



OFFICER REPORT TO LOCAL COMMITTEE (Surrey Heath)

Frimley & Frimley Park Hospital Parking Update

6th March 2008

KEY ISSUE

To update the Committee on the Member Task Group outcomes on parking controls in Frimley since the March 2007 Local Committee.

SUMMARY

The Local Transportation Service implemented a scheme in September 2007 to introduce additional waiting restrictions in Frimley and around the vicinity of Frimley Park Hospital. This was to remove much of the hazardous and inconsiderate parking both on the through routes and residential streets.

The Local Committee agreed the implementation of the scheme, and delegated future measures be agreed for implementation by a Member Task Group.

This report summarises the outcome of the measures and changes agreed by the Member Task Group.

OFFICER RECOMMENDATIONS

This report is for information only.

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 had been a cause for concern by residents for some time. Surrey Heath Local Transportation Service undertook a consultation in March 2006 to obtain the concerns of local residents, and undertook a further consultation in January 2007 to seek comments on the proposed waiting restriction scheme in and around Frimley.
3. A final scheme was presented to the Local Committee on 8 March 2007 and Approved for implementation. The restrictions were implemented in August/September 2007 and are currently being enforced.

ANALYSIS AND COMMENTARY.

4. The Committee delegated authority to a Member Task Group, made up of the two County Ward members and two Borough Ward Members (in which the restrictions apply), to agree and implement any parking changes in Frimley in 2007/8, and report to the Local Committee any changes that had been made.
5. Since the implementation of the scheme in September 2007 comments have been collated with a view of presenting suitable changes to the Member Task Group. The majority of these have been suggestions of lengthening, shortening or removing small isolated lengths.
6. Siemens began occupying their premises at Frimley Square, Chobham Road between September and December 2007. It was feared by many residents that hundreds of additional vehicles would begin to park in the adjacent Sycamore Drive and also Parkside estate. Siemens have however instigated an effective travel plan to deter parking nearby and use a park and ride scheme. Nevertheless some cars are using Sycamore Drive and potentially some other roads. Although the effect has been less than feared it has become a concern to some residents.
7. A limited waiting restriction of 11am-2pm Monday – Friday was proposed for Sycamore Drive (including the roads leading from it) in the original proposals. Residents were in part supportive subject to it being necessary after Siemens had moved into their premises. The Local Committee agreed the inclusion of Sycamore Drive in the Road Traffic Order, but to be implemented only after agreement with the Member Task Group.
8. Following a further consultation with Sycamore Drive residents in November 2007, residents were supportive of the restrictions in their roads now being implemented. The Member Task group having been provided with a breakdown of the comments agreed Sycamore restrictions go ahead. It is anticipated these restrictions will be in place at the beginning of March 2008.
9. Parkside residents also feared an influx of cars from Siemens. Although their effect is probably negligible, the displacement of some cars from the access roads and junctions since double yellow lines were installed, has increased careless parking by some motorists on some untreated lengths.
10. Parkside residents petitioned for the omitting of limited waiting restrictions throughout the estate at the consultation stage in favour of a residents parking scheme. A limited restriction (as originally proposed) would have alleviated the current difficulties, but was omitted from the approved scheme.
11. The remaining minor changes in Frimley, including possible limited waiting restrictions in Parkside, will be added to the DPE review lists and reviewed together with the rest of the Borough later this year.
12. The County Council plans to undertake only one change per year to the parking Traffic Regulation Order (TRO) for each district in Surrey. At present it is anticipated the amended TRO for Surrey Heath would be undertaken in September 2008, hence proposed changes are planned to be presented to the July 2008 Local Committee.

13. Some Parkside residents had previously requested a residents parking scheme. At present there is insufficient demand or justification for such a scheme and it is unlikely to be progressed in the near future.

FINANCIAL IMPLICATIONS

15. Further minor changes in Frimley will be incorporated within the existing DPE review for 2008/9 whereby the whole Borough is reappraised, and budget provision is provided within DPE review.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

17. 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 commitment.

CRIME & DISORDER IMPLICATIONS

18. 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. This has already provided benefits in assisting in the reduction of congestion in some of the residential roads, and removing many of the hazardous parking that occurred to the relief of many residents and the police.

EQUALITIES IMPLICATIONS

19. Across the range of transportation issues and problems to be addressed the needs of all highway users require equal consideration. Proposals may benefit a particular group or individuals but it is important to consider and address how one impact may worsen others.

CONCLUSION & REASONS FOR RECOMMENDATIONS

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.

WHAT HAPPENS NEXT

21. Amendments and/or additions to waiting restrictions in Frimley will now be added to the current Surrey Heath DPE review for consideration and implementation later this year.

LEAD OFFICER: Martin Leppard, Senior Engineer
TELEPHONE NUMBER: 08456 009 009
E-MAIL: wah@surreycc.gov.uk
CONTACT OFFICER: Martin Leppard, Senior Engineer

TELEPHONE NUMBER: 08456 009 009

E-MAIL: wah@surreycc.gov.uk

BACKGROUND PAPERS: None

Version No.1 Date:22/2/08 Time:17.15 Initials: ML No of annexes: 0