



**PROPOSED AMENDMENTS TO
WAITING RESTRICTIONS
COBHAM AND HERSHAM**

**SURREY COUNTY COUNCIL
LOCAL COMMITTEE (ELMBRIDGE)
26 SEPTEMBER 2005**

KEY ISSUE AND SUMMARY

To seek the Committee's approval for the amendment of waiting restrictions in Cobham and Hersham.

ELECTORAL DIVISION AND MEMBER

Cobham – Mrs Mitchell;
Hersham – Mrs Hicks.

OFFICERS' RECOMMENDATION

That the Committee:

- i) The Committee approve the advertising of a Traffic Regulation Order introducing 'Waiting Limited 1 hour – no return for 2 hours Mon-Sat 0800 to 1800hrs', as detailed below:

Oakdene Parade, Cobham – on the northern side of the carriageway from a point two metres southeast of the northwest boundary of number 1 for a distance of 45 metres south eastwards;

Oakdene Parade, Cobham – on the western side of the carriageway from a point adjacent to the common boundary of numbers 18 and 19 for a distance of 85.5 metres in a northerly direction;

Molesey Road, Hersham – on northern side of the carriageway from a point 3.5 metres to the east of the southwest boundary of number 13 eastwards for a distance of 28 metres.

These proposals are shown in plans DWG02 and DWG03 in Appendices 'B' and 'C' respectively.

- ii) The Committee approve the advertising of a Traffic Regulation Order introducing 'No Waiting at Anytime', as detailed below:

Oakdene Parade – for the entire southern and eastern side of the carriageway from its junction with Between Streets through to Anyards Road, a distance of approximately 179 metres;

Oakdene Parade – on the northern side of the carriageway from a point 47 metres east of the northwest boundary of number 1 for a distance of 14 metres in a north easterly direction;

Between Streets – for both sides of the carriageway from a point 1.5 metres west of the common boundary of numbers 35 and 37 for a distance of 397 metres in a northwest direction.

These proposals are shown in plans DWG01, DWG02 and DWG03 in Appendices 'A', 'B' and 'C'.

- iii) The Local Transportation Director be authorised, following consultation with the Chairman and Divisional Member, to consider and, if possible, resolve any objections received.

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1 INTRODUCTION AND BACKGROUND

- 1.1 Members will be aware that work is progressing well for the introduction of Decriminalised Parking Enforcement (DPE) within Elmbridge. The target date for going live remains at 9 January 2006.
- 1.2 A consolidation order is being advertised to amend all anomalies identified through the DPE signs and lines review. The DPE Member Task Group, as authorised at the September 2004 Committee, has approved these minor amendments.
- 1.3 Through the review, Members have highlighted three roads where additional waiting restricting would be beneficial. As these are new restrictions too substantial to be categorised as anomalies (which are highlighted through DPE review), their introduction is outside the authority delegated to the Task Group.
- 1.4 If this Committee approve these restrictions, they will be subject to public advertisement in the normal manner. This will be separate to the DPE consolidation order. The priority for the County Council traffic order team is to facilitate the implementation of DPE countywide and making this order will be of lower priority.

2 Oakdene Parade, Cobham

- 2.1 Oakdene Parade is a one-way service road, which runs parallel to part of Anyards Road and Between Streets, in the heart of Cobham's shopping district. Throughout the day it is heavily parked on one side of the carriageway. There are currently no parking restrictions and some vehicles park here all day.
- 2.2 The Divisional Member has been approached with a request to introduce parking restrictions. Concern has been expressed that shoppers are unable to park easily and this has a detrimental effect on the viability of local businesses.
- 2.3 It is common for roads of this nature to have limited waiting, enabling parking for shoppers but precluding people from parking all day. It is therefore proposed that '*Waiting Limited 1 hour – no return for 2 hours Mon-Sat 0800 to 1800hrs*' restrictions are introduced on the northern and eastern side of Oakdene Parade. As part of this package it is also intended that '*No Waiting at Anytime*' restrictions are introduced at the bend and for the entire length of the other side of the carriageway, to ensure safe access is maintained. The proposed details are shown on Appendix 'B'.

3 Between Streets, Cobham

- 3.1 Between Streets (A245) is a principal road lined by residential properties, which are set back from the carriageway and have private parking provision. It forms one of the main links into and through Cobham. There are waiting restrictions at its junction with the A307 Portsmouth Road and within the High Street which links into Between Streets.
- 3.2 Cars do not usually park on the derestricted section of Between Streets. However, when they do, it seriously impedes traffic flows.
- 3.3 There is concern with the advent of Decriminalised Parking Enforcement (DPE) and increased levels of enforcement, that there will be parking migration from “enforced” roads to Between Streets, which would have implications for traffic flow. To pre-empt any such problem, the Divisional Member has requested the introduction of ‘No Waiting at Anytime’ restrictions to cover the section of Between Streets, which is currently derestricted. The proposed restrictions are shown on plan DWG01 in Appendix ‘A’.

4 Molesey Road, Hersham

- 4.1 At present, parking occurs on the northern side of Molesey Road adjacent to numbers 13-21, which are occupied by retail businesses. There are no parking restrictions, and some vehicles park here for considerable periods of the day, precluding shoppers from parking near to these businesses.
- 4.2 Traders have approached the Divisional Member requesting that limited waiting restrictions are introduced, which will increase vehicle turnover and improve the likelihood of shoppers being able to park adjacent to these businesses.
- 4.3 There is an existing zebra crossing located outside Nos. 25/27 Molesey Road. This has the mandatory zigzag markings to aid sightlines. It is therefore proposed that *‘Waiting Limited 1 hour – no return for 2 hours Mon-Sat 0800 to 1800hrs’* restrictions are introduced on the northern side of Molesey Road from the end of the zigzag markings until a distance of 3.6 metres from the private entrance to numbers 5-9 Molesey Road. This is detailed on plan DWG02 shown in Appendix ‘B’. Operational times are the same as for the limited waiting currently in operation at the nearby Burwood Road / Pleasant Place junction. Consistency in operational times will aid enforcement.

