

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (WAVERLEY)****DATE: 13 MARCH 2020****LEAD JACK ROBERTS****OFFICER: (Engineer, Parking Strategy & Implementation Team)****SUBJECT: WAVERLEY PARKING REVIEW****DIVISION: ALL DIVISIONS IN WAVERLEY****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 Waverley 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 (Waverley) is asked to agree that:**

- (i) the proposed amendments to on-street parking restrictions in Waverley as described in this report and shown in detail on drawings in annex A are agreed.
- (ii) funding in the 2020/21 financial year will be required to implement the parking amendments and the committee will need to contribute a maximum of £9,000 from the 2018/19 parking surplus - as detailed in paragraph 5.1.
- (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 Waverley as shown on the drawings in annex A is 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.

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 130 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 Waverley 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 FARNHAM NORTH

Woodbourne j/w Nutbourne (24126)

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

3.2 FARNHAM CENTRAL

Thorold Road (24014)

Convert the shared use parking bays (Monday to Saturday 8am to 6pm 2 hours or permit holders) to Monday to Saturday 8am to 6pm permit holders only. This is following a petition request signed by the majority of residents of Thorold Road, asking for permit holders only restrictions to ensure residents can park in Thorold Road as the spaces are often taken up by visitors to Farnham. Whilst the petition requested that all the spaces be converted to permit holders only, it was only deemed necessary to convert the spaces outside the Thorold Road properties and to leave the bay nearest to the junction with Sumner Road as shared use to allow some space for visitors in the street.

Stoke Hills (24014)

On the corner by number 63, revoke two short lengths of double yellow lines so that they are not in front of dropped accesses, allowing three or four vehicles to park off street on the corner, which has been taking place for several years now. As double yellow lines legally apply to the entire width of adjacent footways and verges, the two parts of the double yellow lines need to be removed to ensure parking can take place unrestricted on the hardstanding corner, via the existing dropped kerbs located on each side of the corner.

Long Garden Walk (24017)

Outside property 'Weathercocks', reduce the permit holders only parking bay and extend the existing double yellow lines to ensure that only one vehicle can park within the bay. Currently, the bay is of a length where two vehicles often park within the bay and often overhang the bay significantly. In order to compensate for any potential loss of space for drivers of smaller vehicles using this bay for two cars, it is also proposed to introduce a new permit holders only bay (Monday to Saturday 8am to 6pm) outside number 7.

Falkner Road (24023)

Opposite Potters Gate and north-eastwards up to the pay and display bay, convert the single yellow line (No waiting Monday to Saturday 8am to 6pm) to double yellow lines. This is to prevent parking in the vicinity of the Arts University's entrance and the new uncontrolled pedestrian crossing facilities. **Amendment for Traffic Regulation Order only. Work already carried out on the ground.**

Crosby Way (24027)

On the north side between the junction with Whitlet Close and the entrance to Headway House, fill in the unrestricted gap with double yellow lines to help maintain access and traffic flow at all times on this bend, including access into and out of the entrance to Ferns Mead. This will ensure that parking takes place only on the south side.

St George's Road (24029)

Outside property 'Bacon House', extend the permit holders parking bay (Monday to Saturday 8am to 6pm) and reduce the single yellow line (No waiting Monday to Saturday 8am to 6pm). This is to increase parking capacity in the road following the construction of Bacon House, which has a significantly shorter vehicle entrance than the previous property layout.

Longley Road (24029)

Outside 3 to 13 (not including the existing parking bays) introduce single yellow lines with the restriction 'No waiting Monday to Friday 7-8am and 5-6pm'. This will prevent all day

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parking and will allow opportunities for local workers and visitors to park, particularly those associated with nearby schools and the Phyllis Tuckwell Hospice.

Menin Way (24030)

Outside number 12 to property 'Autumn Tints' and also between the school keep clear marking and the entrance to the South Farnham School, introduce single yellow lines with the restriction 'No waiting Monday to Friday 7-8am and 5-6pm'. This will prevent all day parking and will allow opportunities for local workers and visitors to park, particularly those associated with nearby schools and the Phyllis Tuckwell Hospice.

