-bar markings) will be placed across the current vehicle crossovers where they are within the proposed parking bays.</p> <ol style="list-style-type: none"> 1) Extend the existing residents parking bay on the west side of Springfield Meadows alongside 61 to 65 Baker Street, by 5 metres north. 2) Join the two existing bays on the west side of Springfield Meadows, in front of numbers 4 and 8 so that it forms one single bay in front of numbers 4 to 8. 3) Join the two existing bays on the west side of Springfield Meadows, in front of numbers 10 and 18, so that it forms one single bay in front of numbers 10 to

ANNEX A – PROPOSED AMENDMENTS

		<p>18.</p> <p>4) Extend the existing bay on the east side of Springfield Meadows, close to the common boundary of 23 and 25 Springfield Meadows, in a direction south by 9 metres.</p>
63	St Marys Road & Beech Road, Weybridge	<p>Vehicles parked close to the junction with St Marys Road and Beech Road have been affecting sight lines and causing an obstruction. It is therefore considered necessary to introduce no waiting at anytime as follows:-</p> <ol style="list-style-type: none"> 1) On the southeast side of Beech Road from its junction with St Marys Road to the prolongation of the southwest flank wall of the Hall. 2) On the northwest side of Beech Road from its junction with St Marys Road to 1 metre north of the vehicle crossover for 1 Beech Road. 3) On the northeast side of St Mary's Road from a point 5 metres north of the prolongation of the north kerb line of Beech Road, in a direction south, to a point 7 metres south of the prolongation of the south kerb line of Beech Road.
64	Vale Road, Mere Road & Cross Road, Weybridge	<p>Vehicles parked close to the junction of Vale Road and Cross Road and Vale Road and Mere Road have been affecting sight lines and causing an obstruction. Vehicles parked on the north side of Vale Road between its junctions with Mere Road and Oatlands Drive have been causing an obstruction. It is therefore proposed that no waiting at anytime is introduced as follows:</p> <ol style="list-style-type: none"> 1) On the northwest side of Cross Road from its junction with Vale Road for 5 metres. 2) On the southeast side of Mere Road from its junction

ANNEX A – PROPOSED AMENDMENTS

		<p>with Vale Road for 5 metres.</p> <p>3) On the northeast side of Vale Road from its junction with Mere Road in a direction southeast, to the existing no waiting at anytime restriction.</p>
<p>65</p>	<p>Melrose Road & Waverley Road, Weybridge</p>	<p>Residents have found that the existing parking controls are affecting amenity. It is therefore proposed that selected lengths no waiting at anytime are revoked and that a short section of no waiting at anytime is introduced to maintain sight lines and avoid obstruction.</p> <ol style="list-style-type: none"> 1) No waiting at anytime restriction reduced on both sides of Waverley Road close to its junction with Curzon Road/Heath Road, so that there remains 7.5 metres of no waiting at anytime on each side of Waverley Road from its junction with Curzon Road/Heath Road. 2) No waiting at anytime restriction reduced on the north side of Waverley Road close to its junction with Melrose Road so that 5 metres of no waiting at anytime remains from its junction with Melrose Road. 3) No waiting at anytime restriction reduced on the north side of Melrose Road close to its junction with Waverley Road so that 5 metres of no waiting at anytime remain from its junction with Waverley Road. 4) No waiting at anytime introduced on the south side of Melrose Road from its junction with Waverley Road, to the prolongation of the common boundary line between 2 and 4 Melrose Road. 5) No waiting at anytime introduce on the east side of Waverley Road from its junction with Melrose Road to the prolongation of the northwest flank wall of 2 Melrose Road.

ANNEX A – PROPOSED AMENDMENTS

66	Round Oak Road & Wey Road, Weybridge	<p>Vehicles parked close to the junction of Wey Road and Round Oak Road are affecting sight lines and causing obstruction. It is therefore considered necessary to introduce no waiting at anytime as follows:</p> <ol style="list-style-type: none"> 1) On the southeast side of Round Oak Road from its junction with Wey Road, in a direction southwest, to the prolongation of the southern most flank wall of the building 'Herons Way'. 2) On the south side of Wey Road from its junction with Round Oak Road, in a direction east to a point, 6.5metres west of the prolongation of the eastern flank wall of 'Herons Way'. 3) On the north/east side of Wey Road from the common boundary between '1 to 6 Cedar Lodge' and 'The Coach House', a direction west then north around the bend, to a point 5 metres north of the prolongation of the north flank wall of 'The Coach House'.
67	Brooklands Lane & March Road, Weybridge	<p>Vehicles parked close to the junction of Brooklands Lane and March Road, and close to the junction of Brooklands Lane with the access to the cemetery have been causing an obstruction and affecting sight lines. In addition vehicles parked on Brooklands Lane and Heath Road have been causing an obstruction. It is therefore considered necessary to introduce no waiting at anytime as follows:</p> <ol style="list-style-type: none"> 1) Extend the existing no waiting at anytime on the south side of Brooklands Lane from its junction with Heath Road so that there is a total length of 15 metres. 2) On the north side of Brooklands Lane from its junction with March Road, in a direction northeast to the existing no waiting at anytime restriction.

ANNEX A – PROPOSED AMENDMENTS

		<p>3) On the northeast side of March Road from its junction with Brooklands Lane to the prolongation of the main southeast flank wall of 1 Belvedere Close.</p> <p>4) On the west side of Brooklands Lane from a point 5 metres north of the access road to the cemetery to a point 5 metres south of the access road to the cemetery.</p>
68	Hillcrest, Weybridge	<p>The current resident permit holder parking bays in Hillcrest are insufficient for residents needs. It is therefore proposed to introduce new parking bays (with the same restrictions as others in the vicinity) and revoke the existing single yellow line restriction where these new bays are located. This will increase amenity for residents and their visitors. The Local Committee is respectfully asked to approve the work to survey this location for new bays, to advertise, and to implement.</p>
69	Portsmouth Road, Thames Ditton	<p>The highway has been realigned outside the shops at Winters Bridge, Portsmouth Road and two parking bays have been created for the convenience of customers to local businesses. Changes are required to the traffic regulation orders to introduce two parking bays with the restriction Monday to Saturday, 8.00am to 6.00pm, 30 minutes limited waiting no return within 30 minutes. The existing single yellow line restriction is to be revoked at the following location of these new bays: -</p> <p>1) On the northwest side of Portsmouth Road from the prolongation of the common boundary between 8/9 and 7 Criterion Buildings, in a direction northeast, to a point 1.8 metres southwest of the prolongation of the common boundary between 4 and 5 Criterion</p>

ANNEX A – PROPOSED AMENDMENTS

		<p>Buildings.</p> <p>2) On the northwest side of Portsmouth Road from a point 3.4 metres northeast of the prolongation of the common boundary between 3 and 4 Criterion Buildings, in a direction northeast, to the prolongation of the eastern flank wall of '1b' Criterion Buildings.</p>
<p>70</p>	<p>Silvertree Close & Station Avenue, Walton on Thames</p>	<p>Vehicles have been waiting and parking close to the junction of Silver Tree Close and Station Avenue affecting sight lines and causing obstruction. In order to ensure that there remains sufficient resident bays and short-term parking it is also proposed that a new parking bay (with the same restrictions as others in the vicinity) is also introduced. The following is proposed:-</p> <ol style="list-style-type: none"> 1) That the existing single yellow line restriction on the north side of Station Avenue is revoked and replaced with no waiting at anytime for 15 metres in each direction from its junction with Silvertree Close. 2) Existing single yellow line restriction on the east side of Silver Tree Close is revoked and replaced with no waiting at anytime - from its junction with Station Avenue to a point 1 metre south of the south flank wall of 1 Silver Tree Close. 3) Existing single yellow line restriction on the west side of Silver Tree Close is revoked and replaced with no waiting at anytime – from its junction with Station Avenue, in a direction north and around the bend westwards for 7 metres. 4) That a new 22 metre shared use (residents and limited waiting) parking bay with the same restrictions as other bays in the vicinity is introduced – on the south side of

ANNEX A – PROPOSED AMENDMENTS

		<p>Silver Tree Close (closest to Station Avenue) from the point the no waiting at anytime restriction terminates in (3) above westwards.</p> <p>5) That the existing single yellow line on the southern side of the inner island of Silvertree Close is revoked and replaced with no waiting at anytime between the parking bays on the east side and west side of the inner island.</p>
71	Weston Green Road, Esher	<p>Vehicles parked close to the crossing of the footpath across Ditton Common affect inter-visibility between motorists and pedestrians. There is also a need for a passing place for vehicles along this road. It is therefore proposed that no waiting at anytime is introduced as follows:-</p> <p>1) On the northwest side of Weston Green Road, in a direction northeast for 10 metres from the footpath, and in a direction southwest for 6 metres from the footpath. For clarification the footpath is 178 metres northeast of the junction of Weston Green Road, Station Road and Ember Lane.</p>
72	West End Lane, Esher	<p>Vehicles parked on West End Lane close to its junction with Lammas Lane have been causing an obstruction, affecting traffic flow, compromising pedestrian safety and causing an obstruction to wheelchair and pushchair users. It is therefore considered necessary to introduce no waiting at anytime on both sides of West End Lane from its junction with Lammas Lane (roundabout), southwards to the prolongation of the northern flank wall of the Pavilion.</p>
73	Hurst Road, East Molesey	<p>An amendment is required to the traffic regulation order to allow for even numbers 8 to 16 Hurst Road to apply for</p>

