

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (ELMBRIDGE)****DATE: 27 June 2016****SURREY****LEAD OFFICER: Adrian Harris – Engineer, Parking Project Team****SUBJECT: Weybridge Parking Review****DIVISION: Weybridge****SUMMARY OF ISSUE:**

To consider the outcome of a review of parking in Weybridge and some changes to parking, waiting and loading restrictions.

To consider funding for parking infrastructure maintenance and replacement.

To consider implications and recommendations arising from new legislation surrounding school keep clear markings.

RECOMMENDATIONS:**The Local Committee (Elmbridge) is asked to agree:**

- I. The county council's intention to introduce the proposals in Annex 1 is formally advertised, and subject to statutory consultation.
- II. If objections are received the Parking Strategy and Implementation Team Manager is authorised to try and resolve them;
- III. If any objections cannot be resolved, the Parking Strategy and Implementation Team Manager, in consultation with the Chairman/Vice Chairman of this committee and the county councillor for the division, decides whether or not they should be acceded to and therefore whether the order should be made, with or without modifications.
- IV. To fund additional maintenance of parking signs and lines from the surplus held within the on street parking account.
- V. To fund the replacement of existing on street parking pay and display machines from the surplus held within the on street parking account. This cost is expected to be in the region of £35,000.
- VI. To introduce the new process for implementation of new school keep clear markings (SKCs), and to agree to revoke the traffic regulation orders for existing SKCs across Elmbridge, in light of changes in government legislation.

REASONS FOR RECOMMENDATIONS:

Changes to the highway network, the built environment and society mean that parking behaviour changes and consequently it is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network.

It is recommended that the waiting restrictions in this report are progressed as they will help to:

- Improve road safety
- Increase access for emergency vehicles
- improve access to shops, facilities and businesses
- Increase access for refuse vehicles, buses and service vehicles
- Reduce traffic congestion
- Better regulate parking

Improved sign and line maintenance will help to improve compliance and awareness of the parking controls.

The existing pay and display machines are nearing the end of their serviceable life and need to be replaced to ensure that they continue to work reliably in the future.

Changes in government legislation mean that a traffic regulation order is no longer required to make school keep clear markings enforceable. We are therefore suggesting to revoke the existing traffic orders for these markings, and suggesting a new process to deal with the implementation of any new markings.

1 <u>INTRODUCTION AND BACKGROUND:</u>
--

- 1.1 At the meeting of 23 February 2015 the local committee agreed to adopt a new parking strategy for Elmbridge.
- 1.2 This new approach involves taking a longer term, more strategic and detailed look at parking and not just reacting to problems that have been brought to our attention, as has been the case during reviews in the past few years.
- 1.3 The strategy will focus on providing parking, if possible, where it is needed. This could include removing or amending existing restrictions. It will also look at introducing new controls if necessary.
- 1.4 As part of the new strategy, the committee agreed to carrying out more comprehensive reviews of different parts of the borough in turn on a three year rolling programme (from April 2015 - March 2018). This started with the Cobham area (including Stoke D'Abernon and Oxshott), followed by Weybridge in year 1, then the Moleseys and the Dittons, followed by Esher, Claygate and Hinchley Wood in year 2 and will finish with Walton and Hersham in year 3.
- 1.5 The recommendations contained within this report are the result of the second review under the new strategy.

2 ANALYSIS:

- 2.1 A number of exercises were undertaken to inform the review, including:
- One ‘broad brush’ online survey which was targeted at local resident and business representation groups, borough councillors, schools and places of worship. The survey was also advertised more broadly through twitter. This consultation lasted from 18 December 2015 to 24 January 2016.
 - One ‘specific’ consultation targeted at residents on the idea of changing and extending the existing permit parking area within the roads north of the High Street, (area F).
 - Consideration of requests for parking controls received by the parking team directly from members of the public.
 - Meeting the Elmbridge Parking Task Group and the County Councillor for Weybridge, Ramon Gray and discussing potential ideas with them.
- 2.2 Having gained an understanding of the problems in Weybridge, site visits were undertaken to look at the locations concerned, and to develop detailed designs. Beat surveys to look at the occupation levels of parking bays were also carried out.
- 2.3 The review has focussed on on-street parking, and the recommendations included in Annex 1 are all in relation to the management of on street parking. However, a significant amount of the feedback to the initial consultation was in relation to the provision and management of off street parking within the borough, and we will be discussing these comments with the borough council to see if there are any areas for improvement in the future.
- 2.4 We recognise that the provision of inexpensive and available off street parking is a concern within Weybridge, as it is within a lot of towns in Surrey, and addressing these concerns could only be done through a longer term project.
- 2.5 Some of the proposed amendments in Annex 1 will look to free up some on street parking space, which could help reduce the pressure on off street parking facilities.
- 2.6 The county council’s Local Highways Group manages a programme of road marking refreshment, which covers all road markings, not only parking controls. However this is a broad brush approach based on network hierarchy, and, as such, sometimes specific problem locations are not addressed as quickly as we would like. This can lead to circumstances where signing and lining is insufficient to allow proper enforcement to take place, and in turn lead to motorists ignoring (or being unaware of) the parking controls. In some cases this could impact on road safety.
- 2.7 Funding to allow ‘out of programme’ maintenance work will help to resolve these issues, leading to better compliance, more reliable enforcement with reduced challenges to penalty charge notices (PCNs). This will allow a more efficient operation by the parking enforcement team.

