



OFFICER REPORT TO LOCAL COMMITTEE
(Surrey Heath)

Civil Parking Enforcement (CPE) Review
Parking Update

16th October 2008

KEY ISSUE

To update the Committee on the Member Task Group outcomes on the CPE Parking Review in Surrey Heath since the 10 July 2008 Local Committee.

SUMMARY

The Local Transportation Service undertook a review of parking restrictions in Surrey Heath further to requests by the public, residents, Councillors and the police, and changes and additions to restrictions were prepared. The proposals were presented and approved at the 10 July 2008 Committee.

The Local Committee agreed the implementation of the changes, and that residents and occupiers be consulted where appropriate, and delegated 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

The Local Committee (Surrey Heath)

- i. Note the content of the report 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. The Local Highway Team for Surrey Heath have over the past 2-3 years collated requests from various sources for requests to review and add additional waiting and parking restrictions around the Borough. The requests were all investigated and where appropriate proposals were prepared against the current Traffic Order. The proposals were presented to the Local Committee in 10 July 2008 for approval subject to consultation with affected properties and the Member Parking Task Group.

3. The Committee approved the Report and Council delegated authority to a Member Task Group, made up of two County members and two Borough Councillors to review and authorise any parking changes and report to the Local Committee.
4. Consultations with property owners were carried out and the results presented to the Parking Task Group. The Member Task Group met on 19 September 2008 to consider all the issues raised and agreed the way proposals put forward.

SUMMARY OF MEETING:

- 5 The Member Task Group agreed that the most satisfactory and effective way forward was to progress advertising of all the proposals as detailed in the Report and Annexes of the 10 July 2008, less the agreed amendments. This would enable, subject to legal procedures, the Traffic Order to be made and measures implemented in January 2008.
- 6 Consultations had enabled interested residents to put forward further suggestions for additional or extended restrictions and others to comment on the measures.
- 7 The Task Group agreed that some of the original measures proposed should be curtailed or omitted. Following the legal advertising of the Notices and formal objection period, all comments already received will be re-considered by the Local Highways Manager in consultation with the Chairman of the Local Committee. Those measures the Task Group have agreed to curtail/omit will be curtailed/omitted accordingly. Any new objections will be considered on their merits.
- 8 The Task Group also agreed some additional measures may be appropriate as suggested by some respondents. The suggestions were generally minor but would require further consultation. Some of these suggestions would not have necessarily had instant support from neighbours and may require further negotiation. It was agreed it would not be appropriate to delay the current proposals and therefore not to include and re-consult on these suggestions at this stage.
- 9 The Task Group agreed however that any additional requests be included in the next CPE parking review in 2009 and/or, the Camberley Controlled Parking Zone (CPZ) parking review currently anticipated in February 2009.

COMMENTARY AND DETAIL.

- 10 All comments received were presented to the Member Task Group in a spreadsheet format detailing all comments. The majority of respondents were supportive and a summary of the discussions is below.
 - 1) Windlesham annex 3– Proposals provided positive safety improvements with no justifiable changes required.
 - 2) Bagshot annex 4/5– Proposals provided positive safety improvements with no justifiable changes required
 - 3) Lightwater annex 6/7- Proposals provided positive safety improvements with no justifiable changes required. Extending the line outside 34 Macdonald Road would be added to 2009 review.

- 4) Chobham annex 8/9- Proposals provided positive safety improvements with no justifiable changes required. Junction protection at the High Street / Chertesy Road overrides parking by residents close to the junction. Parking on Station Road causes unnecessary congestion in the village.
- 5) West End annex 10 - Proposals provided positive safety improvements with no justifiable changes required. School safety will be enhanced and residents can still park outside school times.
- 6) Crawley Ridge annex 11 - Proposals provided positive safety improvements with no justifiable changes required.
- 7) London Road / Hartford Rise annex 12 - Proposals provided positive safety improvements with no justifiable changes on London Road. They prohibit car transporter unloading on London Road at peak times. Harford Rise proposals OMITTED. To be included in Camberley CPZ review.
- 8) London Road / Victoria Road annex 13 (& annex15) – Few respondents replied from this parade, but the few that did had strong views. General consensus that 30minute parking bay and any time restriction in Victoria Road was supported and to be progressed. London Road – no consensus on changing 1 hour limit to 30minutes in the layby – not to be progressed. London Road Any Time restrictions across drives and accesses supported – to be progressed.
- 9) London Road – Outside the shops, properties 443-481, had an Urban Clearway that included the shop fronts 8am-10am and 4pm –6pm. The new bus lane specifically stopped short of the length as the Urban Clearway dealt with obstructing vehicles during the rush hours and avoided having to mark parking bays in the bus lane. Unfortunately this element was not included in the preparation of the amended Traffic Order plan. The Orders can be found if needed if only to confirm the point. However the way forward is;
- 10) Parking 8am-10am is very light and the layby has spaces. A1 Services Limited business begins early with generally single car visits at the western end. Tail backs in the am period do not extend to the shops. Parking 4pm-5pm is very light with no parking at the western end (on occasion visited), with parking increasing 5.15pm onwards at the eastern end. Most of this pm parking could be accommodated in the layby. Tailbacks from 4pm are severe and extra road space is needed.
- 11) Agreed that proposed Limited restriction in front of the shops (8am-10am and 4pm-6pm Mon-Sat) to be reduced to OMIT the am period. This will not affect am traffic flow and not affect businesses. Include the pm period as parking is lighter. Some westerly businesses have off street parking, and the lay-by is available for the busier eastern businesses.
- 12) White parking bays will be marked on the carriageway as well as the yellow lines. This should satisfy motorists that parking is permitted during the signed times.
- 13) Surrey Heath Highways Team are looking at options to provide 2 lanes of traffic past the McDonalds island and the additional width outside the shops will be essential when this is done to improve pm traffic congestion.

