



**SCC LOCAL COMMITTEE IN ELMBRIDGE – 14 September 2015**

**AGENDA ITEM 7**

**PUBLIC QUESTIONS**

**Question 1: Ken Huddart (Claygate Parish Council)**

Can the Surrey (Elmbridge) Local Committee comment on how the recent decision by Elmbridge Borough Council to significantly increase EBC car park charges over the next 3 years, especially in Village car parks and which is likely to drive cars to park on-street, impacts its plan to seek an holistic provision of necessary parking in both Claygate and across the borough?

**Response from SCC Local Committee (Elmbridge):**

The analysis produced by Elmbridge Borough Council (EBC) in its report on a review of its parking charges suggested that previous increases had had little impact on use of its car parks. By implication this would suggest that EBC do not expect any future rises in charges to have any significant impact on use either. Whether this will be the case obviously remains to be seen and it is clearly another factor that the county council will have to bear in mind when carrying out its review of parking and parking provision in Claygate and other parts of Elmbridge. So, put simply, the increase in car park charges does not change the aims of the new strategic parking reviews or impact on their desired outcomes.

**Question 2: Mark Sugden (Claygate Parish Council)**

Can the Local Committee provide the status on the future of the Claygate and Oxshott Sure Start Children's Centre currently operating out of Claygate Centre for the Community?

**Response from SCC Local Committee (Elmbridge):**

As you know, a proposal for a formal consultation on the future of the Sure Start children's centres was being developed for the county council's Cabinet to consider on 26 May 2015. This work is ongoing but officers were asked to provide further information on the impact of potential closures before Cabinet met. Consequently, this affected the original timescales planned for consultation and the decision to consult did not go to Cabinet on 26 May.

Officers are still providing further information for members on the future of the Sure Start Children's Centre programme and will keep those affected informed of any developments.

**Question 3: Chris Evans (Chairman Beechwood Ave RA)**

Does the committee agree that the traffic and parking problems at opening and closing times at Cleves School already create significant safety concerns and inconvenience, which can only be exacerbated by the proposed expansion of the school, and hence that a radical plan to address these issues needs to be agreed before the expansion can proceed?

**Response from SCC Local Committee (Elmbridge):**

Oatlands Avenue is the D3868, capable of carrying vehicles of all classes and weights. The road runs from the D3865 Oatlands Chase to the A317 Queens Road. It travels parallel to the railway line with access over the railway to the A317 directly at the Weybridge end, and by way of Oatlands Chase at the Walton end, with no access from the south in-between.

The road is subject to a 30mph speed limit and is well lit by a continuous system of street lighting. Continuous footways are provided on both sides of the road, in the immediate vicinity of the school, but continue along one side of the road beyond the school towards Weybridge.

School warning signs and school amber flashing lights have been provided along Oatlands Avenue, on either side of the school effectively on both approaches. A School Keep Clear carriageway marking has also been provided immediately outside the school entrance.

In October 2002, the Local Committee resolved to introduce a package of amended waiting restrictions in the vicinity of the school having deferred the item twice previously due to numerous objections. These measures included both at any time restrictions and limited waiting between 8.00am to 9.30am and 2.30pm to 4.00pm Monday to Friday.

This was carried out in an attempt to reduce parental parking immediately opposite the school, and at junctions, in order to increase safety during arrival and departure times. This caused many objections directly from the Church, residents of Oatlands Avenue, together with further residents of both private and public roads in the immediate area, due to the potential for reduced and displaced parking.

In March 2005, another traffic Order was agreed by the Committee cited as 'The Surrey County Council Prohibition of Stopping Outside Schools.' This order effectively made areas of School Keep Clear markings outside schools legally enforceable when previously they had been advisory and non-mandatory. The times of the order are 8.15am to 9.15am and 2.30pm to 4.00pm, Mondays to Fridays, during term times. This order involves more than just parking as it prohibits any vehicle to stop or remain at rest on the Keep Clear Marking area. Other minor changes have also been made subsequently.

TABLED DOCUMENT

A Vehicle Activated Sign (VAS) has also been erected along Oatlands Avenue, on the approach from Weybridge. This is to supplement the existing signage, and additionally warn the drivers of vehicles, just prior to the bend, to the presence of the school ahead.

In 2012 a zebra crossing was constructed outside the school on Oatlands Avenue, by way of developer contribution. This made further changes outside the school, in particular to the existing layby, whilst the zig zag markings also affected parking outside the school further.

The normal procedure for any school expansion or development is that transport mitigation requirements are identified through the planning process. For any significant development the developer is required to undertake a Transport Assessment, which explores the transport impact and possible mitigating measures. This is then submitted as part of the planning process. During the planning process the final mitigation package is agreed between the developer, the Planning Authority, and the Highway Authority. The developer is then obliged, by planning condition, either to deliver the mitigation package as part of the development project, or to make a financial contribution to the mitigation package.

The Transport Development Planning team are the first point of contact for the Highway Authority for developers, and will advise on the detail following an application to determine what mitigation measures are required depending on the impact of the development.

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