



WOKING JOINT COMMITTEE

DATE: 26 JUNE 2019

SUBJECT: WRITTEN MEMBER QUESTIONS

DIVISION: WOKING

Question 1: Cllr Gary Elson, Pyrford Ward

‘Please can Officers explore what opportunities there are to improve the condition of the Green in Beaufort Road and seek to alleviate some of the connected parking issues in this area of the Maybury Estate.’

‘Many trade and private vehicles are regularly parked there and what little green is left ends up being a quagmire whenever there is heavy rain.’

‘The Green fronts a number of private properties and residents have complained for many years’

Answer – Area Highways Team

We are aware that there is a high demand for parking in the Maybury area. We are also aware of the condition of the verge in Beaufort Road and we have had several enquiries about this.

The verge in Beaufort Road could be fenced off in order to allow the grass to re-grow and for the amenity to be re-established but given the demand for parking, it is assumed that the residents would prefer the parking to be formalised, with a hardstanding provided.

We have a generic item on our capital schemes list for “Maybury, various road – convert verges to parking” and Beaufort Road can be considered to be one of these roads.

We also have a two other similar items for the conversion of verges to parking but it must be noted that the provision of parking is not a function or duty of a highway authority, simply because there is no right to park on the highway. Whilst a highway authority can convert a verge or other area to parking, in a residential area such as Maybury, converting any verge would amount to the provision of private parking because there are no other amenities such as shops, community centres, doctors’ surgery etc whereby the parking would be of benefit to a greater number of highway users. Allocating funding for such schemes will undoubtedly be at the expense of other schemes on our work programme that would have wider and, potentially, casualty reduction benefits.

The particular verge in question is sloped and there is a fairly significant level difference between the edge of the road and the footway that runs immediately in front of the properties. This means that if the area was converted, either the parking spaces would be on a slope or the verge would have to be dug out to form a level

ITEM 6

area and this would clearly require a retaining structure at the back (closest to the properties). If the area remained sloped, this could have implications for people getting in and out of the vehicles and walking to and from them, particularly if they are elderly or disabled and especially so in winter conditions; the gradient would be steeper than the on the existing footway, which is longer and, therefore, less steep. If the area was levelled, not only would a retaining structure be required, as already mentioned, but it would be less convenient for residents to use because they would not be able to take the shortest, most direct route to their properties but would have to walk to the footway that runs in front of the properties and then follow that. Either option would be expensive.

A cheaper option might be to use a product such as “Grass-crete” which is grid-type mat through which grass can still grow but the weight of vehicles is supported by the grid structure, so the grass suffers less and the area tends not to turn into an unsightly expanse of mud. This has been used before in Woking but on level ground and not over such a large area.

Without allocating some funding to undertake more detailed investigation, accurate cost estimates for these options cannot be given.

As mentioned earlier, we have an item on our work programme for the conversion of verges to parking in various roads in Maybury but within our ranking system, it sits over half-way down the list. It is not a high priority scheme and is likely to be prohibitively expensive and because of this, it is recommended that no action is taken at this time.