

78/11 REVIEW OF CONSULTATION RESPONSE TO ON STREET PARKING CHARGES IN ELMBRIDGE (Item 6)

Amendments and further information concerning the review of the consultation response to on-street parking charges in Elmbridge were tabled at the meeting. (Appendix 7)

Mr John Butcher, local Member for Cobham, was invited to speak. He made the following points:

- A decision concerning the introduction of on-street parking charges should be deferred until all consultation had taken place.
- Cobham had been treated less favourably than Weybridge (although the tabled paper had addressed this).
- The significant number of supermarkets, with free parking, in Cobham.
- The proposals for displacement parking were inadequate
- More detailed information was needed on the estimated income.
- Details about an appeal process should be provided.

There was discussion concerning the estimated income and occupancy rates. The Cabinet Member for Transport confirmed that the next stage was the issue of amendment notices, which would be subject to a six week consultation process.

RESOLVED (as amended):

In East Molesey

- (1) That the proposed medium tariff be retained, but the maximum time limit for pay and display be extended to four hours, with no return within one hour, Monday to Friday between 8am and 6pm.

In Thames Ditton

- (2) That parking charges not be introduced in Thames Ditton at the present time. This, to be reviewed at a later date.

In Esher

- (3) That the proposed medium tariff without a free period for pay and display be retained, that the no return period be amended to 1 hour, and that CPZ/resident permits valid between 9am and 5pm together with other options for residents of the High Street be investigated.

In Claygate

- (4) That a free 30 minute period be introduced for all on-street parking spaces that are part of the current proposals in Claygate, but that the tariff is raised to the medium level, £1 per hour (50p for 30 minutes) with an amended two hour time limit, and no return within one hour, Monday to Friday between 8am and 6pm.

In Cobham

- (5) That all roads proposed for on-street parking charges, except those mentioned in recommendation 7 should have a free 30 minute period, followed by the medium tariff.

- (6) That the maximum time limit be increased to two hours (from one hour) on these roads.
- (7) That on street charges not be introduced in Cedar Road / Spencer Road. The proposed area of limited waiting in Cedar Road be implemented but without a charge.

In Hersham

- (8) That a free 30 minute period be introduced on Molesey Road and at Burwood Road / Pleasant Place, the existing time limit be amended to two hours, and the no return proposals, as at present, be retained.

In Weybridge

- (9) That all the proposed on street parking regulations be changed, to allow a free 30 minute period followed by the medium tariff, with a two hour maximum time limit and no return within two hours.

In Walton-on-Thames

- (10) That the proposals on Hersham Road, Rydens Road and Station Avenue / Halfway Green be changed, to provide a free 30 minute period here followed by the medium tariff, with a two hour maximum time limit and no return within one hour on Hersham Road and Rydens Road, and a two hour maximum time limit with no return within two hours at Station Avenue / Halfway Green.
- (11) That the proposals at Ashley Road, New Zealand Avenue and in the High Street be left unchanged, whilst Bridge Street and Thames Street increase their maximum time limit to two hours from one hour.
- (12) That on Ashley Park Road and Mayfield Road, the proposed low tariff be removed and replaced with a £5 charge for four hours parking. This will cater for station users.

In General

- (13) That any objections to the subsequent amendment notice be reviewed by the Cabinet Member for Transport prior to any order to introduce charges being made.
- (14) That the on street charging infrastructure and machines be ordered for Elmbridge Borough through the approved supplier as described in the report.

Reasons for decisions:

Charging for parking helps the County Council effectively and efficiently manage on-street parking in Surrey and has the following benefits:

- 'Pay and display' makes short term parking easier to enforce and improves turnover of the available parking space making retail areas more accessible and helping local businesses.
- Free on street and 'pay and display' off street parking encourages drivers to look for on street parking and increases congestion and CO² emissions in town centres.
- A policy of setting higher charges for on street 'premium' spaces also encourages drivers to go straight to a car park, reducing congestion.
- Blue badge holders would be exempt from the charges.

The recommendations in this report have been developed following a

widespread consultation and debate about on street parking charges in Elmbridge.

Appendix 7

CABINET MEETING - 24 MAY 2011

Amendments and further information

Item 6 - Review of consultation response to on street parking charges in Elmbridge

1) Claygate.

The proposals in the report recommend that parking charges in Claygate should only operate Monday to Friday. This is because the off street car park is also free on a Saturday. Annexe 2 to the report incorrectly shows the operational time for Claygate to be Monday - Saturday. This should be Monday - Friday. The estimated income for Claygate has been calculated assuming restrictions apply Monday -Saturday. Consequently if they were applied Monday - Friday then this would reduce the income by 1/6. This reduces income for Claygate to £12,000. It has also been claimed (but not confirmed) that there will be one less space than shown on plans due to a new drop kerb access. This would further reduce income by 1/37 to £11,600. It should be noted that the income estimates for Claygate only assume 40% occupancy rates in the spaces available, although in practice it should be higher.

2) Cobham

Cobham High Street currently has unrestricted parking, meaning vehicles can park all day. The report proposes a 2 hour parking restriction in Cobham with no initial free period. The argument for a free 30 minutes for on street parking in the town is finely balanced, as there are two supermarkets nearby, however the majority of shops in the town have a different retail offer to the supermarkets. It could also be argued that the Waitrose in town brings customers in who also use other shopping facilities. The introduction of a free 30 minutes would mitigate concern that customers would be driven to use nearby supermarkets rather than shop in the town.

Should the Cabinet wish to consider a free 30 minutes in Cobham, the financial impact is estimated to reduce the income from £84,000 to £62,000. This, and the changes in Claygate are shown in the table below.

3) The following amendments are proposed to the report to clarify the powers under which the County Council is proposing these changes.

Paragraph 126 should read "The County Council has the necessary legal powers to operate parking enforcement through the Traffic Management Act 2004 and introduce or amend orders to designate parking bays and introduce parking charges through the Road Traffic Regulation Act 1984". In paragraph 127, the first sentence should read "The legal mechanism for introducing on street parking charges is through an order made under sections 45 and/or 46(1A) of the Road Traffic Regulation Act 1984 (as amended)", and the last sentence should read "The introduction of such an order is subject to a statutory consultation and public notification process".

Recommendation 13 should read “that any objections to the subsequent amendment notice are reviewed by the Cabinet Member for Transport prior to any order to introduce charging being made”.