5 CONSULTATION

- 5.1 The respective Divisional Members have consulted the affected business communities. There is majority support for the introduction of the limited waiting restrictions.

5.2 The Police have been consulted and have no objections to the proposals.

5.3 If the Committee approve the introduction of the restrictions, the standard process will be followed in advertising the Traffic Regulation Orders.

6 FINANCIAL IMPLICATIONS

6.1 The introduction of the restrictions can be funded from existing approved budgetary provision. The cost of enforcement will form part of the overall DPE contract.

7 SUSTAINABLE DEVELOPMENT IMPLICATIONS

7.1 The proposals incorporate the efficient use of road space for on-street parking.

8 CRIME AND DISORDER IMPLICATIONS

8.1 The proposals provide an effective mechanism for the enforcement of parking.

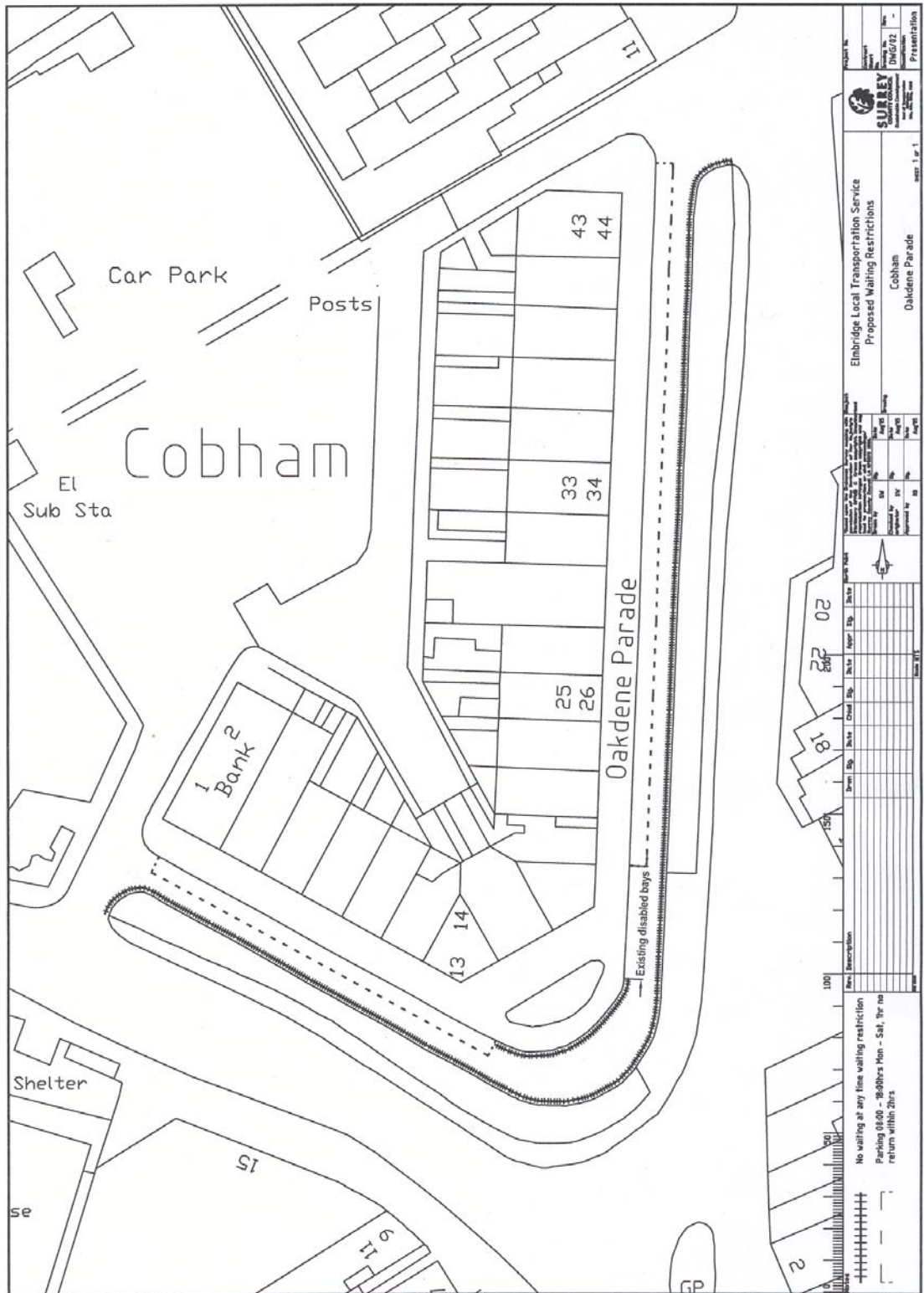
9 EQUALITIES IMPLICATIONS

9.1 None.

10 CONCLUSION AND REASON FOR RECOMMENDATION

10.1 The proposed changes will complement the works being undertaken for the introduction of DPE and are believed to offer a sensible compromise to businesses and motorists.

Appendix 'B'



Appendix 'C'

