

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (SURREY HEATH)

DATE: 12 April 2018

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 annexes A-E are agreed.
- (ii) the local committee allocates 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 Annexes A-E. They will make a positive impact towards:-

- Road safety
- Access for emergency vehicles

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- 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 140 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 Annexes A-E.

3. OPTIONS:

PROPOSED AMENDMENTS

(Relevant drawing numbers in brackets)

3.1 CAMBERLEY EAST – Annex A

Valroy Close (Drawing No: 1319)

Introduce a 'permit holders only past this point' type permit scheme applying to Valroy Close during Monday to Saturday 8am to 6pm, in order to give residents priority over non-residents. This scheme will operate the same time as the Camberley Controlled Parking Zone, but will not form part of the CPZ itself, therefore permits in Valroy Close will be for their residents and visitors only. As part of this proposal, it will be necessary to **revoke the 'no motorised vehicles except for access' restriction**, which currently applies to Valroy Close. As part of this proposal, the single yellow line on the junction with **Townside Place** (applying Monday to Saturday 8am to 6pm) would be converted to double yellow to maintain access, sightlines and road safety at all times.

Kings Ride j/w York Road (Drawing No: 1319)

Extend the existing double yellow lines to the north of the junction to prevent one vehicle parking in between the existing bus stop and the double yellow lines, which causes queuing traffic on Kings Ride when buses have to wait to go around the parked car in order to move off. This problem becomes even more of an issue when there is another bus waiting in the bus stop on the other side of the street. With the double yellow lines extended up to the bus stop, the bus could move off unhindered.

Shalbourne Rise (Drawing No: 1391)

Introduce additional lengths of double yellow lines in Shalbourne Rise to prevent parking on the sharpest parts of the S shaped bends, and also on the junction within Shalbourne Rise itself, to maintain road safety, sightlines and access. A three car length unrestricted gap is specifically being left outside number 3 in order to provide on street parking where it is safe to do so.

Portesbery Road and Clarewood Drive (Drawing No: 1320, 1371)

Extend the Camberley Controlled Parking Zone to include the remaining section of Portesbery Road and all of Clarewood Drive. Following a petition from residents of these streets for something to be done regarding all day parking blocking sightlines for driveways and obstructing traffic flow and access, an extension of the CPZ was consulted on with residents. Of those who responded to the consultation, twice as many residents supported the CPZ extension than those who did not. This proposal includes introducing four unrestricted parking bays of various capacity in Portesbery Road and four in Clarewood Drive, with all other sections of road being single yellow line applying Monday to Saturday 8am to 6pm, in order to keep parking in safe and un-obstructive parts of the road only. As part of this proposal, existing double yellow lines would be extended on the entrance to Clarewood Drive (western side only) to improve traffic flow in and out of the street. Finally, double yellow lines would be introduced on the junction of Portesbery Road and Knightsbridge Road to prevent parking on approach to the junction and up to the end of the new CPZ boundary. Due to the longer walking distance to and from the town, unrestricted bays have been deemed to be more suitable here than bays with a 2 hour limit. It is believed that this proposal is long overdue for this particular part of town, and will act as a solid long term parking arrangement for these two streets.

Service Area 6 (Drawing No: 1322)

Revoke the parking bay (business permit holders only Mon-Sat 8am to 6pm) outside unit number 12/14 and replace with double yellow lines in order to maintain access to the statutory utilities box at all times.

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Upper Gordon Road (Drawing No. 1326)

Opposite the surgery, revoke a length of existing 'Monday to Saturday 8am to 6pm permit holders or 2 hours no return within 2 hours' parking bay restriction and replace with one disabled bay (3 hour maximum stay) and a 5 car length bay with the restriction 'Monday to Saturday 8am to 6pm 1 hour no return within 2 hours'. This will ensure a turnover of on street parking for the surgery (and others) to address a longstanding issue of a lack of sufficient off street space for the surgery following a gradual increase in visitor numbers over the years. The 1 hour limit will provide enough time for visits to the surgery (as agreed by the surgery in a site meeting with the local county councilor and parking team) and the disabled bay will allow one space to be prioritised for blue badge holders to park closest to the surgery. Around 8 spaces of shared use bay for 2 hours or permit holder parking will remain after this new bay terminates.