Lynch Road (24112)

On the north side, outside numbers 41 and 49, introduce two lengths of single yellow line with the restriction 'No waiting Monday to Friday 7-8am and 5-6pm'. This will prevent all day parking and will allow opportunities for local workers and visitors to park, particularly those associated with nearby schools and the Phyllis Tuckwell Hospice. Outside number 43 to the junction with Monkshanger, and also outside and opposite number 51, introduce lengths of double yellow lines to maintain access, sight lines and traffic flow at all times. Outside numbers 45 and 47, introduce a 4 hour (no return within 1 hour) limited waiting bay applying Monday to Friday 8am to 6pm to allow parking by visitors or tradesman. Finally, on the south side outside numbers 64 to 76, introduce a single yellow line with the restriction 'No waiting Monday to Friday 8am to 6pm' to keep parking on the north side of the road during the day when busiest, in order to maintain traffic flow and sight lines.

Red Lion Lane (24129)

Introduce a 'permit holders only past this point' scheme applying 'Monday to Saturday 8am to 6pm, for all residents with a Red Lion Lane address only. **This will begin at the same point where the 'No motorised vehicles except for access' restriction begins, which will need to be revoked in order to allow a permit scheme to be introduced.** This scheme will ensure that residents have priority parking over non-residents, and follows a petition signed by the majority of Red Lion Lane residents in support of permit parking. Whilst this scheme was advertised as part of a previous parking review, where it was subsequently dropped following objections, it is understood that parking has increased in recent years and that this may have changed residents' views on permit parking in the street.

In regard to the type and cost of permits available, the council has agreed to a new parking strategy (in January 2020) which means that (subject to statutory consultation), permits will be issued based on the following costs and criteria: -

£80 for the first resident permit and £100 for a second resident permit.

£2 per daily visitor permit (maximum 150 per household per year) and £1 per 2 hour visitor permit (maximum 250 per household per year).

Resident permits will be issued based on the following criteria: -

A maximum of two permits for residents with no off street parking; one permit for residents with 1 off street parking space; and no permits for residents with 2 or more off street parking spaces.

3.3 FARNHAM SOUTH

Riverdale j/w Wrecclesham Road (24036)

Introduce double yellow lines on the junction to maintain access, sight lines and road safety at all times. This follows a petition from residents of Riverdale.

Swingate Road j/w Vicarage Hill (24143)

On Vicarage Hill, on the eastern side of the junction, introduce an extensive length of double yellow lines to help maintain sight lines on the junction but to also maintain traffic flow and sight lines for vehicles travelling along Vicarage Hill.

3.4 HASLEMERE

Tanners Lane (24053)

Convert the southernmost permit holders only parking bay to shared use (Monday to Saturday 8.30am to 5.30pm 1 hour no return within 1 hour or Permit Holders R and J). Since the permit bays were installed in Tanners Lane, they have been monitored to determine how well they are being used. During the times in which the restrictions apply, the permit bay adjacent to the play/recreation ground is often seen to be empty or seldom parked in by permit holders. In order to create a fairer balance of parking in Tanners Lane, it is proposed allow the bay to be used by non-permit holders as well, but only up to a maximum of 1 hour. This will allow enough time for people to visit and use the play/recreation ground, and the shops on West Street as well. Permit holders R and J will still be allowed to park in the bay for any amount of time whilst displaying their permit.

Lower Street (24054)

In the layby parking area outside properties 'The Wells', revoke the double yellow lines from within the layby to formally allow parking to take place unrestricted. **Amendment for Traffic Regulation Order only. Work already carried out on the ground.**

Fieldway (24055)

On the junction with Bridge Road, extend the double yellow lines on each side to match the existing layout on the ground. **Amendment for Traffic Regulation Order only. Work already carried out on the ground.** On the corner by number 25, introduce double yellow lines to prevent parking on this inside corner, which is creating an obstructive pinch point in the road when vehicles are also parked more suitably within the outside corner of the road.

Lion Mead (24056)

On the western side between the existing double yellow lines on the junction of Meadway and Junction Place, introduce double yellow lines (filling in this unrestricted gap) to prevent parking by a new vehicular entrance to the rear of number 13 Junction Place, but to also keep parking on one side of the road only to help maintain traffic flow and access at all times.

King's Road (24058)

Outside number 34, reduce the permit holders parking bay (effectively undoing the previous proposal to extend this bay as part of the 2018 parking review) as this has since been deemed to be too obstructive to the narrow driveway located opposite for number 71. **Amendment for Traffic Regulation Order only. Work already carried out on the ground.**

Hedgehog Lane (24058)

Extend the existing double yellow lines on both sides of the street to help maintain traffic flow and access in and out of the lane at all times.

