

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (ELMBRIDGE)****DATE:** 14 September 2017**SURREY****LEAD OFFICER:** Adrian Harris – Engineer, Parking Project Team**SUBJECT:** Walton on Thames and Hersham Parking Review**DIVISION:** Walton, Walton South and Oatlands, and Hersham**SUMMARY OF ISSUE:**

To consider the outcome of a review of parking in Walton on Thames and Hersham, and some changes to parking, waiting and loading restrictions.

RECOMMENDATIONS:

The Local Committee (Elmbridge) is asked to agree:

- I. The county council's intention to introduce the proposals within this report and in Annex 1 are formally advertised, and subject to statutory consultation (as appropriate).
- 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.

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

1 INTRODUCTION AND BACKGROUND:

- 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 was the case during reviews in previous 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 fifth review under the new strategy.

2 ANALYSIS:

- 2.1 Consultation 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, and with notices erected on public noticeboards and in libraries within the local area. This consultation ran from 27 February to 10 April 2017. The consultation received over 350 responses which provided a strong indication of the most significant parking issues within the areas concerned.
 - Consideration of requests for parking controls received by the parking team directly.
 - Meeting the parking task group including county and borough councillors and officers from the county and borough councils to discuss the results of the initial consultation.

- 2.2 Having gained an understanding of the problems in Walton and Hersham, site visits were undertaken to look at the locations concerned, and to develop detailed designs.
- 2.3 Following site visits, officers met with the Elmbridge Parking Task Group again in August 2017 at a meeting to which all borough and county councillors for the respective areas were invited, to discuss and finalise proposals for the area prior to them being brought before the local committee.
- 2.4 Following consideration of requests for a number of new resident permit schemes, and in consultation with relevant county councillors and the chairman and vice-chairman of this committee, the parking team are to Undertake a number of informal consultations to determine the level of support for potential new schemes, in:
- Winchester Road / Highfield Road / Churchfield Road / Esher Avenue area, Walton
 - Rembrandt Way, Walton
 - Felcott Road / Close, Hersham
 - Belgrave Close, Hersham
 - Faulkner's Road and Mills Road, Hersham
 - Anderson Road, Weybridge
- 2.5 These informal consultations are due to begin in September and will run for around three weeks. Once they have been completed, the feedback from residents at each location will be discussed with the chairman and vice-chairman of this committee, along with the relevant divisional member to decide whether to progress any schemes forward to formal advertisement (alongside the other recommendations in Annex 1).
- 2.6 The parking team received a number of 'parking scheme request forms' and petitions for changes to existing or new parking control. These were considered as part of this review, and the outcomes are discussed in turn below.
- **Felcott Road / Close, Hersham** – Following the petition, the parking team has agreed to carry out an informal consultation on a permit parking scheme in these roads.
 - **Heathfield Road (Waynefleete Mews access), Hersham** – Following receipt of the petition, the parking team have proposed to introduce yellow lines around the entrance to Waynefleete Mews as shown in Annex 1.
 - **Manor Road, Walton on Thames** – A petition requesting a permit scheme in Manor Road. The parking team has agreed to carry out a number of consultations about permit parking schemes as part of this review, including a significant area of Walton (Winchester Road / Highfield Road / Churchfield Road / Esher Avenue area). If a scheme is progressed in the Winchester Road area this may have a significant effect on parking in Walton, and this may necessitate further changes in future. Given this, and the amount of ongoing local development in Walton and repair work to the borough council's Drewitts Court car park, it our assessment is that also introducing a permit scheme in Manor Road simultaneously to this may be too disruptive to the area. However, the council takes concerns of residents very seriously,

and will keep the petition on record for further investigation as part of the next review in this area.

- **Silver Tree Close, Walton** – The petition requests to extend hours of control of the existing permit scheme therein. As described in Annex 1, the parking team has proposed to formally advertise a proposal to extend the hours of the whole Walton controlled parking zone, including Silver Tree Close.
- **Hurley Close, Walton** – The petition requests yellow lines to prevent obstructive parking in the close. Site assessments carried out by the parking team did not show particular problems within this road, and it is considered likely that such problems are transient and linked with ‘pick up and drop off’ times at the nearby school. Such issues are notoriously difficult to control and parking restrictions may not resolve the issues identified within the petition. Furthermore, yellow lines may reduce the parking amenity for residents and their visitors. Proposals in Annex 1 include the removal of yellow lines on Hersham Road (the implementation of which were identified by the petition as part of the problem), and as such, it is not proposed to introduce new controls within Hurley Close at the current time.
- **Fir Close, Walton** – Petition received requesting to resolve parking which cause residents difficulty with accessing their driveways and passage for service vehicles. Proposals in Annex 1 have been developed to address this.
- **Oatlands Close, Weybridge** – The petition requests yellow lines to improve sightlines at the junction with Oatlands Avenue. Proposals in Annex 1 have been developed to address this.
- **Anderson Road, Weybridge** – The petition requests a permit scheme within Anderson Road, and the parking team has agreed to carry out a consultation on the idea.
- **St Mary’s Road, Weybridge** – The petition requests yellow lines to improve sightlines at the access to Old School Mews. Proposals in Annex 1 have been developed to address this.

2.7 The county council has already advertised proposals in a number of locations as part of the Moleseys and Dittons parking review. A couple of additional locations were advertised following discussions with the chairman and vice-chairman of this committee, along with the relevant divisional member but had not first had the approval of this committee. This report seeks retrospective approval to advertise these proposals, which are:

- **Windmill Lane (south of Effingham Road), Thames Ditton**, between junction with Effingham Road and the railway bridge. Proposed double yellow lines to prevent parked vehicles obstructing the carriageway, which leads to passing vehicles overrunning verges and causing damage to the highway.
- **High Street, Thames Ditton**, outside 63 High Street. Introduce a traffic order (blue badge holders at any time, no time limit) on the existing advisory disabled parking bay, to ensure compliance with the bay.

2.8 At the local committee meeting of 26 June 2016, the local committee agreed to “...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.”

- 2.9 Following further information and guidance issued by the Department for Transport, it has become clear that, although highway authorities can now introduce new school keep clear markings without a traffic order, they can only be enforced by police under these circumstances. Therefore, the parking team has decided not proceeded with this new process or to revoke the existing traffic orders for these markings. The process will revert to the previous system, whereby changes to mandatory SKCs are considered as part of the parking review procedure and introduced with a traffic order.

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 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.

4 CONSULTATIONS:

- 4.1 Consultations have been undertaken with stakeholders as described in paragraph 2.1 of this report.
- 4.2 Further engagement with the local community will be take place when the parking proposals are advertised as described in paragraph 2.4.

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:

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- 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.

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 late 2017 / early 2018. We aim to have any agreed schemes implemented within six months of the initial committee approval date.
- 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.

Contact Officer:

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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

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