ANNEX A – PROPOSED AMENDMENTS

		resident parking permits in the existing controlled parked zone.
74	Colne Drive, Hershams	<p>An amendment is required to the traffic regulation order and in addition an amendment is required to create an additional parking space for the benefit of residents.</p> <ol style="list-style-type: none"> 1) The current single yellow line restriction on the northwest side of Colne Drive to be revoked southwestwards from the prolongation of the southwest flank wall of 42 Colne Drive. 2) The existing parking bay outside 38 and 40 Colne Drive is to be extended (with the same restrictions) in a direction southwest to the prolongation of the southwest flank wall of 42 Colne Drive. The existing single yellow line restriction at the location of this extension is to be revoked.
75	Fleece Road, Long Ditton	<p>Vehicles parked close to the junction of Fleece Road and St Mary's Road cause an obstruction for turning coaches and larger vehicles. Vehicles parked long-term on the southwest side of Fleece Road have been affecting amenity for residents, visitors and those wishing to park for a shorter daytime period. Vehicles parked close to the islands in the vicinity of even numbers 18 to 34 Fleece Road have been causing an obstruction to school coaches and larger vehicles. For the reasons given above it is therefore proposed to introduce the following parking controls:-</p> <ol style="list-style-type: none"> 1) To introduce no waiting at anytime on the northwest side of Fleece Road from the existing no waiting at anytime restriction near to the junction with St Mary's Road, in a direction southwest to a point 3 metres

ANNEX A – PROPOSED AMENDMENTS

		<p>northeast of the prolongation of northeast flank wall of 2 Fleece Road.</p> <p>2) To introduce no waiting Monday to Friday, 2.00pm to 4.00pm, on the southeast side of Fleece Road, from the existing no waiting at anytime restriction near to the junction with St Mary’s Road, in a direction southwest to the existing no waiting at anytime restriction in the vicinity of 19 Fleece Road.</p> <p>3) To extend the no waiting at anytime to around the two islands islands in the vicinity of even numbers 18 to 34 Fleece Road.</p> <p>4) Introduce no waiting at anytime on the northwest side of Fleece Road from a point 2 metres north of the prolongation of the common boundary between 26 and 28 Fleece Road, in a direction southwest to the prolongation of the common boundary between 36 and 38 Fleece Road.</p>
76	Ditton Reach, Long Ditton	<p>Vehicles parked close to the junctions in the vicinity of 19 Ditton Reach and 8 Ditton Reach have been causing an obstruction and affecting sight lines. It is considered necessary to introduce no waiting at anytime as follows:-</p> <p>Drawing number ELM/0310/76 outlines the proposals.</p> <p><i>In order to describe the extent of the restrictions in text it has been necessary to describe three separate sections of Ditton Reach referred to as ‘Section A’, ‘Section B’ & ‘Section C’</i></p> <p><u>Section A (section of Ditton Reach which provides access to</u></p>

ANNEX A – PROPOSED AMENDMENTS

		<p><u>City Wharf House and the Borough Council car park – running from number 19 to City Wharf House in a roughly northeast to southwest direction)</u></p> <ol style="list-style-type: none"> 1) On the northwest side for 12 metres from its junction with the straight section of Ditton Reach leading to the slipway. 2) On the southeast side for 16 metres from its junction with the Section B, terminating at the entrance to the borough council car park. <p><u>Section B (straight section that extends from the slipway to Portsmouth Road – running in a roughly northwest-southeast direction)</u></p> <ol style="list-style-type: none"> 3) On the west side from a point 10 metres north of the junction with Section A to a point 10 metres south of the junction with Section A. 4) On the east side from a point 14 metres north of the junction with Section C to a point 12 metres south of the junction with Section C. <p><u>Section C (section of Ditton Reach which provides access to even numbers 10 to 16 and odd numbers 21 to 51 – running in a roughly southwest to northeast direction)</u></p> <ol style="list-style-type: none"> 5) On both sides of Section C from its junction with Section B for 11.5 metres in a northeast direction.
77	Angel Road, Thames Ditton	Vehicles have been parking close to a cluster of private accesses (8 accesses) in the vicinity of 15 Angel Road and affecting sight lines and causing obstruction. It is considered

