Elmbridge parking review 2023: Decision report

A document explaining our final decisions on proposed parking schemes following public advertisement and feedback

Introduction

This document sets out our final decisions about which schemes should go ahead, with or without changes, as part of our Elmbridge parking review 2023.

The proposals were formally

Springfield Lane – refer to drawing D15 30

Fairacres – refer to drawing M27

Overview:

- Objections: 1 (11.1%)
- Other comments: 0 (0%)
- Support: 8 (88.9%)
- Final decision: go ahead as advertised.

Analysis

Seven of the responses came from residents of Fairacres, including two from the same address; all of these were supportive of the proposal.

Two responses came from Amblecote, one in favour and one against. The grounds for objection were based on potential for displacement and aesthetics of the lines. We do not believe that displacement is a significant risk in this location. Whilst we understand the concerns about aesthetics, safety is our paramount consideration.

The responses in favour cited road safety concerns.

Canada Road, Lockhart Road – refer to drawing L29

Overview:

- Objections: 6 (46.2%)
- Other comments: 1 (7.7%)
- Support: 6 (46.2%)
- Final decision: go ahead with minor modification.

Analysis

Of the objections, three were from residents directly fronting the proposals opposite the junction, and one was a visitor of those properties. These objections were based primarily about concerns of the loss of ability for residents and their visitors to park outside their houses, along with some concerns about impact on property prices. A couple of responses

parking scheme instead. The latter was concerned about the loss of parking space, speeding, and that parking controls in the town centre force people to park further out.

The yellow lines on the northern side of the road between Tartar Road and the bend are proposed where currently no parking takes place, they are simply to prevent scope for it taking place in future as the road is too narrow to support it. Parking restrictions on the bend may cause some displacement but not a significant amount. Safety is our top priority, and parking too near to the bend poses a safety risk.

Please refer to Annex 3 – General enquiries for further information about request for traffic calming, and permit parking schemes.

Parking controls in the town centre, i.e. time limited parking bays, are there to support turnover of parking space to support the local shops and are in line with good parking management practice.

The support came from residents of Canada Road, Tartar Road and a nearby resident whose parents live on Canada Road. We thank those who wrote in to support the proposal. One resident suggested further controls. Please refer to Annex 3 – General enquiries for further information about requesting additional controls.

Tilt Road – refer to drawing L33

Overview:

- Objections: 1 (25%)
- Other comments: 1 (25%)
- Support: 2 (50%)
- Final decision: go ahead as advertised.

Analysis

The objection – from a resident in the vicinity of the proposal – stated that the people of visibility at the bend is due to the fact that residents of 52, 54 and 56 have removed low bushes and replaced them with taller bushes on the common land in front of their properties, and that a simpler solution would be to ensure residents park on their driveways.

Whilst the taller vegetation (which according to our information is on Highway Land, not Common Lane), may exacerbate the problem, vehicles parked on the bend would pose a risk in any case because they would block sightlines and force south / eastbound vehicles onto the incorrect side of the road to get through. The council has no mechanism to force anyone to park on their driveways, but yellow lines are a simple effective way to prevent parking on the highway.

We thank the two residents of Tilt Road and Farm View who supported the proposal based on safety grounds.

The ‘other comment’ from a resident of Tilt Road requested further parking controls - please refer to Annex 3 – General enquiries for further information.

Stoke D’Abernon

Station Road – refer to drawing N34

Overview:

- Objections: 2 (28.6%)

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East Molesey and Esher division proposals

The county councillor for this division is Steve Bax. The advertised drawings are still available on our website for reference.

East Molesey

St Mary's Road, Bell Road, Molesey Park Road – refer to drawing S06

Overview:

- Objections: 2 (20%)
- Other comments: 5 (50%)
- Support: 3 (30%)
- Final decision: go ahead with minor modification.

Analysis

We received two objections. One was from a resident of the far end of Molesey Park Road

There was one suggestion to extend the lines further north of their currently proposed extent. Any requests for further controls would need to be considered as part of a future parking review, please see Annex 3 – General enquiries for details.

At the request of residents, we have agreed to go ahead with the scheme including a small extension of the double yellow lines across the driveway of number 22. Please see revised drawing S06.

Ember Farm Way, Ember Farm Avenue, Esher Road, Hampton Court Avenue – refer to drawing S07

Overview:

- Objections: 0 (0%)
- Other comments: 2 (33.3%)
- Support: 4 (66.7%)
- Final decision: go ahead as advertised.

