



DECRIMINALISED PARKING ENFORCEMENT (DPE) IN ELMBRIDGE

**SURREY COUNTY COUNCIL
LOCAL COMMITTEE (ELMBRIDGE)
28 MARCH 2006**

KEY ISSUE AND SUMMARY

This report updates the Local Committee on the progress made since the implementation of DPE on the 9th January 2006 and seeks approval to form a joint Surrey County Council and Elmbridge Borough Council DPE Operational Task Group to consider DPE issues throughout the borough.

ELECTORAL DIVISION AND MEMBER

All divisions

OFFICERS' RECOMMENDATION

That the Committee:

- 1) Notes the good work between the County Council and Borough Council in progressing and implementing DPE on 9th January 2006, and during the first few months of operation;
- 2) Approves the establishment of a DPE Operational Task Group consisting of the Chairman and Vice-Chairman of the Local Committee, and that the Elmbridge Borough Council Portfolio Holder for Highways is invited to be a member of this group;
- 3) Approve the schemes already identified and listed in this report, or subsequently approved by the DPE Operational Task Group, to be included in Amendment 1 of the DPE Orders, and that the Local Transportation Manager, after consultation with the DPE Operational Task Group and appropriate Divisional Member, consider and if possible, resolve any objections received.

- 4) Authorise that the Local Transportation Manager, after consultation with the DPE Operational Task Group and appropriate Divisional Member, approve any future amendments and advertising of the DPE orders, and to consider and if possible, resolve any objections received.

Report by Sean Wotherspoon, Engineer

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BACKGROUND PAPERS: None

1 INTRODUCTION AND BACKGROUND

- 1.1 In September 2004 this Committee approved the setting up of a County Member Task Group to expedite the introduction of Decriminalised Parking Enforcement (DPE) on behalf of the Committee.
- 1.2 As Members of this Committee will be aware, over recent months much work has progressed towards the introduction of DPE within Elmbridge, which took place as scheduled on Monday the 9th of January 2006.
- 1.3 During the weeks leading up to the introduction of DPE a significant amount of publicity was used, to ensure the public were aware of the change in enforcement. A DPE information leaflet and A5 flyer were produced, signs were erected at the main entry routes to the borough, lamp post information notices were erected at key locations, a press release was issued and an article was previously included in the Elmbridge Review.
- 1.4 During the first two weeks of operation, only warning notices were issued. These notices looked identical to Penalty Charge Notices (PCN's) and were issued only to illegally parked vehicles, but did not require to be paid. During the first two weeks of operation 408 warning notices were issued.
- 1.5 Since Monday the 23rd of January 2006, PCN's have been issued, and up to the 28th of February 2006, 1772 PCN's have been issued on-street.
- 1.6 Since early January 2006 there has been a high volume of requests from the public, to either extend / reduce / add / remove or amend waiting / parking restrictions etc. All of these requests are being noted and added to an assessment list, which in the future will be considered by the DPE Operational Task Group. This procedure will assess and prioritise the requests for future amendments.

2 CURRENT SITUATION

- 2.1 Colleagues at Elmbridge Parking Services have also been receiving a high volume of calls from the public. While they can deal with the day-to-day operational issues relating to DPE, any calls requesting any changes to the actual restrictions on the ground are being referred to SCC.
- 2.2 Generally it is felt that the majority of residents have welcomed the new enforcement regime. However there is a minority that feel that the lack of previous enforcement has given them the right to park illegally, without receiving any penalty. It is generally these callers that do not accept the explanation given, and wish to pursue the issue further.
- 2.3 Officers have recently been requested to submit a programme of any Traffic Regulation Order (TRO) works for the future year. This is to ensure that all TRO works throughout the county are identified in advance and can be programmed, to ensure that there are resources available for the works. Elmbridge have submitted their proposed list of works (including

DPE Amendments) and to date have not received any feedback highlighting that there are any problems with the proposed works.

