

# Elmbridge parking review 2019/20: Statement of reasons

A document explaining our parking proposals and reasons for introducing them

This document sets out our proposals for new parking controls across the borough as part of our Elmbridge parking review 2019/20. The proposals are listed in electoral county division and then by town where appropriate.

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

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

If you wish to comment, object or support the proposals you must do so either online or in writing by the date given. This information is available on our website at:

[www.surreycc.gov.uk/elmbridgeparking](http://www.surreycc.gov.uk/elmbridgeparking)

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## Cobham division proposals

The county councillor for this division is [Mrs Mary Lewis](#). We have made [drawings available on our website](#) to accompany the written description below.

### Cobham

#### Bennett Close

Introduce mandatory disabled parking bay (disabled badge holders only at any time no time limit) in place of existing advisory bay in the lay-by type parking area outside number 1 Bennett Close, in order to improve compliance with the marking and ensure the bay is available for blue badge holders. Please refer to drawing number 1.

#### Gavell Road, Hamilton Avenue, Bennett Close

Introduce double yellow lines (No Waiting At Any Time) around the junction in order to improve sightlines and safety at the junction. The yellow lines will extend:

- From the grass in front of 17 Gavell Road, round into Bennet Close to a car's length short of the parking area.
- From the boundary of 2/4 Bennet Close round into Gavell Road up to the parking area.
- From the grass outside 44 Hamilton Avenue round into Gavell Road just short of the parking area.
- From the grass outside the front of 39 Gavell Road round to in line with the rear boundary of 39.

Please refer to drawing number 1.

#### Hogshill Lane

Extend existing double yellow lines (No Waiting At Any Time), south/west across the remainder of the frontage of number 101, in order to allow access along the road for service vehicles. Existing parking narrows the carriageway to an unacceptable level. Please refer to drawing number 2.

#### Stoke D'Abernon

##### Station Road

Revoke section of existing parking bay (Parking Mon-Sat 8am-6pm 2hrs No Return 2hrs) just south of its midpoint, and replace with single yellow line (No waiting Mon-Sat 7am-10am and 4pm-7pm), in order to create a 'passing place' so as to allow traffic to move along Station Road more freely during the peak period, which is currently causing severe problems for the bus service. Proposal will affect around three parking spaces. Please refer to drawing number 3.

## East Molesey and Esher division proposals

The county councillor for this division is [Dr Peter Szanto](#). We have made [drawings available on our website](#) to accompany the written description below

### East Molesey

#### Hurst Road

Extend existing double yellow lines (No Waiting At Any Time) to the east of the access to Weir House by 10 metres in order to improve visibility for motorists exiting the access. To improve safety. Please refer to drawing number 4.

#### Palace Road, Wolsey Road, Arnison Road, Hansler Grove, Grove Road.

Create new controlled parking zones in these roads.

This proposal is designed in order to improve availability of parking spaces for nearby shops and amenities, as currently commuter parking occupies much of the available parking space within these roads.

This proposal is put forward following petitions received demonstrating local support for the idea, local committee decisions to consider / re-consider the original petitions, and parking task group decisions to pursue the scheme. Please refer to drawing numbers 5-11.

In a controlled parking zone, the times at which the single yellow lines are in operation (i.e. when parking is prohibited), is displayed on the zone entry signs (unless signed otherwise locally). Further information about [controlled parking zones is available on our website](#).

#### Palace Road

In Palace Road the controlled parking zone is to operate Mon-Fri 10am-11am. Introduce single yellow lines (No waiting Mon-Fri 10am-11am) on both sides of the road from the end of the existing restrictions at the eastern end of the road, west, to a point in line with the projection of the boundary of numbers 73/71. From that point, introduce double yellow lines (No Waiting At Any Time) west, to meet the give way lines at the junction with Church Road, and around all sides of the 'island' of the junction too. Please refer to drawing numbers 5 and 6.

#### Wolsey Road

In Wolsey Road, the zone is to operate Mon-Fri 9am-10am.

Extend the existing double yellow lines at the eastern end, on the northern side, by 4 metres up to the driveway of number 3, in order to prevent vehicles overhanging the driveway.

On the southern side, from a point in line with the projection of the boundary of number 1 and 3, east, revoke a section of double yellow line (No Waiting At Any Time), and single yellow line (No Waiting Mon-Fri 10am-11am), for a combined length of 25m, and replace with a parking bay (Parking Every-day 8am-6pm Permit Holders (East Molesey controlled parking zone) or 3hrs No Return 2hrs). Residents of 3 Wolsey Road will be eligible to apply for permits for these new parking bays. Standard criteria apply as per existing bays within the East Molesey controlled parking zone, and the bays will be interoperable with the existing permit scheme therein.

Revoke the remainder of the existing single yellow line (No Waiting Mon-Fri 10am-11am), outside Westlands Court, and replace with single yellow line (No waiting Mon-Fri 9am-10am).