ANNEX A – PROPOSED AMENDMENTS

		necessary to extend the existing no waiting anytime restriction on both sides of Angel Road from outside 11 Angel Road, in a direction south, to a point 4.6 metres south of the prolongation the common boundary between 15 and 19 Angel Road.
78	Lammas Lane, Esher	An amendment is required to the traffic regulation order to allow for the property '11 Lammas Lane' to be included in the eligibility for resident permits as it lies within the existing controlled parking zone.
79	Cobham and East Molesey	That the charges for the on-street pay and display parking bays (per vehicle) referred to in this annex, be set at 10 pence for 10 minutes, or 50 pence per 30 minutes up to the maximum time limit permitted.
80	Station Avenue, Ashley Road and Ashley Rise, Walton on Thames	The current resident permit holder parking bays at the western end of Station Avenue are insufficient for residents needs. It is therefore proposed to introduce new parking bays (with the same restrictions as others in the vicinity) and revoke the existing single yellow line restriction where these new bays are located. This will increase amenity for residents and their visitors. The Local Committee is respectfully asked to approve the work to survey this location for new bays, to advertise, and to implement.

The following list provides the locations that were assessed and considered not appropriate to introduce permanent parking controls at this time. This is because of various different reasons, and there are a number of locations on this list that will be re-visited as part of the subsequent review. While every effort has been made to ensure this list is as accurate as possible, there may

ANNEX A – PROPOSED AMENDMENTS

have been requests that do not appear in this list due to the fact the request was considered along with a nearby road during the assessment. If further clarification is sought please contact the Parking Team using the contact details provided in the main report.

Hare Lane, Claygate	More Lane, Esher	High Street, Esher
The Avenue near Hare Lane, Claygate	Portsmouth Road, Esher	Brooklands Avenue, Weybridge
Torrington Road, Claygate	Station Approach, Esher	Caenshill Road, Weybridge
Between Streets, Cobham	Wolsey Road, Esher	Churchfields Avenue, Weybridge
Bray Road, Cobham	Walton Park/Molesey Road, Hersham	Grotto Road, Weybridge
Coveham Crescent, Cobham	Oakshade Road, Oxshott	Horvath Close, Weybridge
Eaton Park Rd/Fairmile Lane, Cobham	Warren Lane, Oxshott	Leavesden Road, Weybridge
Four Wents, Cobham	Effingham Road, Surbiton	Locke King Road, Weybridge
Freeland Road / Anyards Road, Cobham	Ferry Road, Thames Ditton	Lonsdale Road, Weybridge
Hollyhedge Road, Cobham	Haywards Road/ Giggs Hill Rd, Thames Ditton	Mayfield Road, Weybridge
Knipp Hill, Cobham	Lyndale Road, Thames Ditton	Monument Hill, Weybridge
Leigh Place, Cobham	St. Leonard's Road, Thames Ditton	Pantile Road, Weybridge
Mill Lane, Cobham	Belgrave Close, Walton on Thames	Pine Grove, Weybridge
Portsmouth Road, Cobham	Burhill, Walton on Thames	Thames Street, Weybridge
Spencer Road, Cobham	Gainsborough Court, Walton on Thames	Clarence Road, Beech Close, Hersham
Trafalgar Court, Cobham	Kilsha Road, Walton on Thames	Claremont Avenue, Rydens Grove, Hersham
Rushett Road, Ditton Hill	Kingsbridge Road, Walton on Thames	Hawkshill Way, Esher
Arnison Road, East Molesey	Molesey Close, Walton on Thames	Seymour Road, East Molesey
Matham Road, East Molesey	Molesey Road, Walton on Thames	Linkfield, West Molesey
St Mary's Road, East	West Grove, Walton on Thames	Heather Place, Esher

ANNEX A – PROPOSED AMENDMENTS

Molesey	
Walton Road, East Molesey	Down Street, West Molesey
Claygate Lane, Hinchley Wood	Island Farm Avenue, West Molesey
Eastmont Road, Esher	Kelvinbrook, West Molesey
Esher Green, Esher	Langton Road, West Molesey