

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SURREY HEATH)

DATE: 25 February 2021

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 allocate 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

Knoll Road and Portesbery Road (Drawing No: 1322)

On Knoll Road, convert the existing single yellow lines (no waiting Monday to Saturday 8am to 6pm) to double yellow lines, on both sides of the street, from the roundabout junction with Camberley Theatre to the existing double yellow lines by the roundabout junction with Portesbery Road. On Portesbery Road, convert the existing single yellow lines (no waiting Monday to Saturday 8am to 6pm) to double yellow lines, on both sides of the street, in between the existing double yellow lines by the roundabout junction with Knoll Road and the roundabout junction with High Street. Increasingly over the past few years, obstructive and anti-social footway parking has taken place within these two areas, which not only obstructs the footways for pedestrians, mobility scooter users, wheelchair users and those using prams and buggies, but also causes damage to the footway and its raised kerbs, which are not intended to be driven over or to take the weight of a vehicle. As double yellow lines apply to the entire width of the public highway on the side that they are on, the double yellow lines will ensure that this footway parking can be prevented at all times and not just during the day, as is currently the case with the single yellow lines. Having double yellow lines in these two areas will also ensure that on street parking cannot take place either at any time, which is not suitable here in between the roundabouts mentioned, as it is obstructive to traffic flow and sight lines.

High Street and Princess Way (Drawing No: 1322)

As part of the redevelopment of the High Street and Princess Way, which is currently being completed on the ground, it is proposed to amend the existing parking restrictions to reflect the new 'shared space' layout, which is located between Pembroke Broadway, Obelisk Way and the entrance to Service Area 6. These amendments include the revocation of all existing parking, waiting and loading restrictions in this area, to be replaced with the following: -

- A restricted zone (No waiting and No Loading at any time except in signed bays) located between Pembroke Broadway, Obelisk Way and the entrance to Service Area 6. A restricted zone operates with signs only, with no lines required on the ground.
- Loading only at any time located in the layby on the eastern side of High Street at its southernmost end.
- Disabled badge holders only (for 3 cars) and parking Monday to Saturday 8am to 6pm 30 minutes no return 2 hours (for 1 car) in the layby located on the eastern side of High Street to the north of Princess Way.
- Parking Monday to Saturday 8am to 6pm 30 minutes no return 2 hours (for 2 cars) and Disabled badge holders only (for 2 cars) in the layby located on the western side of High Street to the north of Princess Way.
- Parking Monday to Saturday 8am to 6pm 30 minutes no return 2 hours (for 3 cars) in the layby located on the western side of High Street to the south of Obelisk Way.
- Parking Monday to Saturday 8am to 6pm 30 minutes no return 2 hours (for 3 cars) in the layby located on the eastern side of High Street to the south of Obelisk Way.

Please note the layby on the western side of High Street to the south of Princess Way is to become a taxi rank, which is legally undertaken by Surrey Heath Borough Council.

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These proposed restrictions will ensure that parking and loading only takes place in the signed laybys, with all remaining parts of the street kept clear for pedestrian and traffic flow. The mix of loading, limited waiting, blue badge parking and taxi use will help cater for the needs of all those wanting to visit Camberley High Street. Overall, this new restriction layout will allow a better and safer balance of both traffic and pedestrians within the High Street and Princess Way, and will help to maintain the visual aspect of the new 'shared space' redevelopment for future years.

Valroy Close (No Drawing)

To make the existing permit parking scheme (Monday to Saturday 8am to 6pm) apply to the entire extent of the public highway, including all adjacent footways and verges, beyond the existing signed entry point to the permit area. Currently, the restriction only applies to the carriageway, which has inadvertently resulted in non-permit holders taking opportunities to avoid the scheme by parking on the grassed verges. This change (**which applies to the Traffic Regulation Order**) will ensure that all parking can be enforced within the permit scheme area during its times of operation, and will help to maintain the appearance of the area whilst also preventing anti-social driving and parking behavior.

3.2 CAMBERLEY WEST

A30 London Road (Drawing No: 1328, 1331) – To Note Only

Following approval by this committee in February 2020 and September 2020 relating to parking and bus lane amendments, respectively, with regards to the westbound carriageway of the A30, the following parking amendments are to be advertised as part of this review of Surrey Heath: -

- Outside numbers 443 to 481 London Road, convert the existing four single yellow lines from 'No waiting Monday to Saturday 4pm to 6pm' to 'No waiting Monday to Saturday 4pm to 7pm'.
- Outside numbers 443 to 481 London Road, introduce a new restriction (No waiting Monday to Saturday 7am to 10am) on the existing four single yellow lines.
- Outside 423 to 437 London Road, convert the existing parking bay restriction from 'Monday to Saturday 10am to 4pm 1 hour no return 1 hour' to 'Monday to Saturday 7am to 7pm 1 hour no return 1 hour'.