Introduce single yellow line (No waiting Mon-Fri 9am-10am) over the entirety of the remaining uncontrolled length of Wolsey Road.

Please refer to drawing numbers 7, 8 and 9.

### **Arnison Road, Hansler Grove, and Grove Road**

In Arnison Road, Hansler Grove, and Grove Road, the zones are to operate Mon-Fri 9am-10am. Introduce single yellow lines (No waiting Mon-Fri 9am-10am) covering the entirety of these roads where there are currently no parking restrictions, save for the exceptions listed below:

- In Hansler Grove:
  - Western side, revoke the existing single yellow line (No Waiting Mon-Sat 8:30am-6:30pm) outside the former Radnor House site and numbers 8 and 10, and replace with single yellow line (No Waiting Mon-Fri 9am-10am).
  - Eastern side, revoke the existing single yellow line (No Waiting Mon-Sat 8:30am-6:30pm) outside numbers 3 to 11, and replace with single yellow line (No Waiting Mon-Fri 9am-10am).
  - Eastern side, revoke the existing single yellow line (No Waiting Mon-Sat 8:30am-6:30pm) outside number 1, and replace with double yellow line (No Waiting At Any Time).
- In Arnison Road, revoke all existing single yellow line (No Waiting Mon-Sat 8:30am-6:30pm), at the eastern end of the road from the junction with Bridge Road, west, to approximately 17 metres past the St Johns Road junction, and replace with double yellow line (No Waiting At Any Time).

Please refer to drawing numbers 9, 10 and 11.

### **St John's Road**

Revoke all existing single yellow lines (No Waiting Mon-Sat 8.30am-6.30pm), which currently extend approximately 11 and 47 metres on the east and western side of the road respectively, and replace with double yellow line (No Waiting At Any Time). This is to make the parking restrictions simpler to understand given the changes proposed in adjacent roads (Arnison Road). Please refer to drawing number 9.

### **Seymour Road**

Reduce length of parking bay (Parking Mon-Sat 8.30am-6.30pm 1hr No Return 1hr) by one space in order to accommodate new vehicular access at 4 Seymour Road. Please refer to drawing number 12.

### **Summer Road, Summer Gardens**

Introduce sections of double yellow line (No Waiting At Any Time) around the corners of Summer Gardens alongside or outside numbers 10, eight, two, and one. In order to improve sightlines, access, and safety at the junctions. Please refer to drawing number 13.

## Esher

### Esher Green controlled parking zone

Increase the hours of operation of the controlled parking zone from the existing Mon-Sat 9am-5pm to Mon-Sat 9am-7pm. This applies to all existing single yellow lines and parking bays within the zone, with the exception of the existing parking bay outside 5 Wolsey Road which will remain unchanged, as will existing disabled parking bays. It is proposed to extend the hours of permit holders only parking in order to match the hours of control of the off-street car parks in Esher.

Roads within the zone are: Wolsey Road, Wolsey Grove, Heather Place, Park Road, Church Street, Esher Green, Esher Place Avenue, More Lane, Tellisford, Lammas Lane, Hunting Close.

It is also proposed to make the following amendments:

- Reduce the length of parking bay outside 36/38 Esher Green and replace with double yellow line, and replace the existing single yellow line (No Waiting Mon-Sat 9am-5pm) across the access between 36/38 and 34 with double yellow line, to prevent obstructive parking, as shown on drawing 14.
- Introduce double yellow line (No Waiting At Any Time) at the end of Wolsey Grove between number 8 and 8a, to prevent obstructive parking, as shown on drawing 15.

Note: we have only provided drawings to show the changes explained in the bullet point list above. You may wish to view the extents of the existing controlled parking zone using our online map at: <https://arcg.is/WvDra0>

### Milbourne Lane

Introduce a double yellow line (No Waiting At Any Time) on the south side from the end of the existing restrictions outside number two, up to the existing restrictions near the junction with Orchard Way. Along the north side of Milbourne lane install a double yellow line (No Waiting At Any Time) from the western end of the driveway of number three, up to the boundary of a Whitegate Place and number 15. In order to prevent the opportunity for motorists to park on both sides of the Road simultaneously. To prevent parking near to the school (including on the pavement). To improve safety and maintain traffic flow. Please refer to drawing number 16.

### Winterdown Road, Garson Road, Winterdown Gardens

Introduce sections of double yellow line (No Waiting At Any Time), on the northern side:

- From approximately 20 metres into Winterdown Gardens (eastern side) along Winterdown Road and into Garson Road up to the northern edge of the footway.
- On the eastern side of Garson Road from northern edge of the footway round into Winterdown Road and across the driveways of nos. 30 and 29.
- From the boundary of 21 and 22 round to in line with the back of the footway of Nightingale Road.
- From the end of the grass verge outside number 17 Winterdown Road round in a westerly direction round into the back of the footway of Nightingale Road.

On the southern side of Winterdown Road introduce a section of double yellow line (No Waiting At Any Time) yellow line roughly opposite the junction with Garson Road, covering the length of raised kerb.

