

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SURREY HEATH)****DATE:** 3 July 2014**LEAD OFFICER:** JACK ROBERTS (Engineer, Parking Strategy & implementation team)**SUBJECT:** ON STREET PARKING REVIEW OF SURREY HEATH**DIVISION:** ALL DIVISIONS IN SURREY HEATH**SUMMARY OF ISSUE:**

Officers of Surrey County Council's parking team have carried out a review of on street parking restrictions within the borough of Surrey Heath and identified changes which would benefit road safety and reduce instances of obstruction and localised congestion. Committee approval is required in order to progress these changes to the stage of 'formal advertisement', where the proposed restrictions will be advertised for 28 days and open to comments or objections from members of the public.

RECOMMENDATIONS:

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

- (i) the proposed amendments to on-street parking restrictions in Surrey Heath as described in this report and shown in detail on drawings in annex A are agreed.
- (ii) the local committee allocates funding as detailed in paragraph 5.1 of this report to proceed with the introduction of the parking amendments.
- (iii) the intention of the county council to make an order under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on street parking restrictions in Surrey Heath as shown on the drawings in annex A are advertised and that if no objections are maintained, the orders are made.
- (iv) if there are unresolved objections, they will be dealt with in accordance with the county council's scheme of delegation by the parking strategy and implementation team manager, in consultation with the chairman/vice chairman of this committee and the appropriate county councillor. An additional member may be invited for comment.

REASONS FOR RECOMMENDATIONS:

It is recommended that the waiting restrictions are implemented as detailed in Annex A. They will make a positive impact towards:-

- Road safety
- Access for emergency vehicles

- Access for refuse vehicles
- Easing traffic congestion
- Better regulated parking
- Better enforcement
- Better compliance

1. INTRODUCTION AND BACKGROUND:

- 1.1 Surrey County Council's Parking Strategy and Implementation Team (parking team) carry out periodic reviews of on-street parking restrictions across Surrey on a borough by borough basis.
- 1.2 An assessment list comprising over 125 requests for parking restrictions from residents, councillors, the emergency services and SCC engineers since the last review were collated and used as the basis for this current Surrey Heath parking review.
- 1.3 Each feasible request was assessed based on several factors including road safety, localised congestion, effect on emergency services and bus operators and levels of support e.g. supported by county member, local borough/district council, high resident demand etc.

2. ANALYSIS:

- 2.1 The review was carried out in two stages: -

Stage one being an initial "desktop" exercise, which involved eradicating requests for refreshment of existing restrictions only and requests for restrictions which were either clearly not practical or feasible.

Stage two involved site visits to all remaining locations, which were assessed using the criteria explained above.

- 2.2 Following stage two of the review, some suggestions and requests were not taken any further due to there being insufficient evidence to suggest there was a parking problem which warranted restrictions, or where no feasible or practical solution was found.
- 2.3 The locations where officers consider new or amended restrictions may be of benefit are listed below, divided up by division, as in Annex A.

3. OPTIONS:

PROPOSED AMENDMENTS

(Relevant drawing numbers in brackets)

3.1 CAMBERLEY EAST

Highland Road j/w Wickham Road (1317)

Introduce double yellow lines on the junction to maintain road safety and sight lines.

Crawley Ridge (1318)

Introduce double yellow lines along the back of the school keep clear outside Crawley Ridge Infant School and extending northwards along the front of the school. This is to prevent parking in the vicinity of the school entrances and on this long bend section of Crawley Ridge at all times. In addition, introduce double yellow lines along the back of the school keep clear outside Crawley Ridge Junior School and extending northwards to cover the junction with Elsenwood Drive. This is to prevent parking in the vicinity of the school entrance and on the junction at all times.

Langley Drive (1320)

Convert the four unrestricted parking bays in Langley Drive to a maximum stay of 2 hours applying Monday to Saturday 8am to 6pm. This will prevent vehicles from being parked in Langley Drive for an excessive amount of time, which has been an ongoing problem for a number of years. The 2 hour restriction will also make the parking bays more consistent with the bays on Portesbery Road, except these bays won't allow permit holder parking.

London Road (A30) Service Road (1321)

At the end of the parking bay closest to the High Street, keep a 20m (4 car length) part of this parking bay for permit holders only and convert the remaining length of permit holder only bay back to '30mins or permit holders'. This will better reflect the actual requirement for permit holder only spaces in this part of Camberley town centre.

Georgian Close (1371)

Introduce double yellow lines along the entire length of Georgian Close and extending onto the junction with the A30 London Road. Georgian Close residents have no need to park on street in this very short cul de sac. Non residents have been known to park here for long periods of time which interferes with access to and from driveways and also in and out of the road itself. This proposal will be similar to the one currently in effect in Portesbery Hill Drive.

