

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SURREY HEATH)

DATE: 8 December 2016

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, support 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 115 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

Service Area 2 (1321)

Introduce double yellow lines around the concrete island that is located in the centre of the service area. This is to prevent parking from taking place around this concrete island, which has been happening on occasion as motorists believe it to be an unrestricted set of kerbs in which to park against. This parking can obstruct the service area, particularly for large goods vehicles. The area surrounding the island is already hatched in yellow, however, this is not an enforceable marking and therefore double yellow lines are required.

A30 London Road (1319)

Introduce double yellow lines on both sides of the road extending from the existing double yellow lines located to the east of the junction with Knoll Road, all the way down to the junctions with Woodbridge Drive and Portesbury Hill Drive.

This will prevent vehicles parking along the edge of this busy through route, obstructing the footpaths and cycle ways on the southern side, and causing vehicles to drive around these vehicles on approach to the filter lanes by the Knoll Road junction. Bearing in mind the walking distance that drivers will likely be prepared to undertake, and also the possible displacement to the north side of the street, it was decided best to extend these double yellow lines on both sides for a considerable distance, in order to deter this parking practice fully.

Gibbet Lane (1382)

Introduce double yellow lines at the northern end of Gibbet Lane so when vehicles are turning in from the (A30) London Road and decelerating they are not immediately confronted by parked vehicles and have space to slow down safely.

Install double yellow lines on the junctions of **The Buchan** and **Larchwood Glade** to maintain sightlines and pedestrian safety. This is a popular pick up/drop off point for pupils from Collingwood College and while we don't want to stop this, we would like to ensure it is done safely.

Elsenwood Drive j/w Elsenwood Crescent (1318)

Install double yellow lines on the junction to maintain sightlines and road safety for all, particularly during the morning and afternoon school drop off and collection times.

3.2 CAMBERLEY WEST

Alphington Avenue j/w Tomlins Avenue (1346)

Introduce double yellow lines on the junction to maintain road safety and sightlines, particularly during school pick up and drop off times. In addition, introduce double yellow lines opposite the junction to prevent parking on the bend on Alphington Avenue. The double yellow lines for both the junction and the bend will end in line with each other to cover this entire junction area to help maintain sightlines and road safety at all times.

Alphington Avenue j/w Felbridge Close (1385)

Introduce double yellow lines on the junction to maintain road safety and sightlines, particularly during school pick up and drop off times.

Parsonage Way and Kirkby Court (1350)

Introduce double yellow lines on the southern side of Parsonage Way from alongside the apartment block Numbered 1-12 up to the roundabout, incorporating the entrance to Kirkby Court. Introduce double yellow lines on the northern side of Parsonage Way eastwards from outside St Peters Church Hall car park up to the roundabout, but leaving a 15m (3 car) gap to allow some parking to take place safely.

These restrictions will maintain sightlines for Kirkby Court and improve road safety for all.

Gilbert Road and Greenbank Way (1347)

Introduce double yellow lines on six specific junctions and bends as highlighted on drawing 1347 to improve access around the estate, particularly for larger vehicles.

Krooner Road (1341)

On the north side of Krooner Road, extend the existing double yellow lines up to the service road. This will help in maintaining access in and out of Krooner Road and sightlines for vehicles exiting the service road to the rear of the Frimley Road shops.

Avenue Sucy j/w Surrey Avenue (1335)

Introduce double yellow lines on the junction to maintain sightlines and road safety for all.

Heatherdale Road (1336)

On the north side of Heatherdale Road, extend the existing single yellow line operating Monday to Saturday 8am to 6pm to in front of numbers 3 and 5. This is primarily to prevent parking in between the driveway for number 3 and the end of the single yellow line, which is an odd length gap that people park in and sometimes overhang the driveway for number 3.

Hollyfields Close j/w Woodlands Road (1327)

Install double yellow lines on the southern side of the junction to maintain sightlines and road safety for all.

18/20 The Avenue (1327)

Reduce the free unlimited parking bay outside number 18/20 The Avenue to one parking space, as currently the bay is barely large enough for two cars and as a result, they often overhang the bay and cause obstructions to the dropped kerbs for these properties.

Heatherley Road (No Drawing)

Make property numbers 12/12A and 14/14A eligible to buy resident and visitor permits under the existing terms and conditions of the Camberley Controlled Parking Zone. In the 2015 Surrey Heath Parking Review, two shared use parking bays (permit holders or 2 hours) were introduced for the first time in Heatherley Road. These particular properties have no off street parking and requested the introduction of the restriction at the time. However, these property addresses need to be added to the Traffic Regulation Order to allow them to become eligible for such permits.

3.3 HEATHERSIDE AND PARKSIDE

Cumberland Road and Pollard Grove (1339, 1384)

On the north side of Cumberland Road, extend the existing double yellow lines by the car park located opposite Martindale Avenue, up to the parking lay-by area. This will keep parking in the lay-bys only in this part of Cumberland Road, and will help maintain

traffic flow, sightlines and road safety. In addition, introduce double yellow lines on the junction with Pollard Grove, to maintain access and sightlines for vehicles and pedestrians entering and exiting Pollard Grove.