These restrictions are proposed in order to improve sightlines and safety for motorists exiting Nightingale Road, and in order to prevent obstructive parking which causes significant congestion along Winterdown Road. Please refer to drawing number 17.

## Hersham division proposals

The county councillor for this division is [Mr John O'Reilly](#). We have made [drawings available on our website](#) to accompany the written description below.

### Hersham

#### Arch Road

Outside number 29 and numbers 19/21, revoke two sections of existing parking bay (Parking Mon-Fri 8am-9:30am Permit Holders Only and 9:30am-Noon Permit Holders or 2hrs No Return 1hr), and replace with two parking bays (Parking At Any Time Blue Badge Holders Only). In order to provide suitable parking for nearby residents. Note: the position of the proposed disabled parking bays has been decided so as to maximise remaining parking space / eliminate wastage of road space. The minimum length of disabled parking bay as defined by central government regulations is 6.6 metres. Please refer to drawing number 18.

#### Avondale Close

Introduce double yellow line (No Waiting At Any Time) around the entirety of the close. The existing parking which occurs partly on the footway at the entrance to the road (up to the bend) causes obstruction of the footway and leaves insufficient room on the carriageway for emergency service vehicle access. It is proposed to control the entire road to prevent 'displacement' problems. Please refer to drawing number 19.

#### Burwood Park Road

At the southern end of Burwood Park Road on the eastern side revoke the existing single yellow line (No Waiting Mon-Fri 8am-Noon) and convert it to double yellow line (No Waiting At Any Time). Revoke a 5 metre section of the parking bay and the southern end of Burwood Park road and replace with double yellow lines. To prevent parking near the junction with Queens Road, to improve safety at the junction.

On the eastern side Burwood Park Road opposite the boundary of 38 and 36A revoke a 6m section of single yellow line (No Waiting Mon-Fri 8am-Noon) and replace with parking bays (Parking Mon-Fri 8am-9.30am Permit Holders (Walton controlled parking zone) Only and 9.30am-Noon Permit Holders (Walton controlled parking zone) or 2hrs No Return 1hr).

On the eastern side Burwood Park Road opposite the boundary of 36A and 36 revoke a 12m section of single yellow line (No Waiting Mon-Fri 8am-Noon) and replace with parking bays (Parking Mon-Fri 8am-9.30am Permit Holders (Walton controlled parking zone) Only and 9.30am-Noon Permit Holders (Walton controlled parking zone) or 2hrs No Return 1hr). In order to correct the traffic regulation order to match parking bay layouts provided by developer of new properties in the road.

Please refer to drawing number 20.

#### Falmouth Road, Thistlecroft Road

Introduce short sections of double yellow line (No Waiting At Any Time) on the junction of Falmouth Road and Thistlecroft Road outside numbers four and seven Falmouth Road, in order to improve safety, access, and sightlines at the junction. Please refer to drawing number 21.

## **Faulkners Road**

Amend traffic regulation order in order to allow residents of Number 6 Faulkners Road to be eligible to apply for parking permits for the scheme operating in the same road. No drawing provided.

## **Mills Road**

Revoke without replacement all double yellow lines (No Waiting At Any Time) within Mills Road so as to correct traffic regulation order to match existing on site (lack of) parking restrictions. Parking within the road does not appear to be obstructive. Please refer to drawing number 22.

## **Molesey Road**

Revoke almost the entire length of existing parking bay (Parking Mon-Fri 8am-9:30am Permit Holders Only and 9.30am-Noon Permit Holders or 2hrs No Return 1hr) outside numbers 202 to 198, and replace with single yellow line (No Waiting Mon-Fri 8am-Noon), leaving approximately 2.2m of parking bay. Revoke section of single yellow line and extend parking bay in front of 196 so as to provide a parking bay of total length 5 metres. This is in order to allow for construction of new vehicular crossovers at number 200 and 198, and provide parking bay with space for one vehicle outside of 198/196. Please refer to drawing number 23.

## **Molesey Road**

Revoke existing single yellow line (No Waiting Mon-Sat 8am-6pm) which runs from number 90 to the and southern edge of Addley House, and replace with double yellow line (No Waiting At Any Time). In order to improve sightlines and safety at the access for Lidl. Please refer to drawing number 24.



## Hinchley Wood, Claygate and Oxshott division proposals

The county councillor for this division is [Mr Mike Bennison](#). We have made [drawings available on our website](#) to accompany the written description below.

### Hinchley Wood

#### Manor Road North

Introduce double yellow lines (No Waiting At Any Time) from the boundary of 116 and 114 to the boundary of 112 and 110 Manor Road North, to prevent parking which obstructs sightlines and access at the junction. Please refer to drawing number 25.

### Oxshott

#### Goldrings Road

Extend existing section of single yellow line (No Waiting Mon-Fri 9.30am-11am) outside number 1, northeast for an additional 18m. Reduce the length of the same restriction by 13 metres, from its existing termination point at the side of number 2 Holtwood Road. In order to provide restrictions consistent with the area and protect sightlines around a new vehicle crossover. Please refer to drawing number 26.

