

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (SURREY HEATH)****DATE: 8 DECEMBER 2016****LEAD OFFICER: ANDREW MILNE – AREA HIGHWAYS MANAGER (NW)****SUBJECT: PETITION RESPONSE – Parking spaces in Lightwater Village Centre****DIVISION: LIGHTWATER, WEST END AND BISLEY****SUMMARY OF ISSUE:**

The Local Committee received two signed petition by local residents requesting the Local Committee to provide additional parking spaces in Lightwater.

One of the petitions read "To ask Surrey County Council to investigate the viability and options to increase the number of parking spaces in Lightwater Village Centre".

**RECOMMENDATIONS:**

**The Local Committee (Surrey Heath) is asked to note:**

- (i) Residents of Lightwater have met with Officers and Members of Surrey County Council with a proposal to increase the amount of parking in Lightwater centre.**
- (ii) The proposal was reviewed and determined to have a substantial cost implication that cannot be met by the Local Committee in the current financial climate.**

**REASONS FOR RECOMMENDATIONS:**

The proposals reviewed by Surrey Highways Officers included works on private land and conversion of footway into carriageway. Both aspects of the proposal have significant financial implications that cannot be considered by the Local Committee at the current financial situation.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 Lightwater village is located in the north of Surrey Heath immediately south of M3 junction 3 with the A322. The village itself is located across Guildford Road (C5) but is outlined by the M3, the Lightwater by-pass (A322) and Red Road (B311).
- 1.2 Guildford Road (C5) runs adjacent to the A322 in a northwest & southeast direction. The road is generally separated into three specific areas. A section on either end are generally residential in nature. The section in the middle, between Ambleside Road and Grassmere Road, is typically a combination of commercial and retail properties. Through this area there are many off street parking facilities with vehicle access causing regular joining and exiting the carriageway.
- 1.3 On street parking along the commercial section of Guildford Road is heavily restricted with much of the road restricted to no on-street parking with double yellow lines. Some time restricted parking bays have been provided to the west of the junction with All Saints Road where vehicle access are limited and the flow of traffic is more traditional.
- 1.4 In addition to parking restrictions, traffic calming has been provided on Guildford Road in the form of mini roundabouts and speed tables. In addition to these features, Guildford Road also has two zebra crossings and two bus stops within the same area (one in either direction).

## **2. ANALYSIS:**

- 2.1 Surrey County Council Officers and Members have met with residents of Lightwater about proposals for improved parking with Lightwater earlier in 2016. The proposals provided at the meeting showed clear improvement to the village centre. Unfortunately the proposals were indicative and could not be used to determine the amount of additional parking spaces that the works would create.
- 2.2 Whilst the plans were only indicative, plans provided by Officers at the meeting showed that much of the alterations fell outside of the public highway. Should the scheme be progressed it would require owners of the land to agree to the dedication of it as public highway. This process typically requires the purchase of the land which can drastically increase the cost of any scheme.
- 2.3 Review of the proposal showed that implementation would require converting footway into carriageway. Due to the stresses and strains caused by vehicle movement, the structure of the carriageway is deeper than that of a footway. As a result, converting a footway to carriageway requires full depth construction. In addition, should any utilities be within the same area, these will need to be moved. They can either be lowered to a depth where stresses are reduced to a suitable level for the strength of the assets. The alternative is to move the utility across to another section of footway. Although plans can be used to estimate the impact of a scheme on utilities, the plans are not always accurate and the true impact cannot be established until works have started. This means that a substantial amount of additional funding is required should the situation be worse than predicted.

2.4 Given the scale of the works, the cost of such a scheme is expected to be incredibly high irrespective of the need to purchase land. As a result, the Surrey Heath Local Committee will not be able to fund the works in the foreseeable future.

### **3. OPTIONS:**

3.1 There are no options presented in this report.

### **4. CONSULTATIONS:**

4.1 Consultation on the proposal would be undertaken as part of any scheme proposal for improving parking in the area.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 There are no financial implications on the recommendations of this report.

5.2 The cost of such a scheme is likely to cost well in excess of £300,000 without the requirement of compulsory purchase of all necessary land.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 The Highway Service is mindful of its needs within this area and attempts to treat all users of the public highway with equality and understanding.

### **7. LOCALISM:**

7.1 Through the views and needs expressed by local communities, and accommodating where possible the involvement of local communities in looking after the public highway, localism is routinely considered as part of the consultation and bidding processes for highway-related works.

7.2 This report responds to concerns raised by members of the local community in Lightwater.

### **8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
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.

**9. CONCLUSION AND RECOMMENDATIONS:**

9.1 Lightwater is located south of the M3 junction with A322 and surrounded by the A322 and B311 (Red Road). The primary road in Lightwater is Guildford Road which runs adjacent to the A322, Lightwater By-pass. The road is a combination of residential and commercial properties with the majority of commercial and retail properties located between Ambleside Road and Grassmere Road.

9.2 Surrey County Council officers and members have met with residents of Lightwater to review a proposal the residents had organised. The proposal was an indicative design rather and gave no firm idea of the capacity increase the proposal would bring.

9.3 However, through the proposal, Surrey County Council officers were able to determine a number of issues with the proposal that would cause a real concern with the progression of the scheme.

9.4 The scale and type of works identified meant that the cost of the works falls outside the typical budget available to the Local Committee at this time.

**10. WHAT HAPPENS NEXT:**

10.1 The residents are encouraged to discuss the progression of the scheme both with residents and land owners adjacent of the area of improvement about the scale of improvement as well as the dedication of private land as highway.

10.2 Surrey County Council officers will continue to monitor the situation and look out for possible funding opportunities in the future.

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**Contact Officer:**

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**Consulted:**

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**Annexes:**

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**Sources/background papers:**

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