3.2 CAMBERLEY WEST

The Avenue (1327)

Outside number 34, revoke part of the parking bay and extend the existing single yellow line by the same length in order to improve access to and from the driveway for this property.

Hollyfields Close j/w Woodlands Road (1327)

On the north side of this junction only, introduce double yellow lines to maintain road safety and sight lines. The southern side of this junction is mainly protected by existing dropped kerbs and therefore parking doesn't tend to take place here.

Chapel Road (1328)

In the narrow section of Chapel Road located outside flats 43 to 67, introduce double yellow lines on both sides of the road to maintain access for larger vehicles at all times. This will include refuse collection vehicles, delivery vehicles and potentially fire engines or ambulances. The double yellow lines will continue round the inside of the bend by flats 48 to 72 to maintain access.

Sullivan Road (1328)

Extend the existing double yellow lines further round the bend opposite 51 to 57 to improve access, road safety and sight lines. In addition, introduce an additional disabled parking bay in the street just north of the parking bay area which is located outside number 49. This is at the request of a disabled resident living in the street.

France Hill Drive (1329)

On the eastern side of France Hill Drive, upgrade the short lengths of single yellow lines across driveways to double yellow lines to maintain access at all times. Outside number 15, reduce the parking bay currently for two vehicles down to a one vehicle bay in order to give the residents at number 15 better access to their driveway. This will also include a slight reduction of the parking bay just north of number 15. All reduced lengths of parking bay will be replaced with double yellow lines. Finally, reduce the parking bay outside number 21 and replace with double yellow lines to allow for a new vehicular access. On the western side of France Hill Drive, introduce double yellow lines at the back of the school keep clear marking outside Camberley Infant and Nursery School in order to prevent parking by this entrance at all times and not just during school pick up and drop off times. It is also proposed to upgrade the single yellow line opposite this school entrance to double yellow to maintain access and traffic flow.

Vale Road j/w Eaton Road (1332)

Introduce double yellow lines on the junction to maintain road safety and sight lines.

Park Road (1336)

Introduce double yellow lines opposite the junction with Heatherdale Road to improve road safety for vehicles exiting Heatherdale Road onto Park Road. At the moment parked vehicles opposite this junction cause vehicles travelling northwards on Park Road to encroach onto the southbound lane. This can create a hazardous situation for vehicles turning left out of Heatherdale Road and also prevents vehicles that are turning right out of Heatherdale Road from completely accessing the northbound lane after clearing the junction. In addition, in order to prevent these parked vehicles from moving over to the other side of Park Road where there are two unrestricted gaps to the north and to the south of the Heatherdale Road junction, it is proposed to double yellow line these gaps as well. This will keep parking on the western side of Park Road only to maintain traffic flow.

Frimley Road (1340)

North of Gordon Avenue, extend the existing double yellow lines on both sides up to the railway bridge. This will help deter larger vehicles from parking here for the builder's yard located off the Gordon Avenue junction.

Krooner Road (1341)

Revoke the parking bay adjacent number 126 Frimley Road to maintain access to the driveway for this property. Whilst this can be achieved with only a reduction of the parking bay, it was thought that leaving a one car bay in Krooner Road would be impractical.

Wilton Road (1341)

Outside the entrance to St John Ambulance, introduce additional double yellow lines to maintain access for vehicles entering and exiting this building at all times.

Bridge Road (1341)

Make the time limited bay opposite Bridge End unrestricted to match the layout currently on the ground. Amendment for TRO only.

Frimley Grove Gardens (1363)

In the currently unrestricted section of Frimley Grove Gardens outside numbers 3 to 17, introduce a single yellow line applying Monday to Saturday 9.30am to 4.30pm. The driveways on this side of the road have short sections of raised kerbs between them, resulting in parked cars sometimes overhanging the drives and causing an obstruction. This proposal will help to deter this parking behaviour without impacting too significantly on the residents themselves who may wish to park on the road outside of the restriction times.

Sheridan Road (1373)

On the junction with **Lendore Road**, introduce double yellow lines to maintain road safety and sight lines. On the corner by number 61, introduce double yellow lines to maintain road safety and sight lines. Outside numbers 42 to 50 revoke a section of double yellow lines to allow residents to park outside their homes. Outside numbers 16 and 18, fill in this unrestricted gap on the north side with double yellow lines to keep parking on the south side of the road only. Finally, extend the existing double yellow lines on the south side by the junction with Frimley Green Road further into Sheridan Road to improve two way traffic flow on approach to the main road junction.