- 14) Sullivan Road annex 13 – Most respondents did not want any waiting restrictions or suggested other timings or suggested omitting some of the restrictions. They did support the double yellow and disabled bay inclusion. Agreed to OMIT limited waiting restrictions, and retain double and disabled marking. Sullivan Road to be added to Camberley CPZ review.
- 15) Chaucer Grove annex 14 - Proposals provided positive safety improvements with no justifiable changes required. To be included in Camberley CPZ review too.
- 16) Victoria Road / Edward Avenue annex 16 - Proposals provided positive safety improvements with no justifiable changes required.
- 17) Butterfield annex 17 - Proposals provided positive safety improvements with no justifiable changes required.
- 18) Doman Road annex 18 - Proposals provided positive safety improvements with no justifiable changes required.
- 19) Gordon Avenue annex 19 - Proposals provided positive safety improvements with no justifiable changes required.
- 20) Wilton Road annex 20 - Proposals provided positive safety improvements with no justifiable changes required.
- 21) Crabtree Road / Bristow Road annex 21 - Proposals provided positive safety improvements with no justifiable changes required.
- 22) James Road annex 22 - Proposals provided positive safety improvements with no justifiable changes required.
- 23) Bicknell Road annex 23 – Respondents supportive of proposals. Some concern of parking on verges but these will be enforceable. Driveway obstruction continues occasionally but yellow lines not feasible across drives. Farm Road residents requesting limited restrictions but presently double parking not an issue. Agreed to progress as per plan but add Bicknell Road and adjoining Roads to 2009 review for continued monitoring.
- 24) Oakway annex 24 – Request to move 3 bay space southwards to ease access to no.22. Neighbours request shortening space to 2 spaces will achieve this without affecting them. Other neighbour requesting keep 3 spaces. Agreed off street provision sufficient during the limited 11am-2pm Mon-Fri restriction, and to OMIT reducing the yellow line at the southern end (ie maintain only 2 spaces).
- 25) Lyon Way annex 25 - Proposals provided positive safety improvements with no justifiable changes required.
- 26) Burleigh way annex 26 - Proposals provided positive safety improvements with no justifiable changes required. Respondents supportive.
- 27) Frimley Green Road annex 27 - Proposals provided positive safety improvements with no justifiable changes required. Parking for church

- opposite causes double parking on occasions. Bays rarely used and adjacent properties have off street parking.
- 28) Deepcut annex 28/29 - Proposals provided positive safety improvements. OMIT line outside 131 and 133 as residents do not require the line.
 - 29) Worsley Road annex 30 - Proposals provided positive safety improvements with no justifiable changes required. Respondents supportive.
 - 30) Bowling Green Court annex 30 - Proposals provided positive safety improvements with no justifiable changes required.
 - 31) The Hatches annex 31 - Proposals provided positive safety improvements. Respondents generally supportive but mixed on further restrictions along road (not included on plans). Some residents on easterly bend object, but a residents car creates the same hazard as a fishermans car. Presence of Fisherman visiting Lakes will continue and current locations are best that can be achieved without affecting other junctions. Some extensions to lines requested at northern spur to be added to 2009 review. Turning point at railway included to allow turning and access, but this will affect 2 properties with no off street parking. Sufficient turning and access to railway is a priority.
 - 32) Wharf Road annex 32 - Proposals provided positive safety improvements with no justifiable changes required.
 - 33) Frimley Grove Gardens annex 33 - Proposals provided positive safety improvements with no justifiable changes required.
 - 34) Grovefields Avenue annex 34 - Proposals provided positive safety improvements with no justifiable changes required.
 - 35) Parkside annex 35/37/23 - Proposals provided positive safety improvements with no justifiable changes required. Some residents suggested minor extensions throughout. Some may be minor but would require further consultation. Few requested residents parking permits. Majority requested single line timing of 9.30am - 4.30pm Mon – Fri. Agreed to progress as per plan with limited restriction timing as 9.30am - 4.30pm Mon – Fri, Other comments to be added to 2009 review, with a review of Parkside generally in the 2009 review.
 - 36) Chertsey Road Windlesham annex 36 & 34 - Proposals provided positive safety improvements with no justifiable changes required.
 - 37) Heatherside annex 38/34 - Proposals provided positive safety improvements with no justifiable changes required. Limited restriction of 9.30am-4.30pm Sat & Sun supported by residents on Cumberland Road outside which restriction in place. Progress as plan.
- 11 Future Action - 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 will be undertaken in October 2008 with implementation in December 2008. Further requests will be added to the 2009 review to be managed by the new Parking Team at County Hall, Kingston.

FINANCIAL IMPLICATIONS

- 12 Changes will be funded within the budget already agreed for the review.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 13 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

- 14 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

- 15 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

- 16 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

WHAT HAPPENS NEXT

- 17 Amendments and/or additions to Traffic Regulation Order will be prepared and advertised by the Parking Team in November 2008, with implementation anticipated in January 2009.

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