Analysis

All of the feedback was from residents of Ember Farm Avenue, including two in support from the same address. Four of the responses recommended the lines were extended further into Ember Farm Way, as parking on both sides of the road near the junp.5 0 TTd [(b)10 (erdes)3_0 1 Tf (ns)4 (eTw

East Molesey controlled parking zone – refer to drawing T04

Overview:

Esher

Mill Road, Farm Road, Douglas Road – refer to drawing P12

Overview:

- Objections: 2 (50%)
- Other comments: 0 (0%)
- Support: 2 (50%)
- Final decision: Go ahead with minor modification.

Analysis

Hersham division proposals

Faulkner’s Road – refer to drawing L17

Overview:

- Objections: 7 (58.3%)
- Other comments: 3 (25%)
- Support: 2 (16.7%)
- Final decision: go ahead with minor modification.

Analysis

Most of the objections relate to the proposed EV bays, although none of them were from residents of the road. Most of the objections relate to the loss of space for use of visitors or workers at the Guide Hall, Preschool, or Nursery (5), plus a resident of a nearby road.

One objection queried what the commercial arrangements behind the proposed EV bays were. We

The Dittons division proposals

The county councillor for this division is Nick Darby. The advertised drawings are still available on our website for reference.

Thames Ditton

The Broadway – refer to drawing T10

Station Road – refer to drawing U09

Walton South and Oatlands division proposals

The county councillor for this division is Ashley Tilling. The advertised drawings are still available on our website for reference.

Walton

Ashley Close – refer to drawing H11

Overview:

- Objections: 16 (20.5%)
- Other comments: 1 (1.3%)
- Support: 61 (78.2%)
- Final decision: go ahead with minor mod[illegible]

Ashley Park Avenue – refer to drawing I11

Overview:

- Objections: 1 (50%)
- Other comments: 0 (0%)
- Support: 1 (50%)
- Final decision: go ahead as advertised.

Analysis

The ‘objection’ stated that the map was incorrect and that we maintain the road up to the gates with Ashley Park Crescent, and that further no witing restrictions should be considered.

Thank you – we will correct the map. Any requests for further restrictions would need to be considered as part of a future parking review - please refer to Annex 3 – General enquiries for further information.

We are thankful for the comments in support for the EV, car club, and limited waiting bays, which was received from the Walton Business Improvement District representative. They also commented regarding the usage of the existing car club bays in the layby on New Zealand Avenue. Any requests to amend these would need to be considered as part of a future parking review - please refer to Annex 3 – General enquiries for further information.

Ashley Road and Hersham Road – refer to drawing J11

Overview:

- Objections: 7 (100%)
- Other comments: 0 (0%)
- Support: 0 (0%)
- Final decision: do not proceed.

Analysis

All of the objections received were from or on behalf of parents or careers, who said that the existing time limited bays on Ashley Road were useful for school pick-up and drop off.

Given the number and nature of objections regarding this proposal, we will cancel it and explore other options for locations for EVCPs.

Weybridge

Vale Road – refer to drawing F14

Overview:

- Objections: 3 (60%)
- Other comments: 0 (0%)
- Support: 2 (40%)
- Final decision: go ahead as advertised.

Analysis

The objections were from a resident of each of Vale Court, Vale Road, and Cross Road. They cited concerns about displacement from Vale Road to other roads in the area. One respondent suggested that the operational hours of the permit scheme should be increased, and one that the cause of the problem was the permit scheme and parking changes outside Orchard Place.

The permit scheme was put in place at the request of and following consultation with residents. There are many factors that could lead to changes in parking patterns, and we have regular parking

West Molesey division proposals

The county councillor for this division is Ernest Mallett MBE. The advertised drawings are still available on our website for reference.

West Molesey

Molesey Road – refer to drawing N07

Overview:

- Objections: 2 (28.6%)
- Other comments: 1 (14.3%)
- Support: 4 (57.1%)
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Weybridge division proposals

The county councillor for this division is Tim Oliver. The advertised drawings are still available on our website for reference.

Weybridge

Portmore Way – refer to drawing C15

Overview:

- Objections: 0 (0%)
- Other comments: 0 (0%)
- Support: 1 (100%)
- Final decision: go ahead as advertised.

Analysis

We thank the resident who wrote in to support the proposal.

Bridge Road – refer to drawing C16

Overview:

- Objections: 8 (72.7%)
- Other comments: 1 (9.1%)
- Support: 2 (18.2%)
- Final decision: cancel proposal.

Analysis

We received feedback from a number of residents and businesses. The general trend of comments raised concerns that the existing spaces were well used by local people to park for a short time and visit local shops and amenities, thereby supporting businesses. Business raised views that lack, or loss, of general use parking and reduction of parking turnover would add to existing challenges on the high street.

Some felt that EVs need to be charged overnight at residents' homes, and that public EVCPs should be placed in off street car parks.

Given the number and nature of objections regarding this proposal, we will cancel it and explore other options for locations for EVCPs.

