



OFFICER REPORT TO LOCAL COMMITTEE (ELMBRIDGE)

PETITION – HILLCREST, WEYBRIDGE

19 SEPTEMBER 2011

KEY ISSUE

To update members on the investigations carried out and conclusions, following the petition to the June meeting of this Committee.

SUMMARY

This report provides a response to the petition received at the June meeting, accompanied by a verbal representation by the lead petitioner, requesting that Hillcrest be left as a residents parking area with no restrictions on the time that residents may park.

OFFICER RECOMMENDATIONS

The Local Committee (Elmbridge) is asked to:

- (i) Note the contents of this report

1 INTRODUCTION AND BACKGROUND

- 1.1 Members are reminded that the following petition was submitted to the June 2011 meeting of this committee:

“We, the undersigned, all being residents of the Hillcrest Estate in Weybridge, hereby petition Surrey County Council ("SCC") to ameliorate the proposed parking restrictions so far as they apply to the Hillcrest Estate.

We acknowledge that our annual parking permit charge may need to be increased as proposed but ask that the existing parking arrangements on the estate be left unchanged. Residents currently have no limits as to the length of time that they may park and are permitted to park outside the parking bays. This arrangement has worked for thirty odd years without creating problems for emergency services or the refuse collections vehicles.

The Hillcrest Estate has 101 freehold houses and 60 flats each of which was provided with one garage. Designed in 1978 when car ownership was not so extensive and single occupation of the flats was the norm, the estate now has to accommodate in excess of 280 vehicles. With 161 garages many of which are used for storage and only 38 parking bays provided, many vehicles have to be parked on the roads of the estate.

The estate is not a through road as there is only one entrance and is sufficiently distant from the town centre that short term (1 hour) parking as being proposed would be unlikely to attract people from outside the estate. The proposed parking restrictions appear therefore merely to penalise the residents of the estate to no gain for motorists in general in Weybridge. Furthermore, in our opinion, the yield on meter charges is likely to be minimal.

If introduced, these parking proposals will, as a matter of necessity, result in over 80 vehicles being moved off the estate to surrounding roads that do not have parking restrictions to the inconvenience of the residents of those roads as well as to the Hillcrest residents who are forced to take this action.

We are requesting SCC to leave the Hillcrest estate as a residents parking area with no restrictions on the time that residents may park.”

2 ANALYSIS

- 2.1 The parking controls that currently exist in Hillcrest consist of a single yellow line waiting restriction from 9am to 6pm on Monday to Saturday, and parking bays where vehicles displaying a valid resident or visitor permit are permitted to park during the above times without time limit

and vehicles displaying a parking voucher are permitted to park for a maximum period of 2 hours (with no return allowed for 2 hours).

- 2.2 At its meeting in June 2010, this committee agreed to the termination of the voucher parking scheme, which was something of an anomaly, as it only applied in Hillcrest, and had become virtually obsolete. At the same meeting the committee agreed to the provision of additional parking bays in Hillcrest, with the same controls as the others in the vicinity, in order to increase the amount of parking space available to residents and their visitors.
- 2.3 The current proposals, which were advertised in March this year, are to introduce these changes agreed by the committee last year at the same time as introducing on street charging that had been approved by the Cabinet Member for Transport in January this year.
- 2.4 The effect of this is that the all the parking bays in Hillcrest will be bays where vehicles displaying a valid resident or visitor permit will still be permitted to park during the operational hours (which are not changing) without time limit, and drivers paying to park using either pay and display or a mobile phone payment scheme will be permitted to park their vehicles for up to 2 hours (with no return for 2 hours).
- 2.5 It seems apparent that the petitioners had misunderstood the effects of the changes to the parking controls in Hillcrest as residents with valid permits will still be able to park all day without time limit, as will their visitors if displaying a valid visitors permit.
- 2.6 In addition, under the proposals, short term visitors will be able to park for up to half an hour without charge, or for up to 2 hours upon payment of the relevant charge.
- 2.7 With regard to permit holders parking on single yellow lines outside the parking bays, unlike the suggestion in the petition, this is not something that is permitted. Parking enforcement should not be applied selectively, but should be applied equally to all road users.
- 2.8 Within a controlled parking zone (CPZ), a balance has to be made between the needs of residents and their visitors, road safety, traffic flow and access requirements and included in the process is a calculation of the number of residents bays that should be provided. As a result there should be enough parking capacity for those that need it and surveys carried out by Elmbridge Borough Council parking services have shown that this is the case in the CPZ in which Hillcrest is located.
- 2.9 Nonetheless, as mentioned earlier in this report, the new proposals for Hillcrest do include the provision of additional permit bays for the use of residents and visitors. Residents and other drivers should therefore ensure that they are legally parked during the times that the restrictions are operational.

3 CONSULTATIONS

- 3.1 Formal advertising and a statutory consultation of all the proposals took place in March this year. In addition an advertisement and statutory consultation of the changes to the on street charging proposals (e.g. the free half hour) will take place this autumn.

4 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 There are none arising from this report.

5 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 There are none arising from this report.

6 CRIME AND DISORDER IMPLICATIONS

- 6.1 There are none arising from this report.

7 CONCLUSION

- 7.1 The response is noted.

8 WHAT HAPPENS NEXT

- 8.1 The changes to the on street charging element in Hillcrest will be advertised, and the responses to the advert will be reported back to this committee, after which the agreed proposals for Hillcrest can be implemented.

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BACKGROUND PAPERS: None