3.5 CRANLEIGH AND EWHURST

St Nicolas Avenue (24103)

Revoke the existing School Keep Clear marking outside the school and introduce a new School Keep Clear marking in front of the existing double yellow lines located outside the church car park, which is also the pedestrian entrance to the school. This is a much more suitable and useful location for the school keep clear marking and will free up more space further down the road where it is needed. In addition, introduce double yellow lines across the school staff car park entrance to help maintain access and sight lines following the removal of the school keep clear in that part of the street. These proposals were deemed necessary following a Road Safety Outside Schools meeting involving officers from Surrey CC and Surrey Police.

3.6 WAVERLEY EASTERN VILLAGES

Wonersh Common, Wonersh (24134)

On the western side, between the dropped kerb entrances to the Memorial Hall and property 'Ashlands', introduce double yellow lines to maintain sight lines and traffic flow at all times, particularly for those exiting the Memorial Hall.

Barnett Lane j/w The Street and Cranleigh Road, Wonersh (24134)

Introduce double yellow lines from the junction mouth, on both sides, up to the first shared driveway. This will prevent obstructive parking on this narrowest section of Barnett Lane, which has had incidents of complete obstruction in the past due to poor parking, particularly by drivers of larger vehicles. After the proposed double yellow lines end, it is then suitable for parking to take place on one side, in terms of available width.

3.7 WAVERLEY WESTERN VILLAGES

Beacon Hill Road, Hindhead (24044)

Outside number 2, revoke the limited waiting bay (Everyday 8.30am to 6.30pm 1 hour no return within 1 hour) and extend the existing double yellow lines up to the boundary of number 2 and property 'Quinton Villa'. This is to allow a new vehicular crossover to be constructed for a new residential development at number 2. Planning permission was granted under the condition that the parking bay be removed first through statutory

process, before building work could begin. The extended double yellow lines will ensure they end at a suitable point on the road in relation to the new dropped kerb.

Jumps Road, Churt (24153)

Introduce double yellow lines on the south side, on the inside of the bend between the car park entrance to the hotel and the vehicular entrance to property 'Woodside'. This is to help maintain sight lines, traffic flow and road safety in the vicinity of this large bend in Jumps Road, which is located by the Sculpture Park. Parking in Jumps Road has increased over the past few years and has resulted in persistent complaints regarding parking in the vicinity of the Sculpture Park, following increases in on street parking by visitors to the park. As the road surface on Jumps Road is not ideal for lining, with the north side being far from ideal, we are limited to the extent of proposals we can make at this time, but the south side and the inside of the bend is the more hazardous side and the priority to restrict.

3.8 GODALMING NORTH

Douglas Drive j/w Catteshall Lane (24079)

On the south side of Catteshall Lane, introduce a section of double yellow lines opposite the junction with Douglas Drive to help maintain access in and out of Douglas Drive, particularly by large good vehicles. This has been a persistently complained about issue for a few years now, and was unable to be resolved as part of the previous extensive double yellow line proposal for Catteshall Lane and Catteshall Road, as the scheme was subsequently dropped following advertisement. Therefore it is now being proposed in isolation.

South Hill (24145)

Extend the existing double yellow lines so that they are outside 76 and 77 to help maintain sight lines and road safety on the bend, particularly for those exiting South Hill.

From number 63 to the far end of the cul-de-sac by number 49, introduce a 'permit holders only past this point' scheme applying Monday to Saturday 8am to 6pm. The entry sign will be located opposite number 63 and the scheme will allow permit parking in this area by all properties located from and including numbers 63 and 42 to the far end of the cul-de-sac by number 49. This scheme will ensure that residents have priority parking over non-residents, and follows a petition signed by the majority of South Hill residents located in this part of South Hill in support of permit parking. Most of the properties in this part of South Hill have no off street parking and struggle with the parking of their vehicles more than other residents in South Hill, who mostly have adequate levels of off street parking. Therefore whilst it is unusual to have permit parking applying in just one part of a street, it is the only part of the street which would be deemed to be a priority for permit parking and financially viable.

In regard to the type and cost of permits available, the council has agreed to a new parking strategy (in January 2020) which means that (subject to statutory consultation), permits will be issued based on the following costs and criteria: -

£80 for the first resident permit and £100 for a second resident permit.

£2 per daily visitor permit (maximum 150 per household per year) and £1 per 2 hour visitor permit (maximum 250 per household per year).