3.3 HEATHERSIDE AND PARKSIDE**Upper Chobham Road j/w Old Bisley Road and Chobham Road (1344)**

Introduce double yellow lines on all arms of this roundabout junction on both sides of the road. On Upper Chobham Road (northern arm) the lines will terminate by the footpath north of number 119, on Old Bisley Road (eastern arm) the lines will terminate by the start of the school keep clear marking, and on Chobham Road (western arm) the lines will terminate up to the start of the lay-by area opposite number 109. This is to keep this roundabout area completely clear at all times, particularly during school pick up and drop off times where parking here has been a concern for some time.

Evergreen Road j/w Chobham Road (1344)

Introduce double yellow lines on the junction to maintain road safety and sight lines.

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Evergreen Road j/w Heather Mead (1344)

Introduce double yellow lines on and opposite the junction to maintain road safety and sight lines.

Bayfield Avenue (1365)

Outside numbers 11 to 19, introduce a single yellow line applying Monday to Friday 9.30am to 4.30pm in order to maintain access and sight lines for driveways here. This is at the request of residents. In addition, outside numbers 30 to 38, introduce double yellow lines to prevent parking opposite the junction with Overdale Rise and to maintain access for properties at the far end of Bayfield Avenue who can become boxed in by parked cars on both sides of the road here. Finally, outside number 29, revoke the double yellow lines so that they do not cover the driveway to this property.

Sandown Drive (1365)

In the turning head at the end of the street, introduce double yellow lines on all parts in order to maintain access for turning vehicles. On the even numbered side of the street, introduce a single yellow line applying Monday to Friday 9.30am to 4.30pm in order to keep parking on one side of the road only to maintain access.

Blythwood Drive (1365)

Outside numbers 29 and 31, revoke a section of double yellow lines so that they do not cover the shared driveway for these properties. This will allow residents and their visitors to park in front of their driveway which is required. This is at the request of residents.

3.4 FRIMLEY GREEN AND MYTCHETT

Wharf Road (1358)

On the south side, between the junction with Guildford Road and number 16 Wharf Road, introduce a no loading restriction applying Monday to Friday 8am to 9.30am and 4.30pm to 6.30pm. The same restriction is proposed for the north side outside numbers 9 to 19 Wharf Road. This is to prevent loading and unloading during peak times by delivery vehicles and also by local shoppers visiting the Morrisons grocery store, in order to maintain traffic flow during these times.

Guildford Road (1358)

In the unrestricted gap outside numbers 7 to 11 (part of the parade of shops south of the Wharf Road junction) introduce a 2 hour maximum stay applying Monday to Saturday 8am to 6pm. This will help create a turnover of visitors to the local shops here and prevent all day parking from taking place. Two minor additional lengths of double yellow lines are required on the traffic regulation order plans outside numbers 7 and 11 to match the layout on the ground.

Sturt Road (1359)

On the eastern side between the railway bridge and number 19, downgrade this part of the single yellow line from '8am to 6pm Monday to Saturday' to '11am to 2pm Monday

to Friday'. This will give more parking opportunities for local residents living in this part of Sturt Road.

3.5 LIGHTWATER, WEST END AND BISLEY

Guildford Road, Lightwater (1311)

Revoke the parking bay outside number 82 and replace with double yellow lines in order to prevent parking here on approach to the bend. When this bay was first installed there was a kerb build out priority system in place outside number 78 which helped to control traffic approaching the bend. Now this has been removed the parking bay is no longer in a suitable location.

All Saints Road, Lightwater (1311)

Outside numbers 2 and 4, introduce a two car length disabled parking bay. This will see the existing advisory disabled bay extended and made enforceable and will increase the likelihood of blue badge holders of finding a space to park. This will serve both local residents living in this street and also visitors to the Surgery on the opposite side of the road.

3.6 BAGSHOT, WINDLESHAM AND CHOBHAM

Updown Hill, Windlesham (1302)

On the north side between the existing double yellow lines by Cooper Road and the existing double yellow lines by number 26, introduce double yellow lines to keep parking on the south side only. This will include double yellow lines on the junction with **Windle Close**. On the south side, introduce double yellow lines opposite the junction with Cooper Road and extending to number 35 to prevent parking opposite the junction and to maintain sight lines for vehicles exiting the car park located between the '1989' flats. In addition, outside numbers 27 to 33, introduce a length of single yellow line applying Monday to Saturday 8am to 6pm in order to provide a passing place during the day and to help maintain driveway sight lines. Opposite the junction with Windle Close, introduce double yellow lines to prevent parking opposite this junction. Finally, between this proposed length and the existing double yellow lines by number 15, introduce another length of single yellow line (same times as above) to allow parking to take place outside of peak times only.

