



**OFFICER REPORT TO LOCAL COMMITTEE
(ELMBRIDGE)**

PARKING UPDATE

20 JUNE 2011

KEY ISSUE

To update the Committee with regard to developments concerning parking in Elmbridge, and to seek Committee approval for three new bus stop clearways.

SUMMARY

The report updates members on the progress of the 2010 and 2011 Parking Reviews, provides information about the reviews of the Tilt Road and Cedar Road/Spencer Road, Cobham controlled parking zones and seeks agreement for three new bus stop clearways.

OFFICER RECOMMENDATIONS

The Local Committee (Elmbridge) is asked to:

- (i) note the contents of this report in respect of the status of the 2010 and 2011 Parking Reviews and the outcomes of the reviews of the Tilt Road and Cobham controlled parking zones (CPZs);
- (ii) agree to the installation of bus stop clearways in Molesey Road, Hersham (outside properties 56-60), in the High Street, Walton (outside the HSBC bank) and in Hersham Road, Walton opposite the junction with The Chestnuