

Introduce a 'permit holders only past this point' type permit scheme applying to Valroy Close during Monday to Saturday 8am to 6pm, in order to give residents priority over non-residents. This scheme will operate the same time as the Camberley Controlled Parking Zone, but will not form part of the CPZ itself, therefore permits in Valroy Close will be for their residents and visitors only. As part of this proposal, it will be necessary to **revoke the 'no motorised vehicles except for access' restriction**, which currently applies to Valroy Close. As part of this proposal, the single yellow line on the junction with **Townside Place** (applying Monday to Saturday 8am to 6pm) would be converted to double yellow to maintain access, sightlines and road safety at all times.

Kings Ride j/w York Road (Drawing No: 1319)

Extend the existing double yellow lines to the north of the junction to prevent one vehicle parking in between the existing bus stop and the double yellow lines, which causes queuing traffic on Kings Ride when buses have to wait to go around the parked car in order to move off. This problem becomes even more of an issue when there is another bus waiting in the bus stop on the other side of the street. With the double yellow lines extended up to the bus stop, the bus could move off unhindered.

Shalbourne Rise (Drawing No: 1391)

Introduce additional lengths of double yellow lines in Shalbourne Rise to prevent parking on the sharpest parts of the S shaped bends, and also on the junction within Shalbourne Rise itself, to maintain road safety, sightlines and access. A three car length unrestricted gap is specifically being left outside number 3 in order to provide on street parking where it is safe to do so.

Portesbery Road and Clarewood Drive (Drawing No: 1320, 1371)

Extend the Camberley Controlled Parking Zone to include the remaining section of Portesbery Road and all of Clarewood Drive. Following a petition from residents of these streets for something to be done regarding all day parking blocking sightlines for driveways and obstructing traffic flow and access, an extension of the CPZ was consulted on with residents. Of those who responded to the consultation, twice as many residents supported the CPZ extension than those who did not. This proposal includes introducing four unrestricted parking bays of various capacity in Portesbery Road and four in Clarewood Drive, with all other sections of road being single yellow line applying Monday to Saturday 8am to 6pm, in order to keep parking in safe and un-obstructive parts of the road only. As part of this proposal, existing double yellow lines would be extended on the entrance to Clarewood Drive (western side only) to improve traffic flow in and out of the street. Finally, double yellow lines would be introduced on the junction of Portesbery Road and Knightsbridge Road to prevent parking on approach to the junction and up to the end of the new CPZ boundary. Due to the longer walking distance to and from the town, unrestricted bays have been deemed to be more suitable here than bays with a 2 hour limit. It is believed that this proposal is long overdue for this particular part of town, and will act as a solid long term parking arrangement for these two streets.

Service Area 6 (Drawing No: 1322)

Revoke the parking bay (business permit holders only Mon-Sat 8am to 6pm) outside unit number 12/14 and replace with double yellow lines in order to maintain access to the statutory utilities box at all times.

ITEM 7

Upper Gordon Road (Drawing No. 1326)

Opposite the surgery, revoke a length of existing 'Monday to Saturday 8am to 6pm permit holders or 2 hours no return within 2 hours' parking bay restriction and replace with one disabled bay (3 hour maximum stay) and a 5 car length bay with the restriction 'Monday to Saturday 8am to 6pm 1 hour no return within 2 hours'. This will ensure a turnover of on street parking for the surgery (and others) to address a longstanding issue of a lack of sufficient off street space for the surgery following a gradual increase in visitor numbers over the years. The 1 hour limit will provide enough time for visits to the surgery (as agreed by the surgery in a site meeting with the local county councilor and parking team) and the disabled bay will allow one space to be prioritised for blue badge holders to park closest to the surgery. Around 8 spaces of shared use bay for 2 hours or permit holder parking will remain after this new bay terminates.

3.2 CAMBERLEY WEST – Annex B

Grand Avenue (Drawing No: 1324)

Extend the existing 'permit holders only' parking bay (Monday to Saturday 8am to 6pm) opposite numbers 27 and 35 in order to increase capacity by three spaces in total. This is in response to an increase in permit holders over the last few years, which has made it harder for residents and their visitors to park on street. Due to the bay being permit holders only, this change should result in a significant improvement for residents and their visitors.

Firwood Drive and France Hill Drive (Drawing No: 1324, 1329)

To convert all existing 'free unlimited parking' spaces in Firwood Drive and France Hill Drive to 'Permit holders or 2 hours no return within 2 hours Monday to Saturday 8am to 6pm'. Residents of these streets - particularly those in Firwood Drive – have expressed an increasing demand over the past few years for 2 hour parking to be introduced instead of the unrestricted parking bays. Residents have stated a number of concerns regarding all day parking, including issues resulting from vehicles remaining parked for significantly long periods of time, such as preventing road sweeping and gully cleansing from taking place in the streets. Whilst a time limited restriction will help with these issues, 2 hour parking is primarily being proposed to allow a turnover of visitor parking to take place in close proximity to the town, bearing in mind how close both of these streets are to the town centre. As this two hour restriction is already in Middle and Upper Gordon Road, and also in Portesbery Road, which are located to the south and to the east of the main town centre respectively, having these 2 hour spaces in Firwood Drive and France Hill Drive will create a better balance of this restriction by having it to the west of the town as well. In addition, it will allow far more opportunities for school peak time parking to take place for the school located in France Hill Drive, which often has to take place on the single yellow lines as all the unrestricted spaces are occupied.

