

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (SURREY HEATH)****DATE:** 13 June 2019**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 notes the 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 100 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

Wimbledon Road j/w Highview Crescent (Drawing No: 1315)

Introduce double yellow lines on the junction to maintain sight lines, road safety and access at all times. This will also help maintain access for buses turning into Wimbledon Road, who sometimes have to drive onto the grass verge to avoid parked cars. There is evidence of heavy verge damage here.

Barossa Road j/w Old Dean Road and Upland Road (Drawing No: 1368)

Introduce double yellow lines on the crossroads junction to maintain sight lines, road safety and access at all times. There was a petition type request from local residents for this junction to be restricted.

London Road (A30) j/w Diamond Ridge (Drawing No: 1371)

Introduce double yellow lines to maintain sight lines, road safety and access at all times.

Diamond Ridge j/w Diamond Hill (Drawing No: 1371)

Introduce double yellow lines to maintain sight lines, road safety and access at all times.

Lime Avenue (incl. j/w Paddock Close) (Drawing No: 1395)

Introduce double yellow lines along the entire length of the inside of the bend, including on its junction with Paddock Close. Lime Avenue receives a lot of traffic, particularly from goods vehicles, being the only vehicular access in and out of the hotel, which is located at the far end of Lime Avenue. This extensive bend is also located by a pedestrian entrance by number 28 (accessible from Lime Avenue) to a small block of properties with limited and narrow vehicular access from Portsmouth Road. It is believed that some visitors to these properties park on Lime Avenue, resulting in more on street parking on this bend than you would normally expect to see in a street like this. Taking into account the extra traffic to and from the hotel, it is proposed to restrict the entire inside of the bend and its junction with Paddock Close to maintain sight lines, road safety and traffic flow on this bend, whilst still allowing parking to take place on the outside of the bend.

Park Street (incl. j/w Gordon Road and Middle Gordon Road) (Drawing No: 1324, 1329)

Convert the existing single yellow lines on both sides of Park Street, including the northern section of its junction with Gordon Road and Middle Gordon Road (CPZ hours of Monday to Saturday 8am to 6pm) to double yellow lines. Despite the single yellow lines technically allowing parking after 6pm and on Sundays, it was never intended for parking to take place on Park Street at any time, but in more recent years, parking has started to take place close to the town, as visitors are looking for free parking. However, this parking is often heavily on the footway, and on hatched white line markings on approach to the roundabout junction, again, all on sections of road never intended for parking to take place. This is impacting on traffic flow, access and sight lines for both drivers and pedestrians on this busy route in and out of the town. In order to address this issue, and to control likely displacement further down Park Street, it is proposed to double yellow line Park Street on both sides up to the Gordon Road and

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Middle Gordon Road junction, which will include double yellow lines on the northern part of that junction as a cut of point for this proposal. **Please note that the divisional boundary for Camberley East and Camberley West runs down the centre of Park Street, and therefore this proposal affects both divisions.**

3.2 CAMBERLEY WEST

Park Street (incl. j/w Gordon Road and Middle Gordon Road) (Drawing No: 1324, 1329)

See proposal information above.

29 The Avenue (Drawing No: 1325)

Convert the existing single yellow line (CPZ hours of Monday to Saturday 8am to 6pm) located between the two existing parking bays, to double yellow lines. An unrestricted parking bay outside 29 The Avenue was revoked as part of a previous parking review of Surrey Heath, as it was deemed to be too obstructive to nearby driveways. Whilst it took some time to fully complete this work, the current situation is that the location is clearly without a parking bay and sign, and clearly single yellow lined. However, despite this, visitors to The Avenue, particularly those visiting the nearby Dentists, are repeatedly ignoring the single yellow line, resulting in ongoing complaints to the parking enforcement team, and subsequently ongoing fines being issued to these visitors. It is also generating problems for the same residential accesses at night, after 6pm, when the restrictions do not apply. An awful lot of time has, and is being spent on this one location, and it is likely to remain so unless something is made even clearer on the ground. It is therefore proposed to double yellow line this section of road, between the two parking bays, in order to prevent parking at all times and to resolve all of the issues explained.

Hollyfields Close j/w Woodlands Road (Drawing No: 1327)

Introduce double yellow lines on the southern section of this junction, as double yellow lines already exist on the northern section. This is to maintain sight lines, road safety and access at all times. This is a proposal which was advertised as part of a previous parking review of Surrey Heath, but was later dropped following objections from some residents of Woodlands Road. However, following increased complaints from residents of Hollyfields Close about parking on this side of the junction, and following further consideration of the original objections, it is being proposed again.

