

Item 18

**FRIMLEY & FRIMLEY PARK HOSPITAL PARKING
CONSULTATION**

**SURREY COUNTY COUNCIL'S
LOCAL COMMITTEE (SURREY HEATH)**

8th March 2007

KEY ISSUE:

To seek authority to implement the introduction of Waiting Restrictions on roads surrounding Frimley Park Hospital, and delegate powers to a Member Task Group to determine and approve for implementation future restrictions and controls in Frimley.

SUMMARY:

The Local Transportation Service carried out a consultation exercise in March 2006 to ascertain views of residents around Frimley Park Hospital on the issue of parking. The responses provided data, together with that collected by the Local Transportation Team, for the preparation of parking proposals for the area.

A scheme was prepared and consultation undertaken in January 2007 to seek the views of local residents and businesses. The general response was supportive of the scheme, but a number of residents requested minor changes, or additional measures such as residents parking permits. The proposed scheme has been amended to reflect some of these requests, and omitted some measures that were not supported. The proposal recommended for implementation is shown on the attached Annexes.

Further work will be required to deal with investigating and implementing measures requested by residents. In addition further parking may occur when an adjacent office development is occupied. It is recommended a Member Task Group be set up to determine subsequent proposals and approve additional measures.

OFFICER RECOMMENDATIONS:

That the Surrey Heath Local Committee:

- i. Approve the proposals as shown on Annexes 3,4,5,6 and 7.
- ii. Approve advertising a notice in accordance with the Traffic Regulation Act 1984 the effects of which will be to introduce waiting restrictions in various locations in Frimley shown on Annexes 3,4,5,6 & 7. The Local Transportation Manager in consultation with the Chairman of the Local Committee and Local Member resolve any objections received in connection with the proposal and, subject to no objections being maintained, the Traffic Order be made and the proposals be introduced.
- iii. Approve the proposals for Sycamore Drive (and adjoining roads) be deferred until implementation becomes necessary, to be agreed between the Local Transportation Manager and Local Member.
- iv. Agrees to the formation of a Member Task Group to consider all matters

relating to traffic regulation orders and other statutory advertising requirements for future Frimley parking proposals, and Authorise the Local transportation manager, in consultation with the Member Task Group, to conclude matters of detail.

- v. Identify the Task Group members consisting of two nominated County Council and two nominated Borough Council members.
- vi. Agrees in relation to future Frimley parking proposals in 2007/8, advertising of all Traffic Regulatory Orders and Statutory Notices, in accordance with the Road traffic Act 1984 and Highways Act 1980, be delegated to the Local transportation manager, and subject to no objections being maintained, the traffic orders be made.
- vii. Agrees that the Local Transportation Manager in consultation with the Chairman of the Local Committee and the appointed task group resolve any objections received in connection with the proposals.
- viii. Notes that the Local committee will receive minutes of the task group meetings, for information.

INTRODUCTION AND BACKGROUND

1. From April 2006 a change in legislation, known as 'Decriminalised Parking Enforcement' (DPE), has meant that the powers for enforcement of on street waiting and parking restrictions in Surrey Heath, have been passed from Surrey Police to Surrey County Council. Surrey Heath Borough Council now patrol the restrictions on behalf of Surrey County Council. This covers parking in designated parking places and all yellow line restrictions. Obstruction offences will continue to be the responsibility of Surrey Police.
2. Parking difficulties in and around Frimley and Frimley Park Hospital has been a cause for concern by residents for some time. Surrey Heath Local Transportation Service distributed consultation letters in March 2006, the aim of which was to obtain the views of residents in the vicinity of Frimley village centre and around Frimley Park Hospital, on issues of parking. In total more than 1,500 letters were distributed and over 500 responses received. The feedback enabled the transportation service to develop proposals based on residents comments and the problems that were monitored on site.
3. Proposals were prepared that sought to address, as far as is practical but within current policy, the issues raised and data that the Transportation Service collected. This may not eradicate every problem, but will seek to manage parking demand in and around Frimley more appropriately. Parking will not be prohibited completely from any road, but the aim has been to manage this in a safer and acceptable way.

ANALYSIS AND COMMENTARY

4. Prior to the preparation of the parking restriction proposals, the scheme was discussed with both Surrey Police in order to address ongoing and potential safety concerns, and with Surrey Heath Borough Council's Parking Manager with regard to ensuring effective enforcement.
5. The proposed Frimley Parking Restriction Scheme (FPR) was displayed for consultation in January 2007. Plans and explanatory notes for all the areas effected were displayed at local libraries, Surrey County Council (SCC) offices in Frimley, and Frimley Parish Hall. The scheme was also posted on the SCC web site and residents were also able to speak to officers on the scheme on 22 January 2007.
6. 1,500 properties were sent letters inviting occupiers to view the proposals and return a questionnaire by 31 January 2007. Of these approximately 300 responses were received.