#### Holtwood Road

Revoke sections of single yellow line (No Waiting Mon-Fri 9.30am-11am) and replace with double yellow line (No Waiting At Any Time) in the following locations:

- On the western side of the road from the end of the existing double yellow lines outside 24 Holtwood Road in a up to the and the written know if boundary of 18 and 16.
- On the southern side of the road opposite the boundary of 16 and 18, around the bend in the south westerly direction for a distance of 33 metres.
- And the eastern side of the road from the end of the existing double yellow lines opposite 24 in a northerly direction to just past the entrance to the Oxshott Village Centre.

In order to prevent obstructive parking resulting from parking on both sides of Holtwood Road. In order to remove congestion near the Steels Lane junction. To remove parking which obstructs sightlines around the inside of the bend opposite number 6, thereby improving safety. Please refer to drawing number 27.

#### Silverdale Avenue, Broom Hall

Introduce sections of single yellow line (No Waiting Mon-Fri 9.30am-11am) on Silverdale Avenue in the following areas:

- At the northern end of the road on the western side from the end of the existing restrictions near the junction with Oakshade Road south to the northern edge of the driveway of number four.
- From the southern edge of the driveway of number six south and then west to the edge of the driveway of number 14.

Introduce sections of double yellow line (No Waiting At Any Time) on Silverdale Avenue in the following areas:

- In between the two sections of single yellow line stated above.
- On the eastern side of the road from the end of the existing restrictions at the junction with Oakshade Road, south to the junction with Broom Hall.
- From a point opposite the edge of the driveway of number 14, east to the junction with Broom Hall.

Introduce sections of double yellow line (No Waiting At Any Time) on Broom Hall in the following areas:

- On the northern side from the junction with Silverdale Avenue, east to the end of the footway.
- On the southern side of the road a 10 metre section centralised on the path leading to Danes Hill School.
- On the southern side of the road from the junction of Silverdale Avenue to the in line with the front building line of 17 Silverdale Avenue.
- On southern side of the road a 10 meter section centralised between the two sections outlined above.

These are proposed in order to remove all day parking on Silverdale Avenue, to improve parking and ease congestion at 'school pickup/drop off'. To remove/prevent obstructive parking occurring from simultaneous parking on both sides of Silverdale Avenue / Broom Hall. To provide spaces for vehicles to safely pass each other on Broom Hall. Please refer to drawing number 28.

## The Dittons division proposals

The county councillor for this division is [Mr Nick Darby](#). We have made [drawings available on our website](#) to accompany the written description below.

### Thames Ditton

#### Aragon Avenue, Summer Road, Speer Road

Introduce double yellow lines (No Waiting At Any Time):

- Along the entire northern side of Aragon Avenue, from the end of the existing restrictions outside number 34 round into Summer Road to the boundary of 140 and 138, in order to maintain vehicular access. At 6.1m wide, the road is not wide enough to accommodate parking on both sides, without vehicles parking on the verge, causing damage to it.
- Install double yellow lines around the junction of Summer road and Speer Road for around 15 metres in every other direction. To prevent parking near to the roundabout junction, to maintain sightlines and safety at the junction

Please refer to drawing number 29.

#### Ditton Reach

Extend the existing double yellow lines (No Waiting At Any Time) opposite sea scouts by 8.5 meters in order to allow vehicular access to the Sea Scouts. Please refer to drawing number 30.

#### Portsmouth Road

Revoke the final 19.3m length of existing single yellow line (No waiting Mon-Sat 8.30am-6.30pm) on the south side of Portsmouth Road roughly opposite the St Leonards Road junction, from in front of properties 'Sunny Side' to 'Jesmond Dene' in order to match traffic regulation order to existing on site restrictions. Please refer to drawing number 31.

#### Rushett Road

Outside Peacocks Terrace. Introduce double yellow lines (No Waiting At Any Time) for a length of around 3.5m east and west of the access to parking area at rear of Peacocks Terrace, in order to improve vehicular access. double yellow lines will replace existing white hatching. Please refer to drawing number 32.

#### St Mary's Road

Revoke final 12 metres of existing single yellow line (No Waiting Mon-Fri 2pm-4pm) outside number 26 and replace with double yellow line (No Waiting At Any Time). On the western side of the road, just south of the Fleece Road junction extend the existing double yellow lines by 9 metres. In order to improve sightlines and safety for road users at the junction. Please refer to drawing number 32.1.

Extend existing double yellow line (No Waiting At Any Time) on the eastern side of St Mary's Road near to the junction with Ditton Grange Drive by 5 metres, in order to improve sightlines and safety for motorists exiting Ditton Grange Drive. Please refer to drawing number 32.2.

## **Warwick Gardens, Summer Road**

Introduce double yellow lines (No Waiting At Any Time) at the junction, extending around 20 metres north and south along Summer Road and around 10 metre into Warwick Gardens, to prevent parking near the junctions, to improve sightlines and safety.