Staniland Drive, Dixon Drive – refer to drawing C24

Overview:

- Objections: 2 (11.8%)
- Other comments: 7 (41.2%)
- Support: 8 (47.1%)
- Final decision: go ahead as advertised.

Analysis

All of the feedback came from local residents, except one which was a visitor to the same.

The objections - one from Dixon Drive and one from Mays Close -

Thames Street –

High Street – refer to drawing D15

Overview:

- Objections: 20 (95.2%)
- Other comments: 0 (0%)
- Support: 1 (4.8%)
- Final decision: do not proceed.

Analysis

The comments received were broadly as per Elmgrove Road, although with the additional concern that the area was recently redesigned for use as a flexible area. The bays are often suspended to allow the market to take place, and this will not be possible with all the new street furniture, some suggested that the bays opposite would be a better location.

Given the number and nature of objections regarding this proposal, we will cancel it and explore other options for locations for EVCPs.

Springfield Lane – refer to drawing D15

Overview:

- Objections: 6 (31.6%)
- Other comments: 1 (5.3%)
- Support: 12 (63.2%)
- Final decision: go ahead as advertised.

Analysis

We received six objections, two from residents of Springfield Lane, one from a resident of the High Street, and three from the same address in Mays Close. All of the objections mentioned were essentially on the grounds there the wasn't enough parking in the nearby area for residents.

The lack of available parking does not excuse obstructive parking. We have no obligation to provide or enable on street parking, but we do have a duty to ensure the highway is safe and users are able to move about it expediently.

We thank those who wrote in to support this proposal.

Springfield Meadows –

York Road – refer to drawing E17

Overview:

- Objections: 11 (72.6%)
- Other comments: 0 (0%)
- Support: 4 (26.3%)
- Final decision: do not proceed.

Analysis

Whilst all bar one of the pieces of feedback were from Weybridge addresses, four of the objections were from immediately local residents, and two from businesses. Some objections were primarily concerned about the parking changes that were made previously and felt these should be undone or amended, although generally speaking residents and businesses felt that the further suggested changes would worsen the parking situation.

One response said the recently introduced 30-minute bays were valuable and at a premium and extending the maximum wait time to two hours was a poor use of this space.

One objection felt that a dual use overnight EV only but short term parking bay during the day would offer the ‘best of both worlds’.

Respondents provided some suggestions for alternative locations, such as car parks, or the other end of York Road (or EV owner’s homes).

We thank those who wrote in to support this proposal.

Given the number and nature of objections regarding this proposal, we will cancel it and explore other options for locations for EVCPs.

Annex 1 – Explanation of restriction types

No waiting at any time

This means that parking is not allowed at any time. This restriction is nearly always indicated by double yellow lines marked on the ground; no upright signing is required (or indeed permitted) in this case. The only exception to this would be a restriction that applied within a 'restricted parking zone', or 'pedestrian / pedestrian or cycle zone', wherein no road markings are needed but upright signage is required.

There are standard exemptions for loading and unloading, picking up and dropping off of passengers, and parking by blue badge holders for up to three hours (provided it's safe).

No waiting (at a time non- continuous throughout the year)

An example may be 'No waiting Monday – Friday 8am – 6pm'. These restrictions are the same as those above, with the same exemptions, the only difference is the times at which they operate. This restriction is usually indicated by a single yellow line marked on the road, which must be accompanied by upright signing. The only exemption to this would be within a controlled parking zone (see below).

No loading

A loading restriction is indicated through small yellow marks on the kerb at right angles to the road and repeated approximately every 3 metres. A single kerb blip means that loading is prohibited at specific times/days, a double kerb blip means loading is prohibited at any time.

Loading restrictions would always be in addition to waiting restrictions. Stopping to allow passengers to board and alight is allowed even where loading restrictions apply. There are no exemptions for blue badge holders.

'Loading / unloading' generally refers to items to large or bulky to be practicable moved very far, such as a refrigerator.

Controlled Parking Zone

This is simply an alternative way of signing waiting restrictions. In a controlled parking zone, the times at which the single yellow lines are in operation (i.e. when parking in prohibited), are displayed on zone entry signs (unless signed otherwise locally). The main benefit of a controlled parking zone is to reduce sign clutter within the zone. Any type of parking bays – signed and marked in the normal way - may or may not be provided within the zone.

Further information about controlled parking zones is available on our website.

Restricted Parking Zone

This is where waiting restrictions (and loading restrictions if applicable) are indicated on zone entry

Permit parking areas are schemes where there are no road markings to indicate the parking controls, only signs which read, "Permit holders only past this point", at the entry points to the area. Repeater signs are provided within the area. Waiting restrictions (single or double yellow lines) can be included within a permit parking area.

Further information about permit parking schemes is available on our website.