3.2 CAMBERLEY WEST – Annex B

Grand Avenue (Drawing No: 1324)

Extend the existing 'permit holders only' parking bay (Monday to Saturday 8am to 6pm) opposite numbers 27 and 35 in order to increase capacity by three spaces in total. This is in response to an increase in permit holders over the last few years, which has made it harder for residents and their visitors to park on street. Due to the bay being permit holders only, this change should result in a significant improvement for residents and their visitors.

Firwood Drive and France Hill Drive (Drawing No: 1324, 1329)

To convert all existing 'free unlimited parking' spaces in Firwood Drive and France Hill Drive to 'Permit holders or 2 hours no return within 2 hours Monday to Saturday 8am to 6pm'. Residents of these streets - particularly those in Firwood Drive – have expressed an increasing demand over the past few years for 2 hour parking to be introduced instead of the unrestricted parking bays. Residents have stated a number of concerns regarding all day parking, including issues resulting from vehicles remaining parked for significantly long periods of time, such as preventing road sweeping and gully cleansing from taking place in the streets. Whilst a time limited restriction will help with these issues, 2 hour parking is primarily being proposed to allow a turnover of visitor parking to take place in close proximity to the town, bearing in mind how close both of these streets are to the town centre. As this two hour restriction is already in Middle and Upper Gordon Road, and also in Portesbery Road, which are located to the south and to the east of the main town centre respectively, having these 2 hour spaces in Firwood Drive and France Hill Drive will create a better balance of this restriction by having it to the west of the town as well. In addition, it will allow far more opportunities for school peak time parking to take place for the school located in France Hill Drive, which often has to take place on the single yellow lines as all the unrestricted spaces are occupied.

41 The Avenue (No Drawing)

To allow number 41 The Avenue to be eligible for resident and visitor permits for use in Heatherley Road. The residents of this address have requested this, as it is understood that they are the only property in The Avenue without off street parking. Bearing in mind The Heatherley Road shared use parking bay is serving only a small number of

Heatherley Road properties, there is certainly capacity for this additional property to be made eligible as an addition.

Chapel Road (Drawing No: 1328)

Extend the existing double yellow line located outside 43 to 67 further westwards in order to maintain access at all times for the accesses located by Plantation Row.

Victoria Avenue (Drawing No: 1328)

Reduce the existing double yellow line outside number 6 so that it does not cover the driveway for number 6, as request by the resident.

Chillingham Way j/w Gordon Avenue (Drawing No: 1336)

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

Heatherdale Road j/w Kingsclear Park (Drawing No: 1392)

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

Crabtree Road (Drawing No: 1342)

Extend the existing double yellow lines on the north side up to the entrance to the allotments and on the south side in front of numbers 1 and 3, in order to improve two way traffic flow on approach to the junction at this congested part of the street, and to allow for more queueing traffic to take place at the traffic signals, without affecting passing traffic.

Watchmoor Road (Drawing No: 1393)

From the roundabout with Watchmoor Point, southwards to the entrance to the Watchmoor Trade Centre, introduce several sections of double yellow lines to maintain access, sightlines and road safety on the roundabout, the bend, and all the business entrances and exits within this part of Watchmoor Road. These restrictions were installed with an 18 month Temporary Traffic Regulation Order (funded by some of the businesses within the estate), which we now propose to make permanent.

Latham Avenue (Drawing No: 1346)

Outside 4 and 6, revoke a two car length section of the existing single yellow line (Monday to Friday 11am to 2pm) and outside 8, revoke a one car length section. This will allow three additional unrestricted parking spaces on the first half of Latham Avenue which, in effect, will take pressure away from the properties without off street parking, who are struggling to park outside their homes. As part of this proposal, the existing single yellow line on the corner outside number 10 will be converted to double yellow, in order to maintain access and sightlines.