The proposed car parking restriction changes will improve journey times for all modes of transport along the A30 corridor during peak traffic periods. The current on-street parking on the A30 to the west of Frimley Road reduces the carriageway width from 2 lanes to a single lane in the westbound direction. The availability of 2 westbound traffic lanes will increase the capacity of the A30, improve traffic flow, reduce delays and improve air quality. The increase in the restriction time period for the existing parking bay outside 423 to 437 London Road will allow 1 hour limited waiting to take place when the new peak time restrictions outside 443 to 481 are in effect. This improvement is part of the wider A30 London Road Camberley Highway Improvements Scheme.

Alexandra Avenue (Drawing No: 1332)

Introduce double yellow lines on both sides of Alexandra Avenue by its junction with Victoria Avenue to maintain road safety, sight lines and access at all times. Whilst double yellow lines have been on the ground here for several years, the termination points of these lines (on both sides of the street) have never fully been installed to match existing Traffic Orders for this location. Therefore, following further review of this junction, the full extent of restrictions needed here are being advertised in their entirety.

Bridge Road (Drawing No: 1341)

Break up the parking bay (free unlimited parking) located opposite numbers 3 and 4 Bridge Road and extend it in both directions to allow for parking to take place either side of a new vehicular entrance to a new housing development. The access itself, in between the two new parking bays, will be double yellow lined to maintain access at all times, and to reflect the fully restricted nature of this part of Bridge Road.

Frimley Road (Drawing No: 1342)

On the eastern side of the street, from the bus stop layby (located south of number 179) to outside number 175, introduce a length of double yellow lines to primarily prevent dangerous and obstructive footway driving and parking from taking place by the controlled crossing point and pedestrian entrance to the school, but to also prevent on street parking from taking place at this location to maintain traffic flow, access, sight lines and road safety. At present, drivers are driving over the dropped kerbs outside 175 and 177 to park on the footway located behind the pedestrian safety barriers, where there are three service boxes/hatches located and often obstructed as a result. Driving over a footway is illegal and hazardous to pedestrians and other road users. At this location, in close proximity to a school pedestrian entrance and controlled crossing point, it is even more hazardous, particularly as the drivers in question also have to reverse back over the controlled crossing's tactile paving in order to rejoin the carriageway via the dropped kerbs outside 175 and 177. As double yellow lines apply to the entire width of the public highway on the side that they are on, this proposed extent of restrictions will help prevent this driving and parking from taking place or simply moving to a different part of the same footway.

3.3 HEATHERSIDE AND PARKSIDE**Martindale Avenue (Drawing No: 1339)**

Revoke the two School Keep Clear markings and the length of double yellow lines located between Pendragon Way and the layby parking area outside the school. These restrictions have been entirely superseded by the installation of a zebra crossing and its associated 'no stopping' zigzag markings. **This is an amendment for the Traffic Regulation Order only, to match the current layout on the ground.**

3.4 LIGHTWATER, WEST END AND BISLEY**Streets Heath junction with Meadow Way, West End (Drawing No: 13102)**

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

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Streets Heath, West End (Drawing No: 13102)

By the junction with Guildford Road, introduce two lengths of double yellow lines opposite each other, from the pedestrian dropped kerbs up to the shared driveway for numbers 1 and 2 Streets Heath. This is to prevent parking from taking place close to the pedestrian crossing and controlled junction, to maintain traffic flow, road safety, access and sight lines at all times.

Benner Lane (Incl. Junction with Great Barn Crescent - Private), West End (Drawing No: 1314)

On the western side of the street, from the School Keep Clear marking outside number 19 to the dropped kerb for number 11, introduce double yellow lines to maintain road safety, sight lines and access on this inside of the bend, particularly during school peak times. On the eastern side of the street, from the dropped kerb for number 32 up to the shared dropped kerb for numbers 20 and 18, introduce double yellow lines to maintain road safety, sight lines and access of this most hazardous part of the outside of the bend, particularly during school peak times. Finally, introduce double yellow lines on the junction with Great Barn Crescent (private) located opposite numbers 49 and 51 Benner Lane, on the public highway section of Great Barn Crescent only. This is to maintain road safety, sight lines and access at all times.

3.5 BAGSHOT, WINDLESHAM AND CHOBHAM

Higgs Lane junction with Heywood Drive and College Ride / Church Road, Bagshot (Drawing No: 1383)

Introduce double yellow lines on both these junctions, including opposite Heywood Drive to opposite Vicarage Road (up to the existing double yellow lines outside St Annes Glade), and including between Heywood Drive and College Ride. This will help maintain road safety, traffic flow, sight lines and access in this entire vicinity.

Vicarage Lane junction with College Ride and Church Road, Bagshot (Drawing No: 1383)

Introduce double yellow lines on the junction to maintain road safety, sight lines and access at all time. This proposal coincides with the one above.