Traffic signs and road markings

Further background information on common road markings and traffic signs may be found on the Department for Transport webpage Know your traffic signs.

Annex 2 – Legal and policy information

Policy and Strategy

Our decisions around parking schemes are based on a number of policies and strategies.

Surrey Transport Plan

The Local Transport Plan is a statutory document that sets out our strategy to help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey, in order to promote economic vibrancy, protect and enhance the environment, improve the quality of life, and reduce carbon emissions.

Based on this vision there are four objectives for the Surrey Transport Plan:

- Effective transport - to facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.
- Reliable transport - to improve the journey time reliability of travel in Surrey.
- Safe transport - to improve road safety and the security of the travelling public in Surrey.
- Sustainable transport - to provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.

There are 13 strategies that form the Surrey Transport Plan, one of which is the Parking Strategy.

Parking Strategy

The Parking Strategy is designed to help shape, manage and deliver the county council's vision for parking, "Provide parking where appropriate, control parking where necessary".

The objectives of the Parking Strategy are:

- Reduce congestion caused by parked vehicles.
- Help enable greener and more sustainable travel choices.
- Make best use of the parking space available.
- Enforce parking regulations fairly and efficiently.
- Provide appropriate parking where needed.

To achieve these objectives and realise the vision for parking, work will be channelled through three main areas:

- Manage on street parking space to ensure optimum use through our parking review process.
- Operation of civil parking enforcement – fair and cost effective with greater use of technology to achieve compliance.
- Promotion of parking controls that can help improve sustainable and greener transport and communities. At the same time, the policies are intended to help achieve other objectives of the council, such a (en)1-ort -1.22 Td (d gr)7 (e1-or)7 2, 78>Tj / <<// <<// <<// <<// <<// <<be c

Parking Reviews

We receive hundreds of requests for new parking restrictions within our boroughs and districts every year. We use the parking review process to efficiently prioritise requests and manage the implementation of those requests following prioritisation and approval. Engineers consider a number of factors when assessing those requests, including:

- road safety
- accessibility
- congestion
- the possibility of just displacing a problem, and
- how many people support the request.

Legislation

The list below provides the most relevant pieces of legislation to our work around parking restrictions and controls. It is not an exhaustive list.

- Highways Act 1980 - this is the primary legislation that governs local authorities' powers and duties relating to the public highway.
- Road Traffic Regulation Act 1984 – this is the legislation that provides the power for local authorities to regulate or restrict traffic on the public highway.
- The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 – this dictates the procedures which authorities must follow in order to lawfully make a traffic regulation order.
- Traffic Management Act 2004 – this legislation provides powers and duties in relation to managing traffic on the public highway network, and provides the power for enforcement of a number of parking related contraventions.
- The Traffic Signs Regulations and General Directions 2016 – this is a Statutory Instrument that provides instruction to authorities as to the road markings and traffic signs that may / must be installed on the public highway.

Annex 3 – General enquiries

This annex contains information about topics that are quite often raised by people when making comments in response to parking proposals, but are generally things that are not considered within a parking review, or not possible to consider at that time.

Speed limits, traffic calming, and speed enforcement

Speed limits are introduced by the county council provided Surrey Police agree with the limit proposed. Further information about speed limits can be found on our website at:

Speed limits

Speed limits and traffic calming measures are considered by our highway engagement team, and you can raise queries regarding these subjects using the contact details on the next page. The police are the only authority with powers to 0 (er)7.l5Td [(y)M(es)4 (r)7pf pa rm8.

Annex 4 – Information about Electric Vehicle Chargepoint proposals

In July 2018 the Government published Road to Zero, an ambitious roadmap towards delivering zero-emissions transport across the UK. Within transport, we at Surrey County Council believe that electric vehicles offer an excellent opportunity to help the county on a pathway towards this vision and we are excited about the potential benefits they may have for Surrey residents, businesses and visitors. Surrey is an area that is well-suited to adopting electric vehicles and we are keen to help realise this potential through our Electric Vehicle Strategy (PDF).

From November 2019 to now, Surrey installed over 165 on street fast charging points across 8 out of its 11 districts and boroughs funded through 2 separate pilot projects. Surrey County Council has now partnered with Connected Kerb to rollout thousands of additional electric vehicle chargepoints across the county in the coming years.

As we provide more recharging points across the county, we help to make it easier for electric vehicle users to charge their vehicles, which encourages other drivers to switch to electric vehicles over time.

The locations put forward as part of this parking review have been selected following consideration of a number of factors including:

- the anticipated demand for chargepoints by local residents and visitors – for example, shoppers, and,
- numerous technical considerations such as suitability of local grid infrastructure, footway and carriageway geometry and traffic flow, existing highway and service provider apparatus and street furniture, and anticipated installation costs.