Introduce double yellow lines (No Waiting At Any Time) at the junction where Warwick Gardens splits, extending approximately 10 metres into the spur, and 8 metres on the main section. To prevent parking near the junctions, to improve sightlines and safety.

Please refer to drawing number 33.

## **Weston Green Road**

Extend existing double yellow lines (No Waiting at Any Time) on the northern side of the road in front of 'Corner Cottage' by approximately 7 metres. Extend the same on the south side of the road to finish perpendicular to the restrictions described above. This will allow more room for vehicles to give way at the end of the road.

Introduce a permit parking scheme on Weston Green Road in order to help residents find parking space near their homes, due to competition for space from commuters accessing Esher station. Install parking bays (Parking Mon-Fri 10am-11am Permit Holders (TBC) Only), on the northern side of Weston Green Road. Starting from the end of the double yellow line explained above, introduce three parking bays of approximately 25 metres in length, 25 in length, and 35 metres in length separated by gaps of approximately 14 and 13 metres respectively. In the uncontrolled gaps, introduce SYLs (No Waiting Every-day 8am-6pm) to act as 'passing places' to improve traffic flow, and reduce the temptation for motorists to park on the grass which is damaging the verge and kerb.

These parking bays would provide space for around 17 vehicles.

Key permit eligibility details (full details are listed in the draft traffic regulation order):

- Residents eligible to apply for all permit types are those occupying any residential addresses in 1-14 Jubilee Villas, plus Elford Cottage and Corner Cottage.
- The cost for a resident permit is £50pa for the first permit, and £75pa for any subsequent permits issued.
- The maximum number of resident permits issuable per place of abode is calculated by the number of vehicles registered to the property minus the number of off street spaces at the property.
- The maximum number of resident visitor permits issuable per place of abode per year is 120, at a cost of £2 per permit. Each permit lasts all day and is specific to the registration number of a visitor's vehicle.
- Permit types available within this scheme are residents, visitors, carers and operational. There are no business permits.

Please note: the council has approved a new strategy that would see charges for permits increased in the near future.

Please refer to drawing number 34.

## **Weston Green Road, Longmead Road**

Introduce sections of double yellow lines (No Waiting At Any Time):

- On the eastern side of Weston Green Road, from a point opposite the existing double yellow lines outside 'Clayhithe', south to meet the existing double yellow lines on the junction of Camm Gardens.
- On the eastern side of Weston Green Road, from the end of the existing double yellow lines opposite 'Little Bradley', south and then east into Longmead Road up to the access to 'St Helens'.
- On the southern side of Longmead Road from a point opposite the middle of the access to 'St Helens', west, and then south along Weston Green Road, to finish 10 metres from the junction.
- On the western side of Weston Green Road, from a point 1.5m south of the speed table outside 'Cameron House', south, for approximately 67m.

The restrictions are proposed in order to maintain access for the bus using this route (and other similarly large vehicles). Please note the double yellow lines already exist on site having been introduced using a temporary traffic order; this proposal will make them permanent.

Please refer to drawing number 35.

## Walton division proposals

The county councillor for this division is [Rachael I. Lake](#). We have made [drawings available on our website](#) to accompany the written description below.

### Walton

#### Florence Road, Florence Close

Introduce 10m of double yellow line (No Waiting At Any Time) in each direction at the junction in order to improve sightlines, access, and safety at the junction. Please refer to drawing number 37.

#### Hurst Road, Terrace Road, Walton Road, Sunnyside, Dillmount Drive

Introduce double yellow line (No Waiting At Any Time) on both sides of the road, from the boundary of 273/275 Terrace Road, east, to a point in line with the end of the footway on the northern side of the road past the junction of Dillmount Drive. Extend double yellow lines into side junctions as follows:

- Approximately 9m into Dillmount Drive.
- Approximately 20m into Walton Road.
- Into Sunnyside, to a point in line with the front building line of 277a Terrace Road.

Restrictions are proposed in order to prevent parking along section of Terrace Road and Hurst Road including the junctions with Walton Road, Sunnyside, and Dillmount Drive, in order to improve sightlines and safety at the junctions, and prevent obstructive parking. Please refer to drawing number 38.

#### Hurst Road

Introduce a 'Rural Clearway' (No Stopping At Any Time) from the end of the proposed double yellow lines (shown on Drawing 38), along Hurst Road, up to a point approximately 30m west of property number 524 (to cover the existing 40mph speed limit extent). Length is approximately 1.35km.

Note: no drawing is provided to show the clearway extents.

#### Manor Road

Introduce double yellow line (No Waiting At Any Time) on the northern side of the road in between existing restrictions near the junction with Stonebanks and those in front of number 20 Manor Road, in order to prevent parking near to the mini roundabout which obstructs sightlines for motorists exiting Stonebanks. Please refer to drawing number 41.

