



## OFFICER REPORT TO LOCAL COMMITTEE (WAVERLEY)

### WAVERLEY PARKING REVIEW 2011: CONSIDERATION OF OBJECTIONS FOR RE-ADVERTISED PROPOSALS

21 SEPTEMBER 2012

#### KEY ISSUE

To consider objections and comments made in response to statutory consultation about changes to on-street parking arrangements in parts of Waverley. To decide whether to go ahead, modify or withdraw various on-street parking proposals.

#### SUMMARY

In June 2012 the Local Committee approved amendments to the originally proposed parking restrictions in certain parts of Farncombe and Farnham. These amendments needed further advertisement, as the changes were too significant to proceed without such a process being carried out again. This advertisement has now taken place, and the results and recommendations on how to proceed are included in this report.

#### OFFICER RECOMMENDATIONS

**The Local Committee (Waverley) is asked** to agree that the proposals in this report are implemented on the ground and the legal order is made.

#### 1 INTRODUCTION AND BACKGROUND

- 1.1 In July/August 2012 the amendments approved in June's Local Committee meeting were advertised for 28 days. These included the following locations:

- Middle Church Lane, Farnham
- Summers Road, Farncombe
- Deanery Road junction with Frith Hill Road, Farncombe
- Station Road, Farncombe

1.2 There were four objections in total: one for Deanery Road and three for Summers Road. These are detailed below, along with the other advertised locations.

## **2 SUMMARY of OBJECTIONS AND RECOMMENDATIONS**

### **Middle Church Lane, Farnham**

2.1 The advertised proposal for Middle Church Lane was a permit-holder bay for two vehicles with a two hour free period for non-permit-holders located on the church wall side of the road. There were no objections and it is therefore recommended to proceed as advertised.

### **Summers Road, Farncombe**

2.2 The advertised proposal for Summers Road was for double yellow lines on the north side of the road with sections of double yellow lines on the south side to act as passing places (this is the part of Summers Road north of Bourne Road only).

2.3 There were three objections to these proposals, all of which came from properties to the east of Brookfield on the north side of Summers Road. These properties were all objecting about the extent of the restrictions, stating that they did not think it was necessary to have the double yellow lines extend this far up Summers Road, as there are currently very few parked cars and no parking problems at this end. Having the lines outside these properties was said to be an unnecessary inconvenience for the residents that live there.

2.4 Current parking practice is that vehicles park on the south side of Summers Road only in long continuous lines with very few, if any, gaps for meeting traffic to pull into. The number of cars, which are mainly commuter vehicles, decreases after the leisure centre entrance (towards the school).

2.5 Considering the length of the proposed parking restrictions and their location, it is anticipated that at least 20 vehicle spaces, which are currently being used, will be lost after the new restrictions are installed on the ground. Bearing in mind the convenience of this road for access to the rail station, it is assumed that this estimated number of vehicles will still continue to park in Summers Road, just further up towards the school. This distance to the station is similar to that already being undertaken by commuters parking in roads such as Hare Lane and King's Road, so it cannot be said that this is too far for commuters to walk. In anticipation of this, the proposed restrictions extend the entire

length of Summers Road up to the school, to ensure that any displaced vehicles are still controlled with parking restrictions.

- 2.6 Although all vehicles currently park on the south side of the road, experience with parking restrictions shows that when new markings are installed, drivers' perception of a road changes. Once double yellow lines are installed in parts of the south side, it cannot be said for certain that drivers will not begin parking on the north side, particularly if it will mean avoiding having to park further down Summers Road as a result of the new restrictions on the south side.
- 2.7 As passing places are proposed for the entire length of the south side, restricting the north side throughout is required as part of this scheme to ensure that vehicles remain on one side. This applies not only to commuter vehicles but those visiting the Broadwater School and leisure centre as well. Surrey Police agreed this approach to the restrictions from a safety and accessibility point of view when the restriction plans were first being discussed. It is therefore recommended to proceed as advertised.

### **Deanery Road, Farncombe**

- 2.8 The advertised proposal for Deanery Road was to extend the existing double yellow lines further to improve sight lines and road safety for the junction with Frith Hill Road but also for vehicles approaching the brow of the hill.
- 2.9 The one objection to this proposal stated concerns over the displacement of vehicles and the potential for added parking pressure on the residents with limited or no off -street parking on this part of Deanery Road.
- 2.10 Whilst the displacement of parked vehicles is inevitable in this situation, the safety issues of the hill and junction have to take priority as part of this particular parking review. Of the four Deanery Road properties located to the east of Frith Hill Road, three of these have useable off -street parking. It is therefore recommended to proceed as advertised.

### **Station Road, Farncombe**

- 2.11 The advertised proposal for Station Road was to revoke the 1 hour limited waiting restriction on the parking bay located opposite North Street except for a 30m section closest to Farncombe Street. There were no objections and it is therefore recommended to proceed as advertised.

**3. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 3.1 It is estimated that the required road markings and signage will cost £1,500 to install on the ground. This will be funded by the parking team's works budget.

**4. EQUALITIES AND DIVERSITY IMPLICATIONS**

- 4.1 There are no specific equality and diversity implications for this report.

**5. LEGAL IMPLICATIONS**

- 5.1 There should be fewer instances of obstructive parking as a result of the new restrictions.

**6. CONCLUSION AND REASONS FOR RECOMMENDATIONS**

- 6.1 Officers have considered all objections and it is recommended that the waiting restrictions are implemented as originally advertised. They will make a positive impact towards:-

- Road safety
- Access for emergency vehicles
- Access for refuse vehicles
- Easing traffic congestion
- Better regulated parking

**7. WHAT HAPPENS NEXT**

- 7.1 If agreed, the proposals in this report will be installed on the ground before the end of the year and the legal order will be made.

<b>LEAD/CONTACT OFFICER:</b>	Jack Roberts, Engineer, Parking Strategy and Implementation Team
<b>TELEPHONE NUMBER:</b>	0300 200 1003
<b>E-MAIL:</b>	parking@surreycc.gov.uk
<b>BACKGROUND PAPERS:</b>	Annual Review Of On-Street Parking In Waverley: Deferred Items From 16 March 2012 Committee Meeting 22 June 2012