This is less than the previous 500 replies in March 2006, but the proposed restrictions only affect about 60-70% of the consultation area.

7. The majority of respondents backed the proposals, particularly those restrictions that were shown Red (No waiting at Any Time). Adjustments that have been made following comments received have been minimal. All of these areas are on junctions, bends, road narrowings and the main vehicle routes that need to be kept free of parked vehicles. They were also the main ongoing concerns of Surrey Police and residents.
8. Comments with respect to the limited Waiting Restrictions have in some roads been mixed. However, many of these have supported the proposal but asked that further measures be investigated, such as Residents Parking Permits.

ROAD SUMMARY

9. Details of the feedback and comments raised are detailed in Annex 1 and Annex 2.
10. The majority of the scheme proposals are supported by residents, and minor changes have been made to the plans to suit these comments. Not all issues received by residents can be overcome as many comments conflict from one resident to the next. However, the proposals shown on the Annexes should satisfy the majority of residents and are acceptable to Surrey County Council.
11. Many residents requested the implementation or consideration of a Residents Parking Scheme. This is particularly valid for Partridge Close and Grovefields Gardens where parking is limited and the carriageways narrow. It is recommended that the proposal shown in Annex 3 be approved to bring about safety and environmental improvements sooner, and that further consultations continue. If a residents parking scheme subsequently progresses there would be minimal affect on the signing and lining required to the scheme as currently indicated.
12. Parkside residents have made representations in various formats (see Annex 1) that would have made the implementation of the Limited Waiting restrictions unpopular. In view of this, these restrictions were omitted, from the proposals and only 'Any Time' restrictions are now shown in this area. Any subsequent Residents Scheme would also have required the adjustment of the Limited Waiting restrictions and it is not considered a temporary scheme is appropriate. It is recommended the scheme as shown on Annex 4 is approved and further consultation undertaken.
13. In addition it will be necessary to consider all the surrounding roads for such a scheme as residents would have an equal or more valid justification compared to the Parkside estate.
14. With regard to the funding of controlled parking zones and resident parking schemes then the operation of these must be funded locally. This is in contrast to the costs for enforcing waiting restrictions, which are funded centrally by Surrey and do not require input from local budgets. To implement a Controlled Parking Zone / Residents Parking Scheme in Frimley would require a scheme to be 'self funding', i.e. the cost of enforcement is offset from penalty charge income and/or from income in the form of receipts from residents permit schemes. This element will need to be considered fully and explained in more detail to residents during future consultation.
15. It is proposed to implement the proposals as shown on Annexes 3-7 and monitor parking after installation. It is also proposed that during this period we investigate and consult on Residents Parking Schemes (RPS)/Controlled Parking Zones (CPZ) for consideration further. However, until Frimley Square is occupied it is likely that many residents in some locations

may not want to be included in such zones, or oppose proposals, until they can be sure they would have been affected in the first instance.

16. In order to progress Frimley Parking Proposals beyond those shown on the attached Annexes, further consultations will be required. It is suggested that a Member Task Group be set up to determine subsequent proposals and comments, and agree further scheme implementation.

FINANCIAL IMPLICATIONS

17. The £30,000 that was set aside from the 2006/07 devolved LTP Budget for the implementation of the parking restrictions, (legal advertising and on site signing and lining) is still in place. This will be carried forward to 2007/8.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

18. Surrey has embraced the concept of sustainable development, which is the foundation of Surrey's Local Transport Plan and is committed to the vision of making Surrey a better place. Funding from the integrated transport budget will be expended on projects and schemes in line with this vision whilst fulfilling its key commitments.

CRIME AND DISORDER IMPLICATIONS

19. The Surrey Heath Crime and Disorder strategy seeks to continually improve the safety of the community. Measures to reduce congestion and improve pedestrian facilities will assist this strategy.

EQUALITIES IMPLICATIONS

20. Throughout the scheme development process the Local Transportation Service will assess the opportunities and constraints of pedestrian mobility impairment with the aim of achieving the best possible outcomes whilst having regard for budget and practicality. A trained officer also assesses relevant schemes and consults with the local disabled access group (DASH) regarding any potential difficulties.