ITEM 13

- 2.8 The existing pay and display machines are nearing the end of their serviceable life and need to be replaced to ensure that they continue to work reliably in the future.
- 2.9 Elmbridge Borough Council are currently looking to replace their off street parking pay and display machines, and working together to replace the on street machines at the same time would provide an opportunity to reduce the administrative, and potentially financial, burden.

Other anticipated benefits of the new machines (which are located around Walton train station), include:

- Increased reliability - the old ones are coming to the end of their usable life and faults are being reported daily.
- A 'wave & pay / contactless' facility which in turn means they're less likely to get broken into as there's less cash inside them.
- Increased reliability because there's reduced chances of coin jams, with less wear and tear.
- The new machines have better security on them compared to the old ones so reduced chance of theft.
- The above mean we have fewer complaints and more compliments.
- There has been an increased demand for wave and pay to be installed by customers as they expect it (part of the norm nowadays).
- An additional payment method reduces the chances of customers saying they couldn't pay for some reason.
- Reduced cash collection costs.

- 2.10 Anticipated timescales for implementation of the new machines would be 5-6 months, allowing for procurement, then 8-12 week delivery lead time, and installation and initiation.
- 2.11 Following government changes to the regulations, it is no longer necessary for us to make a traffic regulation order (TRO) when we want to introduce a school keep clear (SKC) marking. It is also no longer necessary for us to have a TRO for existing SKC markings. As is already the case with bus stop clearways, all we need to do is put in place the appropriate road marking and signs, and the restriction will be enforceable.
- 2.12 As it is possible for people to receive a penalty charge notice (PCN) if they park on an SKC marking, we think it is important that the decision to install them still has member input. However, in order to simplify and speed up the process to introduce new markings, we would like to propose that this can be done by the parking team with the agreement of the Chairman/Vice Chairman of the local committee and the relevant county councillor, rather than the whole committee, so we do not have to wait until the next committee meeting for a decision.
- 2.13 We would also carry out a consultation exercise with residents and businesses in the local area, in order to ensure that no new markings suddenly appear without prior notification.
- 2.14 As a consequence of the change to the regulations, we are also proposing to revoke the TROs for existing SKC markings.
- 2.15 The cost of permits for on street parking schemes were last adjusted in March 2011. As we are being asked to look at more schemes that operate over longer periods of time, this has a cost implication attached to it. That, combined with the (albeit relatively small) impact of inflation over the past five years, means that the committee may wish to consider whether the cost of permits should be adjusted to reflect these changes.

3 OPTIONS:

- 3.1 Agree the recommendations in this report and the proposals as outlined in Annex 1 and proceed with the statutory process for introducing parking controls.
- 3.2 Amend the recommendations and/or the proposals in Annex 1 and proceed with the statutory process for introducing parking controls. This may cause some delay in advertisement of the proposals.
- 3.3 Agree the funding for additional sign and line maintenance.
- 3.4 Agree the funding for replacement Pay and Display machines.
- 3.5 Do not proceed with any of the recommendations or proposals. The parking controls would remain unaltered - however this will not resolve any of the identified parking problems.
- 3.6 Do not agree to fund additional sign and line maintenance, which would mean that the specified problems would remain.

- 3.7 Do not agree to fund Pay and Display machines, which would mean that the specified problems would remain.

4 CONSULTATIONS:

- 4.1 Consultations have been undertaken with stakeholders as described in paragraph 2.1 of this report.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 At the meeting of 23 February 2015 the local committee agreed to dedicate its portion of the surplus from the on street parking account to funding the development and implementation of the parking reviews. The proposals in this report would therefore have no impact on any other funding streams.

6 EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 No significant implications arising from this report.

7 LOCALISM:

- 7.1 The local community has been engaged with in terms of developing the proposals and ideas set out within this report. When the proposals within Annex 1 are advertised this will enable additional input from the local community.
- 7.2 When the proposals are advertised, we will erect street notices at all locations affected, notify residents adjacent to the proposed controls via a post card, and make copies of the proposals available for inspection at local council offices/buildings and on our website.

8 OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

9 CONCLUSION AND RECOMMENDATIONS:
--

- 9.1 The county council's intention to introduce the proposals in Annex 1 is formally advertised, and subject to statutory consultation.
- 9.2 If objections are received the Parking Strategy and Implementation Team Manager is authorised to try and resolve them;
- 9.3 If any objections cannot be resolved, the Parking Strategy and Implementation Team Manager, in consultation with the Chairman/Vice Chairman of this committee and the county councillor for the division, decides whether or not they should be acceded to and therefore whether the order should be made, with or without modifications.
- 9.4 Additional maintenance of parking signs and lines and the replacement of on street pay and display machines are funded from the on street parking account surplus and a new process for introducing SKC markings is introduced.

10 WHAT HAPPENS NEXT:

- 10.1 Subject to the committee's approval, we will advertise the agreed amendments to the existing parking controls, in accordance with the statutory process, in the summer of 2016.
- 10.2 Once comments and objections have been considered, we will make the new traffic regulation order and amendments to the existing traffic regulation orders, and introduce the agreed new parking controls.
- 10.3 The procurement process for the pay and display machines will commence within the next few weeks.
- 10.4 We will work with Elmbridge Borough Council to ensure that sign and line maintenance is carried out.
- 10.5 The revocation of the TROs for SKC markings will be advertised alongside the Weybridge parking review, and included along with that process.

Contact Officer:

Adrian Harris, Engineer, Parking Project Team
Tel: 0300 200 1003

Consulted:

Parking Task Group.

Annexes:

Annex 1: Proposed on street parking amendments

Sources/background papers:

Local Committee report 23 Feb 2015 Item 12/15 - Elmbridge parking strategy

This page is intentionally left blank