



**HART ROAD – PROVISION OF
PARKING SPACES**

**LOCAL COMMITTEE FOR WOKING
19 JANUARY 2005**

KEY ISSUE:

To make pedestrian and vehicular access to St. Mary's Church of England Primary School safer, and to improve the appearance of Hart Road by removing the grass verges and providing parking bays.

SUMMARY:

The grass verges in Hart Road have become unsightly due to vehicle parking and the resultant damage.

Residents do not have an alternative other than to park their vehicles on the verges if sufficient space is to be left for through traffic, particularly at school start and finish times.

This proposal will remove the verges and widen the carriageway, improving safety and improving the general appearance of Hart Road.

CONSULTATIONS:

Residents of Hart Road

Surrey Police

County and Borough Councillors for the area

OFFICER RECOMMENDATIONS:

The Committee is asked to agree

that the grass verges be removed in Hart Road and the carriageway widened as shown in Drawings 11860 A & B.

INTRODUCTION and BACKGROUND

1. Officers first looked at safe access to St. Mary's Church of England Primary School as part of the Pegasus Project, under which pupils at selected schools would have the option of travelling to school in specially built buses. St. Mary's Church of England Primary School was one of those schools, and although the timescale for the introduction of the buses has slipped, officers have prepared a scheme to improve safe access to the school for both drivers and pedestrians.
2. Hart Road is narrow, and it would be difficult for any large vehicle to negotiate the road, particularly at school times. Mindful of this, many residents park wholly or partially on the verge. The problem is compounded by parents picking up or setting down pupils near the school entrance. Randomly parked vehicles on verges and footways can also make it difficult for pedestrians to walk along or across the road.
3. The state of the verges in Hart Road has deteriorated over time due to vehicle parking. This has also resulted in the trees along the verge having a poor appearance with root compression.
4. The Committee adopted a Verge Parking Policy at its meeting of 13 November 2002, attached at Annex A, which is here applied to the situation currently existing in Hart Road.

ANALYSIS AND COMMENTARY

5. The residents of Hart Road have parked their vehicles on the verges because the road width is not sufficient to accommodate vehicles on both sides and still allow vehicles to pass. The number of vehicles is such that no alternative provision can be found.
6. The Verge Parking Policy paragraph 3) deals with this eventuality: "where there is nowhere else for such parking to take place safely, consideration should be given to the construction of parking bays within the verge."
7. This proposal will remove the grass verges in the affected areas and lay them to asphalt. This will create a number of parking bays on both sides of Hart Road. The existing vehicle crossings into properties will be retained. The proposal is shown at Annex B drawing 11860 A & B. Where the verges are to be retained, posts will be erected to prevent vehicles from being parked on them.
8. Officers will inquire of residents who do not currently have a crossing whether they would consider having one installed. As the contractors plant will already be on site these would be installed at a reduced cost from normal contractor charges. Clearly this will remove vehicles from the highway advancing the aims of the scheme.

FINANCIAL IMPLICATIONS

9. The Local Transport Plan has allocated £ 55,000 to this scheme.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

10. This proposal will enhance the appearance of Hart Road bringing benefits to the residents.

CRIME & DISORDER IMPLICATIONS

11. There are no Crime and Disorder implications.

EQUALITIES IMPLICATIONS

12. There are no Equalities Implications

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

13. This proposal applies the Committee Policy on Verge Parking to the existing situation in Hart Road. It will enhance the appearance of the road whilst providing parking bays for the residents.

Report by: Stephen Child, Local Transportation Director, Woking

LEAD/CONTACT OFFICER: David Durrant

TELEPHONE NUMBER: 01483 518300

BACKGROUND PAPERS: Nil

Version No. two Date:17.12.2004 Name: JAM No of annexes: Two

Annex A

The Committee adopted a verge parking **Policy** at its meeting on 13 November 2002:

“To preserve the grass verges as a notable environmental asset within the Borough and to restore those verges which have been extensively damaged.”

The Committee also adopted a **Strategy** at that same meeting:

- 1) Minor isolated verge damage. Where minor damage has been caused in the past, but regular parking is not occurring, the verge should be repaired in order to restore the pleasant visual aspect of the verge.
- 2) Regular damage – alternative parking available. Where damage is occurring due to regular parking, and officers are satisfied that such parking could safely take place elsewhere, then the verge should be repaired and measures taken to physically protect the verge from further damage by one or more of the measures described above, as appropriate. Where such parking is being practised by residents, they would be informed before any physical protection markings are introduced.
- 3) Regular damage – no alternative parking. Where damage is occurring due to regular parking, but there is nowhere else for such parking to take place safely, consideration should be given to the construction of parking bays within the verge. Such schemes are often perceived by residents as improving substantially their quality of life.

The relevant part of the Strategy, related to this question, is 3 above.

It would therefore be appropriate for the Local Committee to instruct officers to investigate the existing situation, consult with residents, develop options and report back to a future meeting of the Committee.