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BACKGROUND PAPERS: None

Number of Annexes: 8

Annex 1

ROAD SUMMARY

1. The vast majority of properties affected have off street parking (many for several cars) and the actual need for the road is more occasional. The limited restrictions in the residential roads does not apply until 9.30am and finishes at 4.30pm enabling residents working 9-5 hours to leave their cars outside their property as usual until the morning, and have a clear area when they return home after 5pm. Residents who have no alternative during the day would still need to seek out parking as they currently do.
2. A few residents did not consider Saturday to cause a problem, and this was the period they were most likely to have visitors. However, the areas have been noted to have problems on Saturday and the numbers requesting the omission have been small (Parkside is dealt with separately).
3. Partridge Close and Grovefields Avenue are short cul-de-sacs with limited turning facilities and narrow carriageways. These are the closest roads to the hospital and often the most congested. Residents are supportive, but some have requested Residents Parking Permits (RPP), and Partridge Close residents have petitioned separately for RPPs for the remaining areas available for parking. It is proposed to progress these roads as originally shown (with minor adjustments), and to consult further on RPPs.
4. Frimley Grove Gardens residents were generally supportive. A few suggested residents permits and some suggested excluding Saturday. However there was no overwhelming comment to make any specific changes. Approximately 32 residents responded out of 80 properties, 24 supportive and 8 against. Those against cited displacement but generally supported the Any Time restriction. Of all the respondents 4 requested Saturday be omitted (3 of which supporting the remainder of the proposals), therefore overall 11 against Saturday & 21 supportive. It is proposed to progress this road as originally shown (with minor adjustments) and include Saturday.
5. Parkside residents have undertaken their own surveys, primarily petitioning for a Residents Parking Scheme. Some of the properties listed on the petitions did not respond to the SCC survey. Some comments requesting RPP on separate questionnaires are not made on the SCC survey forms. A further survey by a local Councillor includes a comment form, most of which do not include an address. The information from all these is therefore inconclusive. However, the general feedback is to pursue a Residents Parking Scheme and not to progress with Limited Waiting Restrictions.
6. Parkside (Bayfield Avenue, Badgerwood Drive, High Beeches etc) consists of standard road layouts, with Denton Way at the southern corner consisting of a narrower carriageway. Residents from many of these roads have requested RPP and do not want to see the Limited Waiting restrictions proposed implemented. Due to the responses (para.25) the majority of the Limited Waiting Restrictions have been removed, and the Any Time restrictions amended slightly to take into account this change. The proposal is to progress with this amended plan, and to consult further on RPPs.
7. Gilbert Road area to the west, and the remaining areas to the south have generally made comments of detail. Where possible this has been adjusted to suit. Other comments have generally been the occasional request for residents parking permits, and that the restrictions are only displacing parking. Some parking will inevitably be displaced, but this is away from the lengths are causing a hazard or congestion.
8. Lyon Way area received no comments.

9. General comments from both residents within the consultation area, traders in the shopping area and hospital staff have been to make better progress with Frimley Park Hospital (FPH) and the Ministry of Defence (MoD) with regard to improved access to the hospital and increased parking facilities. There is a strong feeling within the community that FPH needs to address this problem.
10. Negotiations between FPH and MoD are on ongoing, and SCC regularly attend these meetings. A potential new access to the hospital includes the use of MoD property, would involve work within hospital grounds, and ultimately require funding. In addition this does not increase parking provision in itself at the hospital. Both FPH and MoD land is outside the control of SCC, and although pressure will be maintained on these bodies, any solution reached is likely to be long term. A short and medium term solution is therefore still required to address the problems on the Highway around the hospital, of which only the Highway Authority (SCC) can address.
11. Frimley Square is located in Chobham Road, Frimley (opposite Grove School). This office development is currently empty, and when fully occupied employees cars will not be fully catered for within the site. The company will be operating a Company Travel Plan (CTP), whereby employees are encouraged to use other methods of travel such as walking, cycling, and a company shuttle service.
12. However, it is anticipated that some employees will seek to park on the surrounding roads and the proposed scheme has tried to take this into account. The premises are currently unoccupied and the phasing of occupancy not known. Until the buildings are fully occupied, and parking patterns have settled, it is not possible to accurately establish whether parking restrictions need to be extended further or to which roads.
13. Sycamore Drive (and adjoining roads) – are immediately next to Frimley Square office development. The Waiting Restriction is limited to 11am-12pm Mon-Fri to deter long term parking. Residents are supportive but some are seeking RPP and/or areas for visitors. Some have suggested awaiting any impact from parking before implementing restrictions. The proposed scheme has therefore been amended to cater for some of these concerns. The proposal is to progress with this amended plan, but to postpone implementation until there is a degree of parking that justifies the measures.
14. Enforcement was a key point raised by many respondents. The timings of the restrictions had been discussed with SHBC Parking Manager in order that this could be undertaken effectively. However, in addition the Local Transportation Manager is seeking authorisation for an additional warden to assist in both the Frimley area and throughout the Surrey Heath district
15. Alphington Avenue – Further to ongoing parking concerns outside Lakeside School it has been agreed in liaison with the school and Police that additional 'School Keep Clear' markings are laid on Alphington Avenue adjacent to it's junction with Hawkswood Avenue. To ensure consistency of Keep Clear markings throughout the borough and enable enforcement, these new markings need to be added to the DPE Order. The Committee is therefore requested to approve the inclusion of these markings in the Order for Frimley.

End