



OFFICER REPORT TO LOCAL COMMITTEE (WAVERLEY)

FRENHAM GREAT POND: BACON LANE RURAL CLEARWAY

14 DECEMBER 2012

KEY ISSUE

To approve arrangements for progressing Traffic Regulation Orders that will allow a rural clearway to be introduced in Bacon Lane, Frensham.

SUMMARY

As part of the Safer Waverley Partnership's Joint Action Group, representatives from Surrey County Council, Waverley Borough Council and Surrey Police met to discuss the increasing parking problems in the vicinity of the Frensham Great Pond. It was agreed that the best solution would be to introduce a rural clearway to prevent the stopping and parking of vehicles using minimal infrastructure on the ground, as currently operating by the Frensham Little Pond.

OFFICER RECOMMENDATIONS

The Local Committee (Waverley) is asked to agree:

- (i) That the proposed rural clearway in Bacon Lane as described in this report and shown in detail on the drawing presented at this committee meeting as Annex A is approved.
- (ii) To note that all advertising and signing costs will be funded by Surrey County Council's parking team.
- (iii) That the intention of the County Council to make an Order under the relevant parts of the Road Traffic Regulation Act 1984 to impose a

rural clearway on Bacon Lane as shown on Annex A is advertised and that, if no objections are maintained, the Order is made.

- (iv) That the Parking Strategy and Implementation Team Manager will consider and try to resolve any objections, and that a decision on any remaining unresolved objections will be made by the Parking Strategy and Implementation Team Manager in consultation with the Chairman, Vice-Chairman and the relevant County Councillor.

1 INTRODUCTION AND BACKGROUND

- 1.1 Frensham Great Pond has one paid car park located off Bacon Lane which can hold up to 500 vehicles. Neither the Great Pond nor the Little Pond are actively promoted as tourist attractions although they are well known locally as a good place to go in the summer, particularly for swimming. They are also mentioned online and on the radio by independent parties.
- 1.2 As a result, in periods of very warm weather the number of visitors to the Great Pond increases dramatically. The car park fills up first and any additional visitors park on Bacon Lane and Pond Lane. When the number of cars parked on these roads becomes too high (up to 200 vehicles on some occasions), the traffic flow on each road is reduced to single file traffic. Vehicles then meet head on with no room to pass each other. In this situation emergency service vehicles would struggle to attend most of the pond's area.
- 1.3 During these times Police attendance on the site is required to assist the pond's ranger in managing the traffic. The ranger is then unable to carry out his usual day-to-day duties such as checking for fires and litter, carrying out first aid and advising visitors.
- 1.4 The frequency of this extraordinary level of attendance is few and far between, averaging at only one per year during the last three years with the most recent occurring on 9 September 2012. However, Surrey Fire and Rescue Service has stated that the risk, in the event of a major incident, of fire appliances and ambulances not being able to access the site and of the area not being able to be evacuated if necessary, was so high that something must be done to resolve the problem even though it may only occur once a year.

2 PROPOSED SOLUTIONS

- 2.1 To prevent parking on Bacon Lane, double yellow lines are an option. However, the extent of this road will require significant lengths of double yellow lines on both sides to be installed. Bearing in mind the rural and attractive nature of this area, having marked restrictions on the ground for such long distances was not considered a suitable solution.

- 2.2 A rural clearway prevents vehicles from stopping on the main carriageway for any reason, even to pick up or drop off passengers and applies 24 hours a day, 7 days a week. It does not apply to footways, verges or lay-by areas.
- 2.3 To enforce this restriction, regulations require that entry signs are erected at each end of the clearway and then repeater signs provided at suitable intervals. No road markings are required on the ground. Enforcement can only be carried out by Surrey Police. Offending vehicles can be moved on by the Police or issued with a fixed penalty notice (FPN).
- 2.4 A rural clearway has been operating by the Frensham Little Pond on Priory Lane for some time, and was introduced for the same access and safety reasons mentioned in this report.
- 2.5 The extent of the proposed rural clearway for Frensham Great Pond is shown on Annex A. For absolute clarity for drivers on the ground, it is proposed to start the clearway on Bacon Lane 30metres from the junction with the A287 in order for the entry signage not to be confused with the A287. The clearway will end at the most northern intersection of the junction with Pond Lane, a total distance of approximately 1680m (1.68km).
- 2.6 Both Surrey Police and Surrey Fire and Rescue representatives have given support to these proposals.
- 2.7 With regards to Pond Lane, a rural clearway for this road was not supported due to the impact it would have on the sailing club located off this road. During busy events held by the sailing club, their members and guests park on Pond Lane, which has no lay-by areas to exempt drivers from the clearway restriction. Should the rural clearway be introduced on Bacon Lane, the parking practices on Pond Lane will be monitored.

3 STEPS TOWARDS IMPLEMENTATION

- 3.1 The clearway will be advertised for 28 days and open to objections from any member of the public. It is anticipated that this will take place in early 2013.
- 3.2 Subject to there being no upheld objections, the clearway signing will be installed before the end of April 2013 and the legal order will be made to allow enforcement to begin.

4 OBJECTIONS

- 4.1 The Parking Strategy and Implementation Team Manager will consider and try to resolve any objections, and a decision on any remaining unresolved objections will be made by the Parking Strategy and Implementation Team Manager in consultation with the Chairman, Vice-Chairman and the relevant County Councillor.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 The cost of advertising and implementing these amendments is estimated to be £5,000.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

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

7 CRIME AND DISORDER IMPLICATIONS

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

8 CONCLUSION AND REASONS FOR RECOMMENDATIONS

- 8.1 It is recommended that the rural clearway is implemented as detailed in Annex A. This will make a positive impact towards:-

- Road safety
- Access for emergency vehicles
- Easing traffic congestion
- Improving traffic flow

9 WHAT HAPPENS NEXT

- 9.1 Subject to approval of the Committee the Traffic Regulation Order will be advertised and the clearway signing implemented.

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BACKGROUND PAPERS:	There are none.