

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SURREY HEATH)

DATE: 13 March 2014

LEAD OFFICER: JACK ROBERTS (Engineer, Parking Strategy & implementation team)

SUBJECT: Farm Road, Frimley

DIVISION: HEATHERSIDE AND PARKSIDE

**SUMMARY OF ISSUE:**

As part of the last parking review, statutory consultation was completed about a proposal in Farm Road (outside 34 to 44), Frimley. The committee is asked to decide whether it should be implemented.

RECOMMENDATIONS:

The Local Committee (Surrey Heath) is asked to agree that:

- (i) Having considered the objections the proposed waiting restrictions in Farm Road, as shown in annex A are implemented.

REASONS FOR RECOMMENDATIONS:

The proposed waiting restrictions will improve visibility and reduce obstruction in this location helping to improve road safety. The proposed restriction will allow parking by residents in the evenings and weekends.

1. INTRODUCTION AND BACKGROUND:

- 1.1 On 14 March 2013 the annual parking review of Surrey Heath was presented to this committee. The Parkside Estate in Frimley had a set of extensive proposals that were debated by the committee on the day, including comments from residents who attended the meeting.
- 1.2 As a result of these discussions, the committee agreed that an additional meeting between the parking team, the local county councillor and residents of the Parkside Estate was necessary in order to finalise the parking proposals.
- 1.3 This meeting subsequently took place on 20 March 2013. As a result, some slight changes were agreed to the parking proposals before they were formally advertised in July 2013. As part of this same meeting, it was also agreed with the local county councillor and committee chairman and vice chairman to introduce a single yellow line outside numbers 34 to 44 Farm Road as shown in Annex A.
- 1.4 After these amendments were advertised in July, we did receive objections to the Farm Road proposal. The parking team manager, in consultation with the appropriate member of this committee, decided not to accede to the objections. Following this stage, we ordered the required road markings and signage to be installed on the ground.
- 1.5 It was during this time, in October 2013, that we received a formal complaint about this Farm Road parking proposal that subsequently went through the council's full complaints procedure. In the complaint investigation report, it was concluded that the local committee had only agreed for amendments to be made to the Parkside Estate outside of the committee and that no committee approval had been given to the additional restriction in Farm Road. The report therefore recommended that the proposal should be referred back to the committee before it could be implemented. As a result, the restriction signing and lining work was put on hold.

The complaint finding in respect of this proposed waiting restriction was that there was not sufficient authority for it to be put in. The complaint investigation did not seek to justify **whether** the restriction should be put in, this is for the local committee to decide.

2. OPTIONS

- 2.1 This location was included in the 2012 Surrey Heath review. At that time, 'no waiting at any time' restrictions were proposed in the same location. There were 14 objections and it was agreed only to introduce double yellow lines on the junction of Farm Road and Wilderness Road (i.e. not to introduce any restrictions outside numbers 34 to 44 Farm Road).
- 2.2 During the 2013 Surrey Heath review, when a single yellow line operating Monday to Friday 09.30am to 4.30pm was advertised, we received 5 objections.

3. CONSULTATIONS:

3.1 These 5 objections and comments in response to the statutory consultation that was carried out between 19 July 2013 and 16 August 2013 are summarised in Annex B and more concisely below: -

- Restriction should be on both sides of the road or not at all.
- Parking will just be moved from one side of the road to the other.
- The restriction will make it more difficult for residents to park on street.

It is safer for residents to park on the north side of the street than the south side.

4. ANALYSIS

4.1 Despite the above chain of events, the proposed single yellow line on the north side of Farm Road outside numbers 34 to 44 (as shown in Annex A) is still a proposal that we would like to see introduced. It has been known for vehicles to park on both sides of the road at the same time. Therefore, the purpose of this proposal is to maintain parking on one side of the road (the south) between its junctions with Bicknell Road and Wilderness Road. In addition, it will help improve sight lines for vehicles exiting Wilderness Road.

4.2 The proposed times for the restrictions (Mon to Fri, 9.30am to 4.30pm) are intended to prevent all day parking on one side of the road to maintain traffic flows during and reduce obstruction during the day. Residents will be able to park on the north side in the evenings and overnight.

4.3 It is generally better for vehicles to be parked on the south side as Farm Road has a very slight bend from Bicknell Road that increases beyond Wilderness Road. The north side of the street is technically the inside of this very slight bend and is on the same side as the Wilderness Road junction. Therefore sight lines are more likely to be impeded on this side of the road.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 The cost of implementing signs and road marking in this location is advertising and implementing the proposed parking restriction will be met by parking team budgets.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 There are no specific equalities and diversity implications for this report.

7. LOCALISM:

7.1 Each location where parking restrictions are proposed to be amended will have an impact on the local residents and visitors in that area. This effect will vary from slight to significant depending on the resident's/businesses circumstances and requirements for parking on street. The advertisement stage will allow

ITEM 9

these effected parties to get involved and comment or object to the proposals. This will impact on what decisions are made following the advertisement. Local councillors can also help in this process by liaising with residents who may not want to contact the parking team directly, and prefer to deal with their local councillor instead.

8. OTHER IMPLICATIONS:

| Area assessed: | Direct Implications: |
|--|---|
| Crime and Disorder | Set out below. |
| Sustainability (including Climate Change and Carbon Emissions) | No significant implications arising from this report. |
| Corporate Parenting/Looked After Children | No significant implications arising from this report. |
| Safeguarding responsibilities for vulnerable children and adults | No significant implications arising from this report. |
| Public Health | No significant implications arising from this report. |

8.1 Crime and Disorder implications

There should be fewer instances of obstructive parking as a consequence of the restrictions.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 It is recommended that the waiting restriction is implemented as shown in Annex A. It will make a positive impact towards road safety, traffic flow and junction sight lines.

10. WHAT HAPPENS NEXT:

10.1 Subject to approval by the committee, the waiting restrictions will be installed.

Contact Officer:

Jack Roberts (Engineer – Parking Team)

Consulted: Residents (as part of formal advertisement).

Annexes:

Annex A and B

Sources/background papers:

Annual Review of on Street Parking in Surrey Heath – 14 March 2013