#### Rodney Road, Inwood Court

Introduce double yellow line (No Waiting At Any Time) from Inwood Court from a point in line with the southern building line of 26/27/29 around the junction and extending 20m each way along Rodney Road, to improve sightlines and safety at the junction. Please refer to drawing number 42.

#### Sidney Road

Extend existing double yellow line (No Waiting At Any Time) outside 10a by approximately 6m in order to prevent parking which obstructs the access to number 10a. Please refer to drawing number 43.

## Walton South and Oatlands division proposals

The county councillor for this division is [Mr Tony Samuels](#). We have made [drawings available on our website](#) to accompany the written description below.

### Walton

#### Oakdene Court

Correct traffic regulation order in order to add existing parking bays in Oakdene Court to the traffic order for the Walton controlled parking zone. Note: no drawing is provided as the bays are already marked on site.

#### Walton controlled parking zone for Walton Court

Exclude residents of Walton Court (the new development at the former Birdseye site on Station Avenue), from being eligible for permits within the Walton controlled parking zone. Previous large-scale developments around the station have been excluded from being eligible for permits, and it is logical to do the same for Walton Court. Roads off station Avenue (e.g. Trafalgar Drive, Copenhagen Way, St Vincent Road) are already over capacity, and it would be inappropriate to allow additional parking in these roads. Although planners do not anticipate the development generating additional on-street parking demand, it is beneficial to make the change to the traffic regulation order before the new properties are completed. No drawing provided.

#### Walton controlled parking zone

Correct traffic regulation order in order to modify maximum stay on paid for parking bays and dual use parking bays from 10 hours to 4 hours (i.e. their entire operational period which is 8am-Noon). It is not possible to have a maximum stay of 10 hours when the bays only operate for four hours. No drawing provided.

## Weybridge

### Anderson Road, Cross Road, Vale Court

Allow 142 and 120 Oatlands Drive to be eligible to apply for permits with the parking scheme in the specified roads (ID: L). No drawing provided.

### Oatlands Chase, Pennington Drive, The Paddocks, Westdene Way, Castle Road, Drynham Park, Ronneby Close

Introduce double yellow line (No Waiting At Any Time):

- Along the northern side of Oatlands Chase from the 'give way' lines at the Oatlands Drive junction, east, and south to meet the existing double yellow lines just south of number 47, extending into side junctions approximately:
  - 18 metres into Drynham Park
  - 14 metres into Westdene Way (western access of)
  - 13.5 metres into Westdene Way (eastern access of)
  - 15 metres into The Paddocks
  - To a point in line with the 'back of footway' of all other access
- Along the southern side of Oatlands Chase from the 'give way' lines at the Oatlands Drive junction, east, and south to a point 24metres past the junction of Pennington Drive, extending into side junctions a distance of approximately:
  - 17 and 13 metres into Ronneby Close (west and east side thereof respectively)
  - 15 metres into Castle Road
  - 16 metres on the eastern side of Pennington Drive, and up to the access of Oakwood Grange on the western side.

This is in order to prevent parking on Oatlands Chase and on specified junctions, to improve safety and traffic flow along Oatlands Chase, and improve sightlines, safety and access at the junctions.

On the south side of Oatlands Chase from the eastern end of the proposed double yellow lines explained above, introduce single yellow line (No Waiting Every-day 9am-3pm) extending east to meet the existing double yellow line outside Larchfield Close. The restrictions are proposed in order to prevent all day parking, but allow parking at school 'pickup' and 'drop off' times (as currently happens). Please refer to drawing numbers 44-47.

### St Mary's Road, Kemble Close, Rosslyn Park, Cross Road, Vale Road, Anderson Road

Remove sections of existing double yellow line (No Waiting At Any Time):

- within St Mary's Road, a length of approximately 10 metres on the eastern side, approximately 10 metres from the Oatlands Drive junction.
- Within Kemble Close, a length of approximately 9 metres on the northern side, approximately 10 metres from the St Mary's Road junction.
- Within Rosslyn Park, on the eastern side:
  - A length of approximately 10 metres, 17 metres from the Oatlands Drive junction
  - A length of approximately 10.7 metres, 1.3 metres north of the access to the garages for numbers 1 to 7

and replace with parking bays (Parking Mon-Sat 8am-6pm 30mins No Return 2hrs). Also introduce the same parking bay in the existing 'gap' in the double yellow lines, 2 metres south of the access to the garages for numbers 1 to 7 Rosslyn Park.



Introduce short section of double yellow line:

- at the junction of Cross Road and Vale Road,
- at the junction of Kemble Close (south side only) and St Mary's Road (west side), for a distance of approximately 9 metres each way

in order to improve sightlines, access, and safety at the junction.

Remove the final 3 metres of existing double yellow line (No Waiting At Any Time) on the western side of Anderson Road near the Oatlands Drive junction, and introduce parking bay (Parking Mon-Sat 8am-6pm 30mins No Return 2hrs) in its place, extending north to 1 metres short of the existing permit parking area entry/exit point. Introduce double yellow line on the opposite side in the 'gap' between existing double yellow lines, in order to prevent scope for parking on both sides of the road simultaneously, as it is not wide enough to allow this.