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Hale Way (Drawing No: 1349)

Convert all existing single yellow line (Monday to Saturday 8am to 6pm) covering the public highway to double yellow in order to maintain access and traffic flow at all times, particularly for the supermarket car park and residential driveways.

Portsmouth Road Layby R/A with Frimley High Street (Drawing No: 1363, 1349)

Revoke the double yellow lines in front of the redundant dropped kerb on the eastern side and fill in the gap with the same existing parking bay restriction (Monday to Saturday 8am to 6pm 1 hour no return within 1 hour) in order to maximise parking space. In addition, introduce double yellow lines in the southernmost corner of the layby and adjust the parking bay layout accordingly, in order to prevent parking from taking place in this corner, which is not possible on the ground as vehicles would be open to being blocked in. Finally, for the traffic regulation order plans only, show the parking bays on the western side of the layby divided into 7 spaces to match the current layout on the ground.

Stamford Avenue j/w Field Lane (Drawing No: 1375)

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

Lakeland Drive j/w Alphington Avenue (Drawing No: 1375)

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

3.3 HEATHERSIDE AND PARKSIDE

There are **no proposals** for Heatherside and Parkside in this review. The significant amount of restrictions installed in this division as part of the 2016-17 parking review have been seen to be working well.

3.4 LIGHTWATER, WEST END AND BISLEY – Annex C

Catena Rise j/w Guildford Road, Lightwater (Drawing No: 1310)

Introduce double yellow lines on the junction and joining with the existing double yellow lines on the junction with Macdonald Road. This will help maintain access, road safety and sightlines on the junction.

Guildford Road, Lightwater (Drawing No: 1311)

Outside 61 and 63, introduce a 'Monday to Saturday 8am to 6pm 2 hours no return within 2 hours' restriction on the 3 echelon parking spaces that are on the public highway (the rest of the layby being private). In addition, introduce the same restriction on the 3 spaces in the small parking layby next to 1 The Square, and also on 3 spaces in front of numbers 56 to 64. These 9 spaces will help to guarantee a turnover of visitors to the shops and businesses in Lightwater, which have been known to be taken up by all day staff parking and other long term parking. The 9 spaces cover all the public highway parts that have been deemed to be suitable for this time limit restriction.

Lightwater Road, Lightwater (Drawing No: 1390)

From the roundabout junction with Guildford Road to the junction with **Derwent Road**, introduce double yellow lines on both sides of the street to maintain traffic flow and sightlines for through traffic, particularly on the bend in the vicinity of the Lakeview Care Home, which has resulted in a number of complaints from members of the public with regards to traffic flow and sightline obstruction. The long extent of the proposed double yellow lines is to manage displacement of these parked vehicles, to ensure that they do not simply move to another more hazardous part of Lightwater Road. The displacement of these vehicles will need to be monitored following installation of the restrictions.

3.5 BAGSHOT, WINDLESHAM AND CHOBHAM – Annex D**Church Road j/w St Annes Glade, Bagshot (Drawing No: 1383)**

Introduce a length of double yellow lines extending in front of the entrance to St Annes Glade in order to maintain access and sightlines at all times.

Station Road and Lory Ridge, Bagshot (Drawing No: 1305, 1389)

Introduce various lengths of double yellow lines in Lory Ridge, including its roundabout junction with Station Road, in order to maintain access, road safety and sightlines throughout the residential estate. On Station Road, additional double yellow lines are proposed to cover the two dropped kerbs in the vicinity of the train station, and also extending from the pinch point to prevent parking on the give way marking. Finally, single yellow lines are proposed in the vicinity of the railway cottages, extending up to the pinch point and around the long bend in the middle of Station Road. This is to maintain driveway sightlines and to allow vehicles to pass on the bend with far greater ease, which has been an issue in Station Road for many years now. These restrictions will ensure that current parking issues in Station Road and Lory Ridge are addressed, whilst at the same time, ensuring that the inevitable displacement parking is managed as best as possible.