- 2.4 During the lead up to the introduction of DPE two schemes in Cobham and one in Hersham were approved at committee, and will be included in amendment 1. The following schemes have been identified, and should be included in the first amendment:
- Between Streets, Cobham (already approved at committee)
 - Oakdene Parade, Cobham (already approved at committee)
 - Molesey Road, Hersham (already approved at committee)
 - Long Ditton Area (in consultation)
 - Simpson Way, Long Ditton (developer funded)
 - Portsmouth Road, Cobham
 - The Quadrant, Weybridge (part of improvement scheme)
 - Various roads in Cobham – St Andrew’s Walk, Lushington Drive, Winstanley Close & Hogshill Lane
 - Station Road, Stoke D’Abernon (private part)
 - Any other scheme approved by the DPE Operational Task Group ahead of the deadline for advertising DPE Amendment No. 1 (scheduled for June 2006)
- 2.5 Simpson Way provides access to Clearwater Place and *Cannons Heath Club*. Its junction with Portsmouth Road is signal controlled. The first 20m of the roadway was adopted as publicly maintained highway in May 2001 following the completion of a Section 278 Agreement (Highways Act 1980). The remainder of Simpson Way was adopted in November 2005 following the completion of a Section 228 Notice (Highways Act 1980).
- 2.6 During 2004 waiting restrictions were introduced on Portsmouth Road. ‘No Waiting at Any Time’ restrictions were provided at the junction with Simpson Way extending 20m into the roadway (the extent of the public highway at that time). Since the introduction of these restrictions certain residents of Clearwater Place have raised concerns about displaced parking in Simpson Way. As a result, the developer of Simpson Way/Clearwater Place, Charles Church, has agreed to fund the extension of the waiting restrictions.
- 2.7 It is proposed to extend the existing ‘No Waiting at Any Time’ restriction on both sides of Simpson Way extending along its entire length.
- 2.8 Although every effort was made to include all of the restrictions in the new TRO, there are some omissions and minor errors. It is proposed that a list of these be passed to the Traffic Order Team as and when they are identified, and can be included in the amendment orders as and when necessary.
- 2.9 The County Member Task Group was established to expedite the process of agreeing a recommendation to the Head of Transportation, and overseeing the introduction of DPE. Now that DPE has been successfully

introduced, it is felt that a different task group be created to oversee the operational issues of DPE in Elmbridge.

- 2.10 The proposed DPE Operational Task Group will consist of the Local Committee Chairman and Vice-Chairman and from Elmbridge Borough Council the Portfolio Holder for Highways will be invited to be a member.
- 2.11 The role of this group will be to consider any parking issues throughout Elmbridge and the development of DPE and the future amendments. If required, the group will consider any specific parking issues concerning an area, where if required, additional members may be invited to participate in the meetings.

3 FINANCIAL IMPLICATIONS

- 3.1 It is proposed that the proposed works are funded from the LTP budget, with a sum of £45,000 for 2006/07.

4 SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 4.1 The enforcement of the borough's waiting restrictions is having a beneficial effect on the highway network, by reducing congestion and the danger from illegally parked vehicles. This has not only benefited drivers, but also pedestrians and cyclists.

5 CRIME & DISORDER IMPLICATIONS

- 5.1 Waiting restrictions and loading restrictions are introduced to assist with and solve various related transportation issues, and are being enforced by Elmbridge Borough Council's contractor (NCP), on behalf of Surrey County Council. Even within the short time DPE has been operational, this enforcement has reduced the occurrence of illegal parking, providing benefits to all members of the community.

6 EQUALITIES IMPLICATIONS

- 6.1 The enforcement of waiting and loading restrictions throughout the borough has improved the situation for the mobility impaired, and the enforcement has helped with the management of disabled parking facilities.

7 CONCLUSION

- 7.1 In the first few months of operation in Elmbridge, DPE has been successful in terms of the re-introduction of regulated waiting restriction enforcement and working with the general public, the vast majority of which are supportive.
- 7.2 The County Member Task Group has successfully overseen the introduction of DPE in Elmbridge, and should now evolve into the DPE Operational Task Group, as described in the recommendations.