Restrictions are proposed in order to improve turnover of parking space, and improve access to the local shops on in the area.

Please refer to drawing number 48.

### **Oatlands Drive, Parkway, Barham Close, Churchill Drive, Park Lawn Road, Cedar Grove**

Introduce double yellow line (No Waiting At Any Time) along both sides of the entire length of Oatlands Drive from the end of the existing double yellow lines at its western end, up to the existing double yellow lines near to the junction with Parkway, revoking existing SYLs (No Waiting Mon-Sat 8am-6pm) in the vicinity of Park Lawn Road.

The double yellow line extends to side junctions of:

- Parkway, to a point where the tarmac footway meets the grass verge on the western side, and round to halfway across number 23 on the eastern side.
- Barham Close, 14 metres into.
- Cedar Grove, to a point in line with the front building line of 155 Oatlands Drive.
- Churchill Drive, 15 metres into.
- Park Lawn Road, replacing the existing single yellow line, a distance of approximately 27 and 33.5 metres on the east and west side respectively.

This is in order to improve sightlines, access, and safety at the junctions, and to prevent any obstructive parking on Oatlands Drive, especially where the cycle lane exists at the western end of Oatlands Drive. Please refer to drawing numbers 49-51.

## West Molesey division proposals

The county councillor for this division is [Mr Ernest Mallett MBE](#). We have made [drawings available on our website](#) to accompany the written description below.

### West Molesey

#### Beauchamp Road, Nightingale Road, Spring Gardens

Introduce sections of double yellow line (No Waiting At Any Time):

- At the junction of Spring Gardens and Beauchamp Road, extending from in line with the front building line of 65 and 67, round into Beauchamp Road in either direction finishing approximately half way across the frontage of those two properties.
- At the junction of Nightingale Road and Beauchamp Road, from a point in line with the driveway of number 2 Nightingale Road, on both sides of the road, round into Beauchamp Road and extending to the shared boundary of number 2 Nightingale Road and 52 Beauchamp Road, and just past the boundary of 46/48 Beauchamp Road.

Restrictions are proposed in order to improve sightlines, access, and safety at the junctions. Please refer to drawing number 52.

#### Hurst Road, New Road, Windsor Avenue

Extend existing double yellow lines (No Waiting At Any Time) outside on the eastern side of New Road near the junction with Hurst Road to finish in line with number 60.

Introduce sections of double yellow line (No Waiting At Any Time):

- On the western side of New Road from a point opposite that explained above, north and then west along Hurst Road, and into Windsor Avenue to the point where the grass verge starts approximately 14.4 metres into the road.
- On the southern side of Windsor Avenue, from a point opposite that explained above, northeast and then southwest along Hurst Road to meet the existing restrictions outside number 346.

Restrictions are proposed in order to improve sightlines, access, and safety at the junctions. In order to prevent parking on verges on Hurst Road. Please refer to drawing number 53.

#### Merton Way, Adecroft Way, Hurst Lane

Introduce sections of double yellow line (No Waiting At Any Time):

- On the eastern side from in line with the boundary of 52/50 Merton Way, south and then east, to a point 10 metres into Adecroft Way.
- From a point in Adecroft Way opposite that explained above, west, and then south along Merton Way to a point in line with the boundary of 48/46.
- On the north side of Adecroft Way from in line with the boundary of 19/21, east and then north along Hurst Road to a point 22 metres from the junction.
- On the southern side of Adecroft Way from in line with the boundary of 20/22, east and then south along Hurst Road to a point 17.5 metres from the junction.

Restrictions are proposed in order to improve sightlines, access, and safety at the junctions. Please refer to drawing number 54.

## Weybridge division proposals

The county councillor for this division is [Mr Tim Oliver](#). We have made [drawings available on our website](#) to accompany the written description below.

### Weybridge

#### Egerton Road

Extend existing double yellow line (No Waiting At Any Time) on the northern side of the road from their current termination point near the St Georges Avenue junction, east, and then wrapping into Belmont in line with the 'back of footway'.

Restrictions are proposed in order to prevent parking on the verge/pavement which is causing damage, and to improve access for vehicles along Egerton Road. Please refer to drawing number 55.

#### Fortescue Road

Introduce double yellow line (No Waiting At Any Time):

- On the western side of the road from the end of the existing double yellow lines near the Mayfield Road junction, north, up to the driveway of number 1 Fortescue Road.
- On the eastern side of the road from the end of the existing double yellow lines near the Mayfield Road junction, north, up to the southern boundary of number 60.
- Around the entirety of the 'island' (section that is currently uncontrolled).

Restrictions are proposed in order to prevent parking which obstructs the footway. Please refer to drawing number 56.