87 Frimley Road (Drawing No: 1340)

Reduce the double yellow lines outside 87 so that they terminate at the southern building line of 87. The narrow driveway to this property has been converted to a front garden and is no longer used by a vehicle. This reduction in the double yellow lines will reflect this new property layout, and will provide a bit more breathing space for cars parking outside.

Dell Grove (Incl. j/w Chobham Road) (Drawing No: 1394)

Introduce double yellow lines on the junction, the inside of the bend, and along eastern side of Dell Grove up to and around the bend. This will prevent parking on all hazardous and obstructive parts of Dell Grove, to maintain sight lines, road safety and

access at all times, but particularly during school pick up and drop off times. This is in response to a petition type request from residents of Dell Grove.

3.3 HEATHERSIDE AND PARKSIDE

The Maultway j/w Cumberland Road (Drawing No: 1339)

Introduce double yellow lines on the junction to maintain sight lines, road safety and access at all times, which will include converting a small part of the existing single yellow line (No waiting Saturday and Sunday 9.30am to 4.30pm) to double yellow.

Sandown Drive j/w Blythwood Drive (Drawing No: 1365)

On the south eastern side of Sandown Drive, extend the existing double yellow lines in order to allow more space for vehicles to enter and exit Sandown Drive, particularly when passing other vehicles.

Hawthorn Road (Drawing No: 1394)

On the inside of the bend in the vicinity of number 23, introduce double yellow lines to maintain sight lines, road safety and access on the bend, particularly during school pick up and drop off times.

3.4 LIGHTWATER, WEST END AND BISLEY

The Avenue j/w Guildford Road, Lightwater (Drawing No: 1310)

Introduce double yellow lines on the junction to maintain sight lines, road safety and access at all times. People park on this junction to visit the shops on the corner, heavily obstructing sight lines and traffic flow.

203 Guildford Road, Lightwater (Drawing No: 1310)

Introduce a 20 minute parking bay for one vehicle outside 203 Guildford Road, in order to provide some limited turnover parking for the nearby newsagents. This area has been carefully measured, and this is the only section of raised kerbing nearby which is suitable for a parking bay. Following the introduction of double yellow lines on the nearby junction with Macdonald Road, and as expressed by the shop owner at a previous Surrey Heath local committee, parking opportunities for the shop have been reduced, even though the parking was deemed to be problematic, particularly for buses. This proposal for one 20 minute bay is all that is possible here, but is the exact same restriction used further down Guildford Road, by the post office.

Hawthorn Way / Elm Grove / Pilgrims Way (Drawing No: 13100)

Introduce double yellow lines on all three adjoining junctions, including in front of the school gates and nearby corner on Hawthorn Way. This is to maintain sight lines, road safety and access at all times, but particularly during school pick up and drop off times. It is understood that the school are in favour of this proposal.

3.5 BAGSHOT, WINDLESHAM AND CHOBHAM

Chobham Road, Chobham (Drawing No: 1396, 1397, 1398) and Staple Hill Road and Longcross Road, Chobham (Drawing No: 1399)

It is proposed to make the temporary traffic regulation orders currently in effect in Chobham Road, Staple Hill Road and Longcross Road (as shown on the drawings listed) into permanent traffic orders. These are the double yellow line restrictions which were introduced to control any displacement parking as a result of introducing charges on the countryside car parks. Please note the Staple Hill Road and Longcross Road location is on the border with Runnymede. The restrictions shown on drawing no: 1399 are those located within Surrey Heath. All restrictions are currently on the ground.

High Street, Chobham (Drawing No: 1313)

Introduce a 'no waiting Monday to Saturday 7-9am and 4-6pm' restriction on the one hour limited waiting bays located north of the disabled parking bay by the Sun Inn car park entrance. As a result of this change, it is also proposed to change the hours of the same mentioned one hour limited waiting bays so that they apply between 9am and 4pm Monday to Saturday instead of 8am to 6pm.

The reason for this change is to significantly improve traffic flow through the High Street at peak times, which will also greatly reduce queuing traffic on Chertsey Road, Windsor Road, Bagshot Road, Station Road and Castle Grove Road, and will help lower air pollution in the entire area.

