

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 15 JUNE 2020

LEAD OFFICER: ADRIAN HARRIS - ENGINEER, PARKING PROJECT TEAM

SUBJECT: WEY ROAD AND ROUND OAK ROAD PARKING PROPOSALS

DIVISION: WEYBRIDGE



SUMMARY OF ISSUE:

At the local committee meeting of 5 December 2019, the committee agreed to the development of a parking scheme for Wey Road and Round Oak Road, which was to be advertised along with the other parking schemes approved at that meeting as part of the 2019/20 Elmbridge Parking Review.

This report brings forward a scheme and asks for approval to advertise it accordingly.

RECOMMENDATIONS:

The Local Committee (Elmbridge) is asked to agree:

1. The county council's intention to introduce the proposal shown in Annex 1 is formally advertised, and subject to statutory consultation.
2. If objections are received the Parking Strategy and Implementation Team Manager is authorised to try and resolve them;
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.

REASONS FOR RECOMMENDATIONS:

To better manage parking demand in Wey Road and Round Oak Road, so as to improve access for short term parking for visitors to the Weybridge area, whilst maintaining parking as needed by residents and their visitors.

1. INTRODUCTION AND BACKGROUND:

- 1.1 In October 2019 a petition arranged by Mr Michael O'Sullivan, chairman of the Wey Road and Round Oak Road Resident Association, was launched on the county council's website. The petition closed on 21 November and attracted 64 signatures.

- 1.2 The petition wording was: “We the undersigned petition Surrey County Council to expand further, as part of its 2019/20 Elmbridge Parking Review, the existing Controlled Parking Zone presently covering Elmgrove Road and Oakdale Road in Weybridge (and soon also to encompass Dorchester Road and Gascoigne Road) to include Wey Road and Round Oak Road.”
- 1.3 Additional information given by the lead petitioner was as follows:
“The latest inclusion of Oakdale Road into the existing Riverside Ward CPZ now often leaves that Road over 50% devoid of vehicles for much of the trading day, whilst displacing up to 50 vehicles into unrestricted roads nearby. The Zone's imminent expansion into Dorchester and Gascoigne Roads will displace up to a further 90 vehicles and simply exacerbate the situation. Such a piecemeal approach does not solve the wider problem, but merely moves individual issues elsewhere, whilst at the same time further reducing the number of unrestricted roads expected to absorb an ever-increasing number of visitors. Suggested times of operation: 3-hour maximum stay (with a 1-hour no-return period) between 09:00 and 17:00hrs Monday to Friday only.”
- 1.4 Following receipt of the petition and subsequent discussion, the local committee agreed to give consent for the Parking Team manager in consultation with the divisional member and local committee chairman to draw up a parking scheme for these roads to be advertised alongside the other parking proposals also approved for advertisement at the meeting of 5 December 2019.
- 1.5 Since that time the parking team have been working with the Weybridge County Councillor Tim Oliver and the lead petitioner Mr O’Sullivan, to develop a scheme that seeks to meet the objectives of the petition.
- 1.6 Accordingly, a scheme is outlined in Annex 1. Upon further consideration, as the advertisement of the parking review proposals has been delayed because of the coronavirus pandemic, now that the scheme has been developed, the divisional member in consultation with the Chairman of the local committee, has requested that the proposal is referred back to this committee for approval to implement following due process.

2. ANALYSIS:

- 2.1 The objective of the scheme is to increase space for short stay visitors to Weybridge by discouraging all day parking by non-residents in these roads. The scheme as shown on the drawings in Annex 1 shows:
 - A controlled parking zone covering Wey Road and Round Oak Road, operating Monday-Saturday 9am-7pm, with parking bays, single, and double yellow lines as appropriate. The single yellow lines and parking bays operate at the same times as the zone.
 - Parking bays – ‘Monday-Saturday 9am-7pm permit holders or 3hrs no return to zone’ ~ 27 spaces. This will allow permit holders (i.e. residents) to park in these bays for an unlimited amount of time, and anyone else to park for up to three hours for free. The usual conditions for the permit scheme would apply, as described in Annex 1.

- Parking bays – ‘Monday-Saturday 9am-7pm 3hrs or pay by phone for longer stay’ ~ 63 spaces. This will allow anyone to park for up to three hours for free or pay a small fee to stay for longer. The paid for period is recommended at a rate of 50p/hr. An administration fee of 19p would apply to each transaction.

2.2 The scheme would enable the council to manage parking demand/maximise usage of the area by adjusting the proportions of the different types of parking bays and/or the cost of parking accordingly in future, should it become necessary to do so.

2.3 The proposal has garnered support from the lead petitioner, who has advised that the majority of residents are also supportive of the proposal, although - as per the original petition - would strongly prefer operational days of Monday-Friday rather than Monday-Saturday. The reason being that the roads do not currently suffer from all day parking on Saturdays, and that it would cause inconvenience to residents.

2.4 The recommendation for the operational period is Monday-Saturday for the following reasons:

- All of the parking controls in this part of Weybridge, including the nearby scheme which the petition asked to be extended to include Wey Road and Round Oak Road, operate Monday-Saturday; it is operationally efficient and more ‘user friendly’ to have consistent controls within the same town.
- Saturday is the busiest day in terms of shoppers (i.e. short-term visitors) and thus it makes sense to apply the controls on this day.
- There is a strong possibility that the introduction of this scheme would trigger requests from other roads in the area, and therefore it is quite possible that, even if there isn’t long term parking in these roads on this day, there very well could be in future, and it is best to prevent this possibility arising rather than risk being exposed to the additional cost and resources required in the event of it being necessary to modify the scheme in future.
- We do not believe that the scheme being operational on a Saturday would add material inconvenience to residents. Any resident that did not have sufficient private off-street parking could obtain a residents’ permits. Their visitors would be able to park on the road for free for up to three hours, or ‘all day’ for the cost of a visitor permit.

2.5 It should be noted that the new permit parking schemes in Dorchester Road and Gascoigne Road are not yet operational, owing to the council’s response to the coronavirus, and it is not possible to assess if any displacement parking to Wey Road and Round Oak Road would occur.

3. OPTIONS:

- 3.1 Agree the proposal as outlined in Annex 1 and proceed with the statutory process for introducing parking controls, alongside the other proposals in the parking review.

- 3.2 Amend the proposal in Annex 1 and proceed with the statutory process for introducing parking controls.
- 3.3 Do not proceed with the proposal.

4. CONSULTATIONS:

- 4.1 Consultation has been undertaken between officers, the divisional member, the chairman and the lead petitioner in drawing up the scheme.
- 4.2 Further engagement with the local community will be take place when the parking proposals are advertised as described in paragraph 7.2

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 proposal 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 When the proposal is advertised, this will enable additional input from the local community.
- 7.2 When the proposal is advertised, we will erect street notices at all locations affected, notify residents adjacent to the proposed controls via a post card or letter, 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, along with those already approved at the 5 December 2019 committee meeting in accordance with the statutory process, as soon as practicably possible. Advertisement of parking proposals is currently on hold owing to the coronavirus pandemic.
- 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:

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

Consulted:

See paragraph 4.1

Annexes:

Annex 1: Proposed on street parking amendments

Sources/background papers:

Elmbridge parking review 2019/20 – Local Committee (Elmbridge) 5 December 2019

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