

SURREY COUNTY COUNCIL



JOINT COMMITTEE (WOKING)

DATE: 10 NOVEMBER 2021
 SUBJECT: D3728 BEAUFORT ROAD GREEN, MAYBURY
 DIVISION: WOKING NORTH

PETITION DETAILS:

A petition has been received asking the County Council to convert the large verge in Beaufort Road into private parking spaces.

The petition contains 77 names / signatures and includes the following details:

The Beaufort Road amenity land has been in disarray for many years. Most residents have at least two vehicles if not more per household and parking on the road is unavailable. Residents have no choice but to park on the amenity land which they have been doing for the past 20 years. This is because they are unable to build driveways to their properties due to the layout of the land. Over the years promises were made by the local councillors of a solution to this problem yet to date nothing has been delivered. I urge the council the matter can no longer be dismissed and desperately requires your intervention as the current state of the land is not only unappealing for residents but has major safety concerns in terms of accessibility for emergency vehicles in an event of an emergency. The amenity land is becoming more dangerous and uneven with the mud holes and land is being washed away making parking very dangerous.

We the undersigned residents of Beaufort Road, Woking hereby set forward the motion of a petition against issues highlighted and in unity agree to 'Option 2' conceptual proposal as a possible solution.

RESPONSE:

The grass verges along Beaufort Road, as well as those in many other roads in the Borough, are included in a byelaw dating from 1955 that prohibited parking on these "margins". Beaufort Road was added to the list of roads in 1960, at a time when current levels of car ownership were probably unimaginable.

The large verge that is the subject of this petition lies in front of numbers 34 to 52 Beaufort Road and forms part of the publicly maintainable highway. It is a sizeable verge that can accommodate a relatively large number of vehicles. The back of the verge, adjacent to the footpath that runs in front of the houses, is at a much higher level than the front of the verge adjacent to the carriageway.

Our overall work programme of schemes includes several for the conversion of verges to parking. One of these is for “Maybury, various roads – convert verges to parking”, which would include Beaufort Road.

Despite having these items on the programme, it is not the duty of a highway authority to provide parking and they are not priority schemes for Surrey County Council to consider. Furthermore, using public funds to provide what would effectively be private parking, could be called into question.

It is acknowledged that the “Option 2” drawing that was included with the petition and which is appended to this response is a conceptual proposal. Consequently, far more work needs to be done on it before an accurate estimate of the cost of the scheme can be established. It seems unlikely that this scheme could be built for less than £100,000 and it is more probable that the cost would be closer to, if not more than, double that figure. It is unclear whether a topographical survey of the area has been carried out to accurately determine level differences, particularly the difference between the retaining wall end of the parking spaces and the rainwater garden below. This will determine the construction and cost of the retaining structure, which would also need to support some sort of restraint system to stop both pedestrians and vehicles from accidentally falling from the higher level.

It is unclear how many electric vehicle charging points might be provided and where. If these are at the retaining wall end of the parking spaces, their provision will also affect the construction of the retaining structure.

Surrey County Council would need to consider whether it wants to take on the maintenance liability of this new road construction and, more specifically, the retaining structure and we would expect a commuted sum for on-going maintenance to be included in the overall cost of the scheme.

Whilst the permeability of the verge may have been affected by being driven over by so many vehicles for so long, it will still allow for a certain amount of infiltration of rainwater. The new road and parking spaces will discharge this surface water immediately, but it is not clear whether this will be directed on to the carriageway before being collected in gullies and, presumably, then into the rainwater garden. This area has already been identified by the Environment Agency as being at risk from flooding in a 1 in 30year storm event and the extent of potential flooding increases in the 1 in 100year and 1 in 1000year projections. Increasing the amount of immediately discharged surface water and the capacity and performance of the rainwater garden will therefore need to be carefully considered.

The resulting parking bays will effectively become private parking spaces and it is not clear if the intention is to allocate the spaces to properties, but this cannot be done with parking spaces on the highway.

Surrey County Council will support and work with Woking Borough Council if that authority wishes to progress this scheme, but it is unlikely that a recommendation would be made to use Joint Committee Capital budgets to help fund it. The area of verge would appear to be surplus to highway requirements and if extinguishing

highway rights over it would help to progress this scheme, an application for the area to be Stopped Up could be considered.

It might be appropriate to use CIL to fund much more detailed feasibility and design work as this will be crucial in establishing an accurate cost estimate for the scheme. This will be needed in order for a more informed decision to be made about whether the scheme should be promoted, or not. Without it, the scheme could be supported and progressed, with residents expecting the work to be done with no accurate estimate of cost and, consequently, no clear, identified source of funding.

RECOMMENDATION

The Local Committee is asked to note that:

- (i) Providing parking is not a priority for Surrey County Council but we will work with Woking Borough Council if they wish to convert the verge in Beaufort Road.
- (ii) Consideration should be given to using CIL contributions to fund a more detailed feasibility and design that will allow a more accurate cost estimate to be determine which will allow a more informed decision to be made on whether to promote this scheme, or not.

**Contact Officer: Kevin Patching, Traffic Engineer, Highway Engagement and Commissioning Team
0300 200 1003**

ITEM 4

OPTION 2, referenced in the petition and designed by Woking Borough Council.