With the High Street parking bays allowing parking to take place entirely on the carriageway, the remaining carriageway width is at a distance where passing oncoming traffic is not entirely comfortable for the majority of vehicles. In many cases, drivers are waiting behind the parking bays for other vehicles to pass before moving out. For larger vehicles approaching or waiting, this will be absolutely necessary to avoid hitting another vehicle. However, in many other situations, it will be entirely dependent on the driver's own perception of width or space that ultimately determines whether or not they feel they can pass alongside another oncoming vehicle. As a result, sometimes drivers will be waiting unnecessarily or overcautiously, although in this location it is entirely understandable for drivers wanting to give benefit to the doubt. Therefore the situation is simply ongoing hold ups caused by the parking bays being in situ. As a compromise between removing the parking altogether and leaving the parking as it is, the peak time parking restriction, which will involve a single yellow line being installed along the back of the parking bays, is deemed to be the most worthwhile measure to propose.

3.6 FRIMLEY GREEN AND MYTCHETT

White Acres Road j/w Mytchett Road, Mytchett (Drawing No: 1361)

Convert the existing single yellow lines on this junction (no waiting Monday to Saturday 8am to 6pm) to double yellow lines to maintain sight lines, road safety and access at all times. In addition, the proposed double yellow lines will extend on the north side to cover an existing 'keep clear' marking, intended to prevent parking opposite the Potteries Lane junction.

Tomlinscote Way, Frimley (Drawing No: 1394)

On the western side of Tomlinscote Way, introduce double yellow lines on the two school car park entrances/exits, and on the approach to the junction with Chobham Road, to maintain sight lines, road safety and access, for both vehicles using the entrances/exits but also for pedestrians using the dropped crossing points. On the eastern side of Tomlinscote Way, introduce double yellow lines from the junction with Chobham Road to the parking layby area opposite the sports facility. This will keep parking on the western side only, which will help maintain traffic flow and access, particularly during school pick up and drop off times. This proposal is something which the school described in their request for parking restrictions in Tomlinscote Way.

Please note that some very short sections of these proposed double yellow lines, located on the western side of the street, fall within the division of Camberley West.

3.7 BUS AND CYCLE LANE TRAFFIC ORDER

Frimley Road, Frimley (Camberley West) (No Drawing)

Surrey Highways have recently become aware that the bus and cycle lane located on Frimley Road, northwestern bound under the M3 bridge, does not have a traffic regulation order associated with it. It is therefore proposed to advertise this with this parking review so that a traffic order can be made. The bus and cycle lane is located 25m southeastwards of the southeastern kerb line of James Road, southeastwards for a distance of 101m. It is within the left hand lane of the northwestern bound carriageway. The bus and cycle lane gives priority to such vehicles under the M3 bridge, and on approach to the signalised junction by James Road, where there is also an advanced stop line and reservoir for cyclists to enter via a lane to the left. This arrangement is safer for cyclists, and gives buses and cyclists priority over other vehicles, encouraging modal shift.

3.8 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.

CAMBERLEY EAST			
Mitcham Road	St Georges Road	Lancaster Drive	Cordwalles Close
Star Post	Wishmoor Road	Upper College Ride	Bellever Hill
Berkshire Road	York Road		
CAMBERLEY WEST			
Lyon Way	Watchetts Drive	James Road	Moorlands Road
Gilbert Road	Greenbank Way	Alphington Avenue	Buckingham Way
Sheridan Road	Grand Avenue	Gordon Road	Whins Close

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Victoria Avenue	Butterfields	Apex Drive	Grovefields Avenue
HEATHERSIDE AND PARKSIDE			
Farm Road	Lanark Close	Stirling Close	Holly Hedge Close
Evergreen Road	Bayfield Avenue	Green Hill Road	Inglewood Avenue
The Ridings			
LIGHTWATER, WEST END AND BISLEY			
Riverside Avenue	Ambleside Road	Guildford Road	Benner Lane
BAGSHOT, WINDLESHAM AND CHOBHAM			
Chertsey Road	Updown Hill	Windsor Road	Thorndown Lane
Vicarage Road	Green Farm Road	Manor Way	Wardle Close
Fowlers Mead			
FRIMLEY GREEN AND MYTCHETT			
Mytchett Road	Sherrard Way	Coleford Close	Frimley Green Road
Sturt Road			

4. CONSULTATIONS:

- 4.1 Subject to approval and budget provision being made available for 2019/20, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in Summer/Autumn 2019.
- 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/Winter 2019.

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 and

advertisement costs in total are likely to be **£10,000**. This will be funded by the parking team revenue maintenance budget

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

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- 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.