Updown Hill j/w Chertsey Road, Windlesham (1302)

Outside number 12 Chertsey Road, revoke the length of single yellow line currently across the driveway to this property to allow parking to take place at any time by residents or their visitors. Between number 6 Chertsey Road and number 18 Updown Hill, upgrade the single yellow line to double yellow to prevent parking on this junction/bend at all times. This proposal will include a slight revocation outside number 6 Chertsey Road as the existing single yellow line extends slightly further than what is necessary here. Finally, starting from the end of the proposed double yellow lines ending at number 18 Updown Hill, introduce a 2 hour maximum stay parking bay extending to number 12 Updown Hill. This will provide a turnover of vehicles to assist with visitors to the local shops. This bay will apply Monday to Saturday 8am to 6pm.

Bridge Road, Bagshot (1305)

Convert the three parking bays located between the High Street and Guildford Road junctions from 30mins maximum stay to 2 hours. This will provide a more reasonable amount of time for town centre visitors to park and will also match the current free 2 hour period in the public car park.

High Street, Bagshot (1305, 1306)

Convert the parking bays outside numbers 77 to 83, 25 and 27 and 3 to 17 from 30mins maximum stay to 2 hours. This will provide a more reasonable amount of time for town centre visitors to park and will also match the current free 2 hour period in the public car park. Outside number 3 a slight amendment to the TRO is required in order to match the parking bay layout on the ground. The same is required outside numbers 19 to 23 where the bay is shorter on the ground than on the TRO plans due to pedestrian crossing markings on the ground.

Park Street, Bagshot (1305)

Convert the parking bays opposite the public toilets from 30mins maximum stay to 2 hours. This will provide a more reasonable amount of time for town centre visitors to park and will also match the current free 2 hour period in the public car park. A slight amendment to the TRO is required in order to match the parking bay and double yellow line layout on the ground.

Guildford Road, Bagshot (1305)

Revoke the time limited restriction completely from the 3 parking bays outside numbers 4 to 14 in order to match the current unrestricted layout on the ground. Whilst there should be a time limit signed for these bays they have remained unsigned for some time. It is thought that residents living in the vicinity of these bays need to park here for long periods of time, which is why it is proposed to leave the bays as unrestricted and to revoke the 30minute maximum stay currently shown on the legal order plans. In addition, and in order to match the layout on the ground, 4 additional short lengths of double yellow lines are proposed outside numbers 8, 10 and 14.

Bowling Green Road, Chobham (1374)

On the south side, from and including the junction with **Windsor Court Road** to opposite the entrance to Oakhurst, it is proposed to introduce double yellow lines in order to prevent parking on both sides of this bend and to improve access for the bus stop and sight lines for the junction.

3.6 BOROUGH WIDE - SCHOOL KEEP CLEARS (No Drawings)

In order for school keep clear markings to be enforced during school pick up and drop off times they have to be included in the Traffic Regulation Order for the borough. If not, then they exist on the ground with just an advisory status. Enforceable school keep clears will be signed on posts or lamp columns but advisory school keep clears cannot be signed.

It is proposed to make all current advisory school keep clears in Surrey Heath enforceable so that they can be signed and enforced in the future. Please note that there are known to be a few locations in the borough where enforceable school keep

clears are missing their sign plates. This will be corrected as part of the detailed design process for this parking review.

It is therefore proposed to make the following advisory school keep clear markings enforceable: -

Grove Primary School	Portsmouth Road	Frimley
Lakeside School	Field Lane	Frimley
Frimley C of E School	Henley Drive	Frimley
Hammond School	Mount Pleasant Close	Lightwater
Mytchett Primary School	Hamesmoor Road	Mytchett

In some locations there are existing enforceable school keep clear markings which are significantly different on the ground compared to how they are currently shown on the Traffic Regulation Order drawings. It is therefore proposed to match the TRO drawings with the current school keep clear layout on the ground at the following locations: -

Bristow Infant and Nursery School	James Road	Camberley
Lakeside School	Alphington Ave	Frimley
Ravenscote Community Junior School	Upper Chobham Road	Frimley
Holy Trinity Church of England School	Benner Lane	West End

3.13 OTHER LOCATIONS ASSESSED

The following list provides the roads where we received one or more requests that were assessed and considered not appropriate to introduce permanent parking controls at this time. This is because of various reasons, and there are a number of roads on this list that will be re-visited as part of the next review. Requests can relate to a specific part of the road rather than the road in general, so even though a road is listed it does not necessarily mean that all parking situations in that road have been assessed. While every effort has been made to ensure this list is as accurate as possible, there may have been locations that do not appear in this list due to the fact that it was considered along with a nearby road during the assessment. If further clarification is sought please contact Surrey County Council's Parking Team.