Robin Hill Drive j/w Upper Chobham Road (1381)

Introduce double yellow lines on the junction to maintain road safety and sightlines, particularly during school pick up and drop off times.

Upper Chobham Road (1381, 1344)

Introduce double yellow lines on the west side of Upper Chobham Road from the mini roundabout junction with Chobham Road up to The Fairway.

Introduce double yellow lines on the east side of Upper Chobham Road from the mini roundabout with Chobham Road up to the existing School Keep Clear marking.

These restrictions will help prevent cars parking along the Upper Chobham Road partially blocking the footway or temporarily blocking private driveways and will help reduce congestion on the Upper Chobham Road, particularly during school pick up and drop off times. Vehicles will still be able to park on the school side of Upper Chobham Road, north of the school entrance, where it is thought that they would be less likely to cause an obstruction as there are no driveways along here. Allowing vehicles to park on the same side as the school means less pupils having to cross this busy road. This arrangement would be subject to monitoring and possible changes in the future. Please note that this proposal was originally put forward by Surrey County Council's School Sustainable Travel Team, following site assessments carried out by their officers.

Evergreen Road (1344)

On the eastern side of Evergreen Road, extend the existing double yellow lines by the junction with Chobham Road, up to the lay-by parking area opposite numbers 1 to 4. This will keep parking on one side of the road between the lay-by and the junction, helping to maintain traffic flow and road safety, particularly during school pick up and drop off times. In addition, introduce double yellow lines on the junction within Evergreen Road, by numbers 5 and 62, in order to maintain road safety and sightlines.

Gorse Road (1345)

At the Grove Primary School end of Gorse Road, extend the existing double yellow lines by the junction with Montrose Close up to the start of the parking lay-by area located immediately outside of the school. This is to help maintain access to and from the school and to also help residents get in and out of their driveways on the opposite side of the street.

3.4 LIGHTWATER, WEST END AND BISLEY

Macdonald Road, Lightwater (1310)

Between the junction with Grasmere Road and Guildford Road, on the eastern side of the road, introduce double yellow lines along the entire length between the existing double yellow lines at each junction. This will keep parking on one side of the road only in order to help maintain access for buses that use this road, as well as other vehicles. In addition, on the western side of the road, extend the existing double yellow lines by the junction with Guildford Road, further southwards up to number 2 Macdonald Road. This will help maintain access and sightlines on approach to the junction.

Broadway Road j/w Guildford Road, Lightwater (1311)

On the eastern side of Broadway Road, introduce a length of double yellow lines starting in line with the existing lines on the western side, extending southwards up to the entrance to number 2 Broadway Road. This will prevent parking on this side of the junction and will also prevent parking over the existing pedestrian crossing, which is currently happening regularly.

3.5 BAGSHOT, WINDLESHAM AND CHOBHAM

Mincing Lane, Chobham (1386)

Introduce double yellow lines on the western side of Mincing Lane from Chertsey Road northwards up to southern part of the junction with **Oakdene**. This proposal will include double yellow lines on the junction of **Bracken Way**. On this side of the road, south of Bracken Way, vehicles have been parking regularly on the footway and grass verges, which have become damaged over time. The footway can often become obstructed as a result of this parking. In addition, parking here has been causing access issues for the driveways located on the opposite side of the street, as well as hindering two way traffic flow and sightlines. These proposed double yellow lines are intended to prevent this parking from taking place and to prevent any possible displacement to the above mentioned junctions.

Watts Farm Parade, Chertsey Road, Chobham (1312)

On the south side of Watts Farm Parade, by the junction with Barnmead, introduce one disabled parking bay and a three car length parking bay with a 1 hour limited waiting period applying Monday to Saturday 8am to 6pm. In addition, introduce double yellow lines on the east side of the junction with **Barnmead** to prevent parking on this corner and across the pedestrian crossing points.

High Street, Chobham (1313)

Outside The Sun Inn pub, replace the length of double yellow lines with a parking bay and a 1 hour limited waiting period applying Monday to Saturday 8am to 6pm. This will see the two existing parking bays joined up to fill in this double yellow lined area. The double yellow lines are currently across a redundant dropped kerb, which used to serve as an access to the pub before it was redeveloped with the entrance here being removed in the process. This proposal will help maximise on street parking space.

Chertsey Road, Windlesham (1366, 1302)

Between Updown Hill and Kings Lane, it is proposed to introduce a series of double yellow lines in order to keep parking on one side of the road in any one place. In addition, the proposed restrictions will help maintain driveway access in places and will also prevent parking opposite the junction with Kings Lane and on the entrances to Loneacre. From the junction with Updown Hill, parking will be able to take place on the south side of Chertsey Road up to the kerb build out. The parking will then be allowed to take place on the north side of Chertsey Road up to Cricketers Lane. Parking will then revert back to being on the south side of Chertsey Road, outside Loneacre and between driveways towards the Kings Road junction where parking will then be stopped on both sides of the road. As part of the advertisement for this proposal, all properties along this length will be letter dropped in order to gather full opinion.