High Street, Chobham (Drawing No: 1313)

At the southernmost point of the parking bay outside the Sun Inn Pub, revoke a length of the existing Monday to Saturday 8am to 6pm 1 hour no return within 2 hours parking bay restriction and replace with a 'disabled badge holders only' parking bay with a 3 hour time limit. This will create the first disabled bay in Chobham High Street, which will be located in a good, central location, in order to provide blue badge holders with a designated area in the often busy and heavily parked High Street.

Green Lane (Private) j/w Chertsey Road, Chobham (Drawing No: 1312)

Introduce double yellow lines on the eastern corner of the junction, by number 40 Chertsey Road, in order to maintain access in and out of Green Lane.

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3.6 FRIMLEY GREEN AND MYTCHETT – Annex E

Ansell Road j/w Middlemoor Road (Drawing No: 1350)

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

Glamis Close (Drawing No: 1355)

Revoke the previously proposed and made double yellow lines to the north of the existing school keep clear marking. These restrictions could not be installed as part of the 2016-17 parking review due to persistent parked vehicles. However, since the other agreed restrictions were installed in Glamis Close, it has been deemed that these restrictions are not entirely necessary and that it would be better for the street as a whole if these restrictions were not introduced. In addition, outside 2 Glamis Close, reduce the length of double yellow lines by a few metres in order to allow parking in front of number 2 whilst still preventing parking in front of the pedestrian dropped kerb. This has been deemed to be all that is necessary since the installation of the 2016-17 parking review restrictions. AMENDMENT FOR TRAFFIC REGULATION ORDER ONLY. LINING LAYOUT ALREADY ON THE GROUND.

Buckhurst Road j/w Frimley Green Road (Drawing No: 1358)

On the south side of the junction, extend the existing double yellow lines further southwards to improve sightlines and road safety on the junction.

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			
Lancaster Drive	Highview Crescent	Diamond Ridge	
CAMBERLEY WEST			
Greenbank Way	Frimley Grove Gardens	Regent Way	Parsonage Way
Sheridan Road	Grove Cross Road	Trafalgar Way	Saddlewood
Dell Grove	Park Road	Parkway	Watchetts Drive
Kenton Close	Belmont Road	Heatherley Road	Woodlands Road
Doman Road	James Road		
HEATHERSIDE AND PARKSIDE			
Bicknell Road	Broad Walk	Winding Wood Drive	Dundaff Close
Farm Road	Warren Rise	Holly Hedge Close	
LIGHTWATER, WEST END AND BISLEY			
Clews Lane	Rosebury Drive	Arethusa Way	Ullswater Close

A322 Guildford Road	Angelica Road	South Road	
BAGSHOT, WINDLESHAM AND CHOBHAM			
Wardle Close	Windsor Road	Sandpit Hall Road	Bowling Green Road
Vicarage Road	Freemantle Road	Green Farm Road	Whitmoor Road
Higgs Lane	Thorndown Lane		
FRIMLEY GREEN AND MYTCHETT			
Coleford Close	Glenmount Road	Mytchett Road	Calshot Way
Bedford Lane	Deepcut Bridge Road		

4. CONSULTATIONS:

- 4.1 Subject to approval and budget provision being made available for 2018/19, it is anticipated that the formal advertising process involving notices in local newspapers and at proposed locations, will take place in Spring/Summer 2018.
- 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 Autumn/Winter 2018.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of carrying out parking reviews (officer time) in each borough or district of the County is met by the Parking Team. However, implementation costs in total are likely to be **£20,000**. A minimum of £5,000 will be needed by the committee, with the remaining sum being funded by the parking team budgets. However, this relies on the parking team budget for 18/19 being similar to that for 17/18, which is expected but has not been confirmed. If it were to be significantly reduced, then the parking review may need to be implemented over two financial years 18/19 and 19/20.

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 Annexes A-E. 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 – Camberley East

Annex B – Camberley West

Annex C – Lightwater, West End and Bisley

Annex D – Bagshot, Windlesham and Chobham

Annex E – Frimley Green and Mytchett

Sources/background papers:

There are none.

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