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Resident permits will be issued based on the following criteria: -

A maximum of two permits for residents with no off street parking; one permit for residents with 1 off street parking space; and no permits for residents with 2 or more off street parking spaces.

Nightingale Road (24146)

Outside number 23, at the end of the double yellow lines, introduce a two car limited waiting bay applying Monday to Friday 8.30am to 6.30pm 1 hour no return within 1 hour. This is primarily to allow visitors to the Church to park, as a priority over all day parking.

32 Holloway Hill

Allow this property to be eligible for permits for use in the Croft Road permit parking area 'N', as this is the only Holloway Hill property without off street parking that is currently not included in the permit scheme. **Amendment for Traffic Regulation Order only.**

3.9 GODALMING SOUTH, MILFORD AND WITLEY

New Road, Milford (24068)

Outside 2 and 4, extend the existing double yellow lines from the junction with Portsmouth Road up to number 6, to prevent parking on both sides of the road in this location and to prevent a staggered parking situation from obstructing the road for large vehicles.

Brook Road, Wormley (24135)

Introduce double yellow lines across the front of the footpath entrance located between properties 'Chippings' and 'Benham Lodge' in order to prevent parking from taking place in front of this footpath and blocking access. In addition, extend the existing double yellow lines opposite the main entrance to the school, leaving a two car length gap outside property 'Tansy' only. This is to improve access in and out of the school and to also improve traffic flow in this part of Brook Road when vehicles are using the entrance whilst vehicles are also trying to pass along Brook Road at the same time.

Ockford Ridge (24148)

On both sides of the new road layout outside the new development Ridge Court, extending round up to number 53 and also outside number 125, introduce lengths of double yellow lines in order to match the current layout on the ground and to maintain access and sight lines in this area of Ockford Ridge. **Amendment for Traffic Regulation Order only. Work already carried out on the ground.**

Park Road j/w The Drive and Busbridge Lane (24149)

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

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.

FARNHAM NORTH			
Badshot Park	Rankine Close	Brook Avenue	Penfold Croft
Vicarage Lane	Wellington Lane	Oast House Cres.	Knights road
Brooklands Close	The Laurels		
FARNHAM CENTRAL			
Guildford Road Trading Estate	High Park Road	Arthur Road	The Chantrys
Abbey Street			
FARNHAM SOUTH			
Wey Meadow Close	Frensham Road	Weydon Lane	Burnt Hill Road
Dale Close			
HASLEMERE			
Park Road	Hill Road	Old Haslemere Road	Courts Hill Road
Weycombe Road	Petworth Road	Weydown Road	College Hill Terrace
Lion Lane	Scotlands Close	Bunch Lane	
CRANLEIGH AND EWHURST			
High Street	Horsham Road	Orchard Gardens	Overford Drive
Park Drive	The Street		
WAVERLEY EASTERN VILLAGES			
Snowdenham Lane			
WAVERLEY WESTERN VILLAGES			
Pine Bank	Steepways	London Road	Thursley Road
Wood Road			
GODALMING NORTH			
Manor Gardens	Meadow Close	Latimer Road	
GODALMING SOUTH, MILFORD AND WITLEY			
Grosvenor Road	Oakdene Road	Cliffe Road	Station Lane
Chapel Lane	Heath View Road	Willow Mead	Park Road
Khartoum Road	Church Road	The Paddock	Portsmouth Road

4. CONSULTATIONS:

- 4.1 Subject to approval and budget provision being made available for 2020/21 financial year, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place during Spring 2020.

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- 4.2 Plans illustrating the amended restrictions will be placed on deposit in local libraries and the Waverley 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 Summer 2020.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of carrying out parking reviews (officer time) is met by the parking team. For this review, the advertising and implementation costs are likely to be no more than £18,000. The committee will need to contribute a maximum of £9,000 from the 2018/19 parking surplus. The Parking Team revenue maintenance budget will be able to contribute the remaining £9,000. The parking surplus reported in Waverley for 2018/19 was £182,137 of which the Local Committee have a 60% share being £109,282.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

There are no specific equalities and diversity implications for this report.

7. LOCALISM:

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:

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 and its recommendations will need to be agreed by members. If a recommendation is not agreed then discussions over the location can continue until a way forward is determined.

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:

Residents and councillors whenever necessary at this stage.

Annexes:

Annex A.

Sources/background papers:

There are none.

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