41 The Avenue (No Drawing)

To allow number 41 The Avenue to be eligible for resident and visitor permits for use in Heatherley Road. The residents of this address have requested this, as it is understood that they are the only property in The Avenue without off street parking. Bearing in mind The Heatherley Road shared use parking bay is serving only a small number of

Heatherley Road properties, there is certainly capacity for this additional property to be made eligible as an addition.

Chapel Road (Drawing No: 1328)

Extend the existing double yellow line located outside 43 to 67 further westwards in order to maintain access at all times for the accesses located by Plantation Row.

Victoria Avenue (Drawing No: 1328)

Reduce the existing double yellow line outside number 6 so that it does not cover the driveway for number 6, as request by the resident.

Chillingham Way j/w Gordon Avenue (Drawing No: 1336)

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

Heatherdale Road j/w Kingsclear Park (Drawing No: 1392)

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

Crabtree Road (Drawing No: 1342)

Extend the existing double yellow lines on the north side up to the entrance to the allotments and on the south side in front of numbers 1 and 3, in order to improve two way traffic flow on approach to the junction at this congested part of the street, and to allow for more queueing traffic to take place at the traffic signals, without affecting passing traffic.

Watchmoor Road (Drawing No: 1393)

From the roundabout with Watchmoor Point, southwards to the entrance to the Watchmoor Trade Centre, introduce several sections of double yellow lines to maintain access, sightlines and road safety on the roundabout, the bend, and all the business entrances and exits within this part of Watchmoor Road. These restrictions were installed with an 18 month Temporary Traffic Regulation Order (funded by some of the businesses within the estate), which we now propose to make permanent.

Latham Avenue (Drawing No: 1346)

Outside 4 and 6, revoke a two car length section of the existing single yellow line (Monday to Friday 11am to 2pm) and outside 8, revoke a one car length section. This will allow three additional unrestricted parking spaces on the first half of Latham Avenue which, in effect, will take pressure away from the properties without off street parking, who are struggling to park outside their homes. As part of this proposal, the existing single yellow line on the corner outside number 10 will be converted to double yellow, in order to maintain access and sightlines.

ITEM 7

Hale Way (Drawing No: 1349)

Convert all existing single yellow line (Monday to Saturday 8am to 6pm) covering the public highway to double yellow in order to maintain access and traffic flow at all times, particularly for the supermarket car park and residential driveways.

Portsmouth Road Layby R/A with Frimley High Street (Drawing No: 1363, 1349)

Revoke the double yellow lines in front of the redundant dropped kerb on the eastern side and fill in the gap with the same existing parking bay restriction (Monday to Saturday 8am to 6pm 1 hour no return within 1 hour) in order to maximise parking space. In addition, introduce double yellow lines in the southernmost corner of the layby and adjust the parking bay layout accordingly, in order to prevent parking from taking place in this corner, which is not possible on the ground as vehicles would be open to being blocked in. Finally, for the traffic regulation order plans only, show the parking bays on the western side of the layby divided into 7 spaces to match the current layout on the ground.

Stamford Avenue j/w Field Lane (Drawing No: 1375)

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

Lakeland Drive j/w Alphington Avenue (Drawing No: 1375)

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

3.3 HEATHERSIDE AND PARKSIDE

There are **no proposals** for Heatherside and Parkside in this review. The significant amount of restrictions installed in this division as part of the 2016-17 parking review have been seen to be working well.

3.4 LIGHTWATER, WEST END AND BISLEY – Annex C

Catena Rise j/w Guildford Road, Lightwater (Drawing No: 1310)

Introduce double yellow lines on the junction and joining with the existing double yellow lines on the junction with Macdonald Road. This will help maintain access, road safety and sightlines on the junction.

Guildford Road, Lightwater (Drawing No: 1311)

Outside 61 and 63, introduce a 'Monday to Saturday 8am to 6pm 2 hours no return within 2 hours' restriction on the 3 echelon parking spaces that are on the public highway (the rest of the layby being private). In addition, introduce the same restriction on the 3 spaces in the small parking layby next to 1 The Square, and also on 3 spaces in front of numbers 56 to 64. These 9 spaces will help to guarantee a turnover of visitors to the shops and businesses in Lightwater, which have been known to be taken up by all day staff parking and other long term parking. The 9 spaces cover all the public highway parts that have been deemed to be suitable for this time limit restriction.