#### Radnor Road

Introduce double yellow line (No Waiting At Any Time):

- On the inside of the bend outside numbers 31/33, an 8.2 metre length centred on the middle of the bend.
- On the inside of the bend outside number 1, a 5.5 metre length centred on the middle of the bend.

Restrictions are proposed in order to prevent parking at the corners of Radnor Road which obstructs the passage of service vehicles. Please refer to drawing number 57.

#### Springfield Lane

Extend existing double yellow lines (No Waiting At Any Time) on both sides of the road, south, for a distance of approximately 20 metres to where the road narrows, in order to prevent parking in Springfield Lane which obstructs the footway and access to properties off the lane. Please refer to drawing number 58.

#### St George's Avenue

Extend existing double yellow lines (No Waiting At Any Time) on the south side of the road, just east of the Cavendish Road junction, by approximately 14 metres in order to improve visibility for motorists exiting Cavendish Road. Please refer to drawing number 59.

## Wey Road, Round Oak Road

Introduce a controlled parking zone covering Wey Road and Round Oak Road, operating Monday-Saturday 9am-7pm. Introduce double yellow lines (No Waiting At Any Time) and single yellow lines to prevent obstructive parking.

The objective of the scheme is to increase space for short stay visitors to Weybridge by discouraging all day parking by non-residents in these roads.

The controlled parking zone would require signs at the entry and exit points, and the parking bays would require upright signing.

Introduce parking bays 'Monday-Saturday 9am-7pm permit holders or 3hrs no return to zone' ~ 26 spaces. This will allow permit holders (i.e. residents) to park in these bays for an unlimited amount of time, and anyone else to park for up to three hours for free. These parking bays will be positioned:

- On Wey Road, outside:
  - Dene Cottage, a bay for 3 cars,
  - Red Stables, a bay for 1 car,
  - Wey Lea, a bay for 4 cars,
  - Ayot Weir, a bay for 6 cars,
  - The Coach House, a bay for 1 car,
  - Cedar Lodge, a bay for 6 cars
- On Round Oak Road, outside Chasewood House, a bay for 5 cars.

Introduce parking bays 'Monday-Saturday 9am-7pm 3hrs or pay by phone for longer stay' ~ 67 spaces. This will allow anyone to park for up to three hours for free or pay a small fee to stay for longer, with a tariff of 50p/hr for the paid for period. An administration fee of 19p would apply to each transaction. These parking bays will be positioned:

- On Wey Road, outside:
  - The side of 78 Portmore Park Road, a bay for 3 cars, and in doing so revoking a 2 metre section of the existing double yellow lines at the junction,
  - Hartlands, a bay for 3 cars,
  - Piplin House, a bay for 2 cars, and in doing so revoking a 5 metre section of existing double yellow line,
  - Auerbach House, a bay for 3 cars,
  - Riverdene, a bay for 6 cars,
  - Waydene, a bay for 2 cars,
  - The site of Willowbank (between Waydene and Dene Cottage), a bay for 4 cars,
  - Red Cottage, a bay for 2 cars,
  - Redwood, a bay for 1 car,
  - Fineshade, a bay for 7 cars,
  - Doveton Cottage, two bays for 2 cars each,
  - Thornwood, a bay for 2 cars,
  - Arden / Thornwood, a bay for 6 cars,
  - River House, a bay for 2 cars,
  - Ayot Weir (southern side), a bay for 5 cars,
  - To the side of The Ocah House, a bay for 4 cars,
- On Round Oak Road, outside:
  - Kenlawn Cottage, a bay for 6 cars,
  - Ellesmere, a bay for 3 cars,
  - King's Lea, a bay for 2 cars.

Introduce single yellow lines 'Monday-Saturday 9am-7pm' covering the entirety of the two roads in question, other than:

- Where parking controls already exist.
- Where parking bays are proposed.
- Where double yellow lines are proposed, which is:
  - On the south side of Wey Road, in between existing restrictions opposite Cedar Lodge.
  - Between the parking bays outside the side of 78 Portmore Park Road / Hartlands / Piplin House.
  - From the end of the existing restrictions outside Leacroft, north, to a point in line with the projection of the main southern building line of Round Oak.
  - Between the proposed parking bays outside Riverdene / Auerbach House / Weydene.

Key permit eligibility details (full details are listed in the draft traffic regulation order):

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

Please note:

- The council has approved a new strategy that would see charges for permits increased in the near future.
- The capacity of each parking bay listed above is given in order to help people visualise and evaluate the scheme. It is an approximation based on an average sized car. Bays will not be subdivided into individual spaces. Bays are not exclusively for the use of 'cars'.

Please refer to drawing numbers 60 and 61.

## **Borough-wide proposals**

These proposals affect all areas within Elmbridge in which such traffic orders exist. No drawings are provided.

- Amend all TROs relating to permit schemes within the borough in order to allow for the issuance of more than 120 visitor permits.
- Amend all TROs relating to permit schemes within the borough in order to reflect our policy that business permits should be issued only for vehicles that are essential to the function of the business (i.e. not for use of 'commuters').