



LONG DITTON PARKING PROPOSALS

**SURREY COUNTY COUNCIL
LOCAL COMMITTEE (ELMBRIDGE)
24 JANUARY 2006**

KEY ISSUE

To inform the committee of the effects of the Royal Borough of Kingston Controlled Parking Zone extension and highlight the results of the parking surveys that were undertaken. To seek committee approval to proceed with public consultation of the proposed scheme, sending a questionnaire to residents within the agreed area.

ELECTORAL DIVISION AND MEMBER

The Dittons – Mr Peter Hickman

OFFICER RECOMMENDATIONS

- 1) The committee notes the work undertaken in assessing the effects of The Royal Borough of Kingston Controlled Parking Zone.
- 2) The NE Area Office (Elmbridge) undertake a consultation within an area to be agreed with the Chairman and Divisional Member for the Dittons. The form of consultation will be via letter drop and questionnaire, to determine the views of local residents.
- 3) A further report be brought to a future meeting of the Local Committee, highlighting the views of residents, and proposing the progression of an identified scheme.
- 4) The committee approves the proposed method of funding the proposals detailed in paragraph 3.1.

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BACKGROUND PAPERS: Parking Survey Results

1 REPORT

- 1.1 In September 2005, The Royal Borough of Kingston (RBK) extended their Controlled Parking Zone in Surbiton, including Balaclava Road and Lovelace Road (up to the boundary with Elmbridge).
- 1.2 While this regulated the parking in RBK, the knock on effect was to displace some vehicles into the Elmbridge area.
- 1.3 During 2004, a joint scheme between RBK and Surrey County Council (SCC) introduced waiting restrictions and an on-carriageway cycle lane on the A307 Portsmouth Road, Long Ditton. In response to concerns about displaced parking, a number of parking surveys were undertaken in the Long Ditton area before and after the scheme was introduced. Results of these before and after surveys indicated that there had not been an increase in the number of vehicles parking on the public highway within the area.
- 1.4 These historical parking surveys were used as a baseline for the survey carried out in November 2005, which took place once the CPZ displacement had settled down.
- 1.5 The plan below indicates the area covered by the parking surveys.

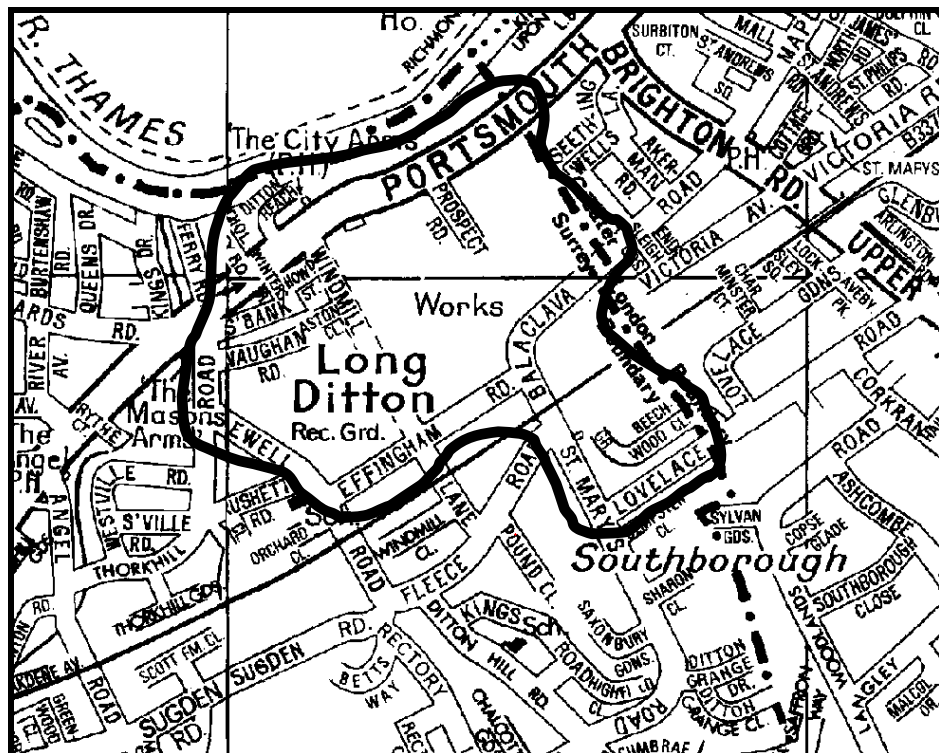


Figure 1: Area of parking surveys

- 1.6 Each parking survey was undertaken at the same time on the same day, to allow a like for like comparison. The times of the surveys were Monday between 09:30 – 11:15hrs, Wednesday between 20:00. – 22:00hrs, Thursday between 14:00 – 16:00hrs, Saturday between 09:00 – 11:00hrs.
- 1.7 Upon assessment of the latest parking survey data, a meeting was held with the Divisional Member for The Dittons, Mr Peter Hickman. Parking trends were discussed and proposals were agreed to be developed.
- 1.8 When considering the effect of the RBK CPZ, and our proposals, the following roads were identified – Lovelace Road, St Mary's Road, Beechwood Close, Fleece Road, Balaclava Road. These roads were identified as having an increase in all-day parking that should be addressed. Effingham Road, Pound Close and Sharon Close have been proposed waiting restrictions, to ensure that junction areas are kept clear of parked vehicles.
- 1.9 The table below lists the road, officer assessment comments and proposals for new waiting restrictions.