Brook Road	Bagshot	Old Pasture Road	Camberley
Chapel Lane	Bagshot	Portesbery Road	Camberley
Church Road	Bagshot	Portesbery Hill Drive	Camberley
College Ride	Bagshot	Riverside Way	Camberley
Station Road	Bagshot	Stanhope Road	Camberley
Waverley Road	Bagshot	Star Post Road	Camberley
Admiralty Way	Camberley	Troutbeck Walk	Camberley
Alexandra Avenue	Camberley	Upper Park Road	Camberley
Ashwell Avenue	Camberley	Valroy Close	Camberley
Berkshire Road	Camberley	Verran Close	Camberley
Branksome Park Road	Camberley	Victoria Avenue	Camberley
Gordon Avenue	Camberley	Watchmoor Road	Camberley
Gordon Road	Camberley	Wey Close	Camberley
Grand Avenue	Camberley	Yockley Close	Camberley
Heatherside	Camberley	Chertsey Road	Chobham
Lynnwood Drive	Camberley	Millers Brook	Chobham
Martindale Avenue	Camberley	Mincing Lane	Chobham
Matthews Road	Camberley	Badgerwood Drive	Frimley

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Middle Gordon Road	Camberley	Buckingham Way	Frimley
Frimley Green Road	Frimley Gr.	Cedar Lane	Frimley
The Hatches	Frimley Gr.	Cheylesmore Drive	Frimley
Copthorne Drive	Lightwater	Denton Way	Frimley
McDonald Road	Lightwater	Grove Cross Road	Frimley
The Close	Lightwater	High Street	Frimley
Acer Drive	West End	Latham Avenue	Frimley
Meadow Way	West End	Maybury Close	Frimley
London Road	Windlesham	Sycamore Drive	Frimley
The Close	Frimley		

4. CONSULTATIONS:

- 4.1 Subject to approval and budget provision being made available for 2014/15, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in Summer/Autumn 2014.
- 4.2 Plans illustrating the amended restrictions will be placed on deposit in local libraries and the Surrey Heath Borough Council offices during this time.
- 4.3 Once the amendment order is advertised, people have 28 days to lodge views and objections.
- 4.4 Objections can relate to the introduction of a new restriction. In cases where there is a coherent argument for not introducing a proposed restriction, it may be omitted, and the traffic order can proceed to be made for the other restrictions without the need to re-advertise.
- 4.5 If restrictions are to be added to those initially advertised, regulations require that these new restrictions must be re-advertised afresh. For this reason no additional restrictions can be added through the objection process.
- 4.6 If there are unresolved objections, they will be considered in accordance with the county council's scheme of delegation by the parking strategy and implementation team manager, in consultation with the chairman/vice chairman of this committee and the appropriate county councillor.
- 4.7 Subject to approval, notices will then appear in local newspapers confirming that the county council has made the traffic regulation order.
- 4.8 Finally, the new and amended parking restriction road markings and associated time plates should be installed on the ground in Autumn 2014.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of carrying out parking reviews (officer time) in each borough or district of the County is met by the Parking Team. However, implementation costs in total are likely to be £15,000. This will be financed by £5,000 being contributed by the Local Committee and £10,000 from the 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 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 restrictions are implemented as detailed in Annex A. They will make a positive impact towards:-

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

10. WHAT HAPPENS NEXT:

- 10.1 The agreed proposals are formally advertised and subject to the necessary statutory process. Following the advertisement, any comments and objections will be summarised in a report along with an officer recommendation for each location on how to proceed following those comments and/or objections. This report will be e-mailed to each county councillor asking them to agree with the recommendations. If a recommendation is not agreed then discussions over the location can continue until a way forward is determined.
- 10.2 Once this stage has concluded, detailed design can begin in preparation to order both the lining and signings works required on the ground. Around the same time Traffic Regulation Orders will be made with a 'go live' date for enforcement to begin.

Contact Officer:

Jack Roberts (Engineer – Parking Team)

Consulted:

Local members and local residents where necessary. Formal advertisement will take place during Summer/Autumn 2014 inviting comments and objections.

All proposals were discussed with the Surrey Heath On Street Parking Task Group on 20 June 2014.

Annexes:

Annex A.

Sources/background papers:

There are none.
