

# SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WAVERLEY)

DATE: 28 JUNE 2019

SUBJECT: PETITION RESPONSE REPORT

– HULLMEAD, SHAMLEY GREEN

DIVISION: WAVERLEY EASTERN VILLAGES



## **RECOMMENDATION**

The Local Committee is asked to:

- (i) Note the officer's comments.

## **REASONS FOR RECOMMENDATIONS:**

1. None of the areas currently meet safety defect intervention levels, but would benefit from patching repair works in the future.
2. Consideration would not be given to removing verges at considerable public expense for the purpose of parking.

## **PETITION DETAILS:**

A petition has been received from Mrs Lesley Ross which contains 61 signatures and reads:

*“Request for the widening of the road and installing more parking areas in Hullmead, Shamley Green GU5.”*

## **RESPONSE:**

1. The South West Area Team Highways Maintenance Engineer has inspected the carriageway and footways in Hullmead and has noted the general overall condition as average. See Annex A – Hullmead land ownership plan.
2. The carriageway construction comprises of a concrete road that has been overlaid with a thin bituminous surfacing. The bituminous surfacing is

showing signs crazing and cracking and minor delamination in some areas. Under the county council's safety inspection matrix, potholes greater than 40mm in depth would meet the criteria for repair. The depth of the delaminated areas in Hullmead are less than 40mm and therefore do not currently meet the county council's intervention levels for repair. The footways are in a similar condition with areas of localised damage due to vehicles driving on and parking on the footway. None of the areas currently meet safety defect intervention levels, but would benefit from patching repair works in the future.

3. However, if customers are concerned about potential safety issues, they can report potholes directly to the county council using the telephone contact centre or by using the online reporting service, where a safety inspection can be undertaken for any areas of concern.
4. It was also noted on inspection that the carriageway had an average width of between 4.5m - 5.0m throughout the length of the road meaning that vehicles that park in the road leave little room for other vehicles to pass, especially larger vehicles. For this reason it is apparent that vehicle owners are choosing to park on the grass verges and the footways to allow more room to pass. However, in doing so this is restricting the amount of available footway for pedestrians to use and in some areas damaging the footways as well.
5. The county council would normally treat matters such as these by either requesting Police enforcement for obstruction of the public highway, or by introducing formalised parking bays with waiting restrictions, and or by installing posts along the verges. The estimated cost to convert the verges into carriageway to parking bays along Hullmead would be in the region of £50,000 - £100,000.
6. The purpose of the public highway is to pass and re-pass and the county council has no obligation to provide or improve parking facilities for residents; therefore, consideration would not be given to removing verges at considerable public expense for the purpose of parking.
7. SCC has consulted with Waverley Borough Council and received this information: "Waverley Housing Service has had a series of planned parking improvement works on specific areas across its housing stock. Waverley's selection criteria is for areas that have 90% tenancy occupation as opposed to areas which have had a high percentage of residents who have exercised their right to buy. The housing service will be reviewing these projects in July, having just completed the last area on the present list. If it decides to commit to this type of improvement in the future, it will, of course, consider Hullmead against this criteria."

**Annexes:** Annex A - Hullmead land ownership plan.

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