| ROAD | OFFICER ASSESSMENT COMMENTS | PROPOSAL |
|--|--|---|
| Lovelace Road | Increase in parking since CPZ extended | No waiting at any time, with 2hr restriction where parking would be allowed (outside restriction times) |
| St Mary's Road | Increase in parking since CPZ extended | No waiting at any time, with 2hr restriction where parking would be allowed (outside restriction times) |
| Balaclava Road (including RBK section) | Decrease in parking since CPZ extended | No waiting at any time throughout Elmbridge section |
| Beechwood Close | Increase in parking during the day since CPZ introduced, but constant in evening and on Saturday | 2hr waiting restriction throughout length of the cul-de-sac |
| Fleece Road | Not included in survey | No waiting at any time at the junction with St Mary's Road and also at Pound Close. 2hr waiting restriction (am and pm on different sides) between St Mary's Road and Pound Close |
| Pound Close | Not included in survey | No waiting at any time at the junction with Fleece Road |
| Effingham Road | Parked to capacity before CPZ introduced, figure fairly constant | No waiting at any time at the junction with Balaclava Road and St Mary's Road |

Table 1: Road list, officer assessment comments and proposals for new restrictions.

- 1.10 The proposals shown in table 1 are to address the problems caused by what is thought to be commuter parking displaced from the RBK CPZ. While providing double yellow lines where road safety dictates that parking should not take place at any time, the 2hr waiting restrictions should discourage whole day parking but allow short term parking (outside the restriction times) in safe locations. On Fleece Road, the 2hr restriction for am and pm (on different sides of the road) will allow residents to park on-street if necessary, while removing the opportunity for long term parking. Double yellow lines will ensure the junction of Fleece Road with Pound Close and St Mary's Road with Sharon Close are kept clear.
- 1.11 A letter was received from the Long Ditton Residents Association in November 2005, highlighting the "local view". Hopefully the proposals detailed in this report have addressed the "local view", and are found acceptable.

2 CONSULTATION

- 2.1 Although thought and consideration has gone into the proposals, we are aware through the letters received that there are numerous views on what the final scheme should look like. These draft proposals will form the basis for initial consultation.
- 2.2 It is hoped that in consultation with residents, an acceptable scheme to all can be identified. Modifications to this proposal can be made, if the reasons received are justified.
- 2.3 It has been agreed with the local Divisional Member that consultation will take place with residents that directly front the proposed restrictions, or directly access the new restrictions. Each resident will receive a letter and a plan indicating the proposals. A resident questionnaire will be included along with a freepost envelope to encourage its return. Residents will be given a period of approximately 4 weeks to return the questionnaires, after which time the results will be summarised.
- 2.4 Careful consideration will take place and the proposals and plans will be amended as necessary. A further report will be presented to a future local committee meeting for approval and authority to advertise the proposals.
- 2.5 It should be noted that as Decriminalised Parking Enforcement (DPE) has recently been introduced in Elmbridge, that a settling-down period should take place before amendments are made to the DPE Traffic Regulation Orders.
- 2.6 At this early stage, the following draft programme has been identified (subject to committee dates and resources for DPE amendments):

| | |
|--------------------------------|----------|
| Review data & initial meetings | Dec'05 |
| Committee Report (proposals) | Jan'06 |
| Consultation preparation | Feb'06 |
| Consultation | March'06 |
| Report back to committee | June'06 |
| Draft Order | July'06 |

| | |
|---|-----------------|
| Advertise | August'06 |
| Consider objections, including possible referral to Local Committee | Nov'06 |
| Make order | Nov'06 |
| Implement new scheme | Dec/Jan'06/07 |
| Monitor and review | March/April '07 |

3 FINANCIAL IMPLICATIONS

3.1 It is proposed that the scheme is funded using Local Allocation Capital, with a sum of £4,000 from the 2005/06 budget and £10,000 from the 2006/07 budget.

4 SUSTAINABLE DEVELOPMENT IMPLICATIONS

4.1 The introduction of waiting restrictions in the Long Ditton area will ensure that parking is controlled and restricted to suitable locations, leaving junctions clear of parked vehicles and improving road safety.

4.2 The introduction of additional waiting restrictions in Elmbridge will require enforcement, which under DPE will be carried out within the scope of the two full time equivalent Parking Attendants covering on-street parking controls. This will in turn result in a dilution of the parking enforcement elsewhere in the borough.

5 CRIME AND DISORDER IMPLICATIONS AND EQUALITIES IMPLICATIONS

5.1 None

6 CONCLUSION AND REASONS FOR RECOMMENDATION

The initial proposals to address the parking displacement in Long Ditton should be progressed by consulting with the local residents, before taking the agreed proposals back to the local committee for approval and formal advertising.