Whitmoor Road junction with Green Lane, Bagshot (Drawing No: 13101)

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

Green Lane, Bagshot (Drawing No: 13101)

Outside the vehicular entrance to Connaught Junior school, introduce a School Keep Clear Marking to maintain access during school peak times. **This is an amendment for the Traffic Regulation Order only, to match the current layout on the ground, with a new sign plate being installed for the marking, as required.**

3.6 FRIMLEY GREEN AND MYTCHETT

Coleford Bridge Road junction with Coleford Close, Mytchett (Drawing No: 13103)

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

Coleford Bridge Road junction with Sherrard Way, Mytchett (Drawing No: 13103)

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

Mytchett Road, Mytchett (Drawing No: 13104)

On the eastern side of the street, from outside numbers 101 to 109 (along the frontages of the church, the co-op and the garage), introduce double yellow lines to maintain road safety, sight lines, traffic flow and access, for both drivers and pedestrians along this part of Mytchett Road. In addition, on the western side, from outside numbers 106 to 110 (across the entrance to Burgess Close), introduce double yellow lines to maintain access and sight lines in the vicinity of Burgess Close. Finally, extend the existing single yellow line (no waiting Monday to Saturday 8am to 6pm) currently terminating outside number 92, up to the boundary of numbers 98 and 100. This will also maintain road safety, sight lines, traffic flow and access along this part of Mytchett Road, for both drivers and pedestrians, but with unrestricted parking remaining outside the businesses on this side of the street.

Mytchett Heath (incl. junction with Mytchett Place Road), Mytchett (Drawing No: 13105)

Introduce double yellow lines on both sides of the street, from and including its junction with Mytchett Place Road, up to the end of the public highway within the entrances to the Mytchett Heath residential development and into the entrance to the Basingstoke Canal Centre. This will help maintain road safety, sight lines and access along this entire section of Mytchett Heath and its junction, for all its users. As Mytchett Heath is technically a large bend situated between a junction and two entrances, no part of this street is suitable for on street parking, and this is reflected in the proposal for double yellow lines on all parts.

White Acres Road junction with Potteries Lane (Private), Mytchett (Drawing No: 1361)

On the eastern side of the junction, extend the double yellow lines up to the start of the grassed verge to maintain road safety, sight lines and access at all times. **This is an amendment for the Traffic Regulation Order only, to match the current layout on the ground.**

3.7 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			
Barossa Road	Conifer Drive	Crawley Ridge	Epsom Close
King's Ride	Lorraine Road	Middle Gordon Road	Park Road
Park Street	Poppyhills Road	Portsmouth Road	Star Post Road
The Maultway North	Upper Gordon Road		
CAMBERLEY WEST			
Alphington Avenue	Alphington Green	Belmont Road	Buckingham Way
Butterfields	Chapel Road	Gilbert Road	Oakway Drive
Sullivan Road	Watchetts Road	Wilton Road	Wood Road
HEATHERSIDE AND PARKSIDE			
Browning Close	Cumberland Road	Evergreen Road	Green Hill Road
Greenholme	Hawthorn Road	Holly Avenue	Mulgrave Road
Old Bisley Road	Old Pasture Road	The Ridings	Upper Chobham Road
LIGHTWATER, WEST END AND BISLEY			
Copthorne Drive	Grasmere Road	Guildford Road	MacDonald Road
Shaftesbury Road	Sorrel Drive	The Avenue	Ullswater Road
BAGSHOT, WINDLESHAM AND CHOBHAM			
Broadley Green	Chertsey Road	Elizabeth Avenue	Fowlers Mead
Hawkesworth Drive	School Road	Windlesham Road	Windsor Road
Woodlands Lane			
FRIMLEY GREEN AND MYTCHETT			
Alfriston Road	Deepcut Bridge Road	Frimley Green Road	Grayswood Drive
Haining Gardens	Jubilee road	Queensway	Sandringham Way
Sturt Road	The Green		

4. CONSULTATIONS:

- 4.1 Subject to approval and budget provision being made available for 2021/22, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in Spring 2021.
- 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 Summer/Autumn 2021.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Woking Borough Council parking services carry out on street enforcement of restrictions in Surrey Heath and in 2019/20 made an operating surplus of £73,874. Under the current parking enforcement agency agreement arrangements, 60% of this surplus (£44,324) is allocated to the local committee. The cost of carrying out parking reviews (officer time) in each borough or district of the County is met by the Parking Team. Implementation and advertisement costs in total are likely to be no more than £8,000. **It is recommended that the local committee allocate £4000 of their parking surplus share** and the remainder (£4000) will be funded by the parking team revenue maintenance budget. Please note that the new restrictions for the A30 and High Street, Camberley are being installed and funded for as part of the budgets for those two projects.

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
- 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.

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