Lower Mill Field j/w Higgs Lane, Bagshot (1383)

Introduce double yellow lines on the junction and on the bend leading up to the junction in order to maintain access, sightlines and road safety.

3.6 FRIMLEY GREEN AND MYTCHETT

Wharfenden Way, Frimley Green (1358)

On the eastern side of Wharfenden Way, from the existing double yellow lines by the junction with Wharf Road, introduce double yellow lines up to and including the bend by property 'The Smithy'. This is to keep parking on the eastern side only to help maintain access and road safety. On the eastern side of Wharfenden Way, extend the existing double yellow lines by the junction with Wharf Road further southwards, to improve access and traffic flow by this junction. Finally, introduce double yellow lines on the bend by property 'The Smithy' to prevent parking on that section of road and to maintain sightlines and road safety.

The Green, Frimley Green (1358)

On the western side of The Green, introduce double yellow lines also covering the crossroads junction with **The Hatches** and **Bedfords Lane**. This section of The Green is very narrow, and vehicles park on the footway (western) side of The Green which is almost always heavily obstructing the footway. Bearing in mind the relatively small number of cars parking here, and with consideration to the heavy footway obstruction which occurs for long durations, it is believed that the footway access should take priority and that parking should be prevented entirely. These restrictions will unlikely deter any pick up and drop off parking for the nursery and preschool, even though anything classed as waiting will be in breach of the 'no waiting at any time' restriction being proposed. However, it will almost certainly deter the long duration parking and will help keep the footway clear for the vast majority of the day and night. As part of this proposal, the crossroads junctions mentioned above will be protected with double yellow lines also, in order to maintain road safety, sightlines and access.

Sandringham Way, Frimley Green (1355)

Introduce double yellow lines on the junctions with **Dunbar Road** and **Barnard Close** in order to maintain road safety and sightlines, particularly during school pick up and drop off times. Introduce a length of double yellow lines on the western side of Sandringham Way to the north of the existing school keep clear restriction, in order to keep parking at a safe distance from the bend and junction with Dunbar Road. Finally, introduce double yellow lines on the inside of the bend extending from outside numbers 53 to 61 Sandringham Way. This will help maintain road safety and sightlines on the bend and keep parking within the lay-by only, along this part of the street.

3.7 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.

Duval Place	Bagshot	Mitcham Road	Camberley
Gloucester Gardens	Bagshot	Park Road	Camberley
Guildford Road	Bagshot	Princess Way	Camberley
Park View	Bagshot	Service Area 1	Camberley
Wardle Close	Bagshot	St Catherines Rd	Camberley
Waterers Way	Bagshot	Vale Road	Camberley
Angelica Road	Bisley	Whitehill Close	Camberley
Clews Lane	Bisley	Wood Road	Camberley
Grange Road	Camberley	Portesbery Road	Camberley
Admiralty Way	Camberley	Chertsey Road	Chobham
Bicknell Road	Camberley	The Grange	Chobham
Blackwater Valley Road	Camberley	Valley End Road	Chobham
Burleigh Road	Camberley	Alsace Walk	Frimley
Caesars Camp Road	Camberley	Ansell Road	Frimley
Cambridge Walk	Camberley	Badgerwood Drive	Frimley
Chatsworth Heights	Camberley	Broughton Mews	Frimley
Crawley Ridge	Camberley	Buckingham Way	Frimley
Eaton Road	Camberley	Burleigh Road	Frimley
Green Hill Road	Camberley	Field Lane	Frimley
Latham Avenue	Camberley	Frimley Grove Gardens	Frimley
Mitcham Road	Camberley	Frimley Road	Frimley
Middle Gordon Road	Camberley	Kenmore Close	Frimley
Grassmere Road	Lightwater	Overdale Rise	Frimley
Hammond Way	Lightwater	Sandown Drive	Frimley
Lightwater Road	Lightwater	Shamrock Close	Frimley
Sorrell Drive	Lightwater	Station Road	Frimley
Coleford Close	Mytchett	The Cloisters	Frimley
Grayswood Drive	Mytchett	Holly Hedge Close	Frimley
Haining Gardens	Mytchett	Guildford Road	Frimley Green
Hazel Road	Mytchett	Timber Bank	Frimley Green
Mytchett Crescent	Mytchett	Benner Lane	West End

4. CONSULTATIONS:

- 4.1 Subject to approval and budget provision being made available for 2017/18, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in Winter/Spring 2017.
- 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 Spring/Summer 2017.

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 £14,000. This will be financed by £7,000 being contributed each by the Local Committee and Parking Team budgets. If there is parking surplus for the 2016/17 financial year then this could contribute towards the total parking review cost.

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 signing work 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.

Annexes:

Annex A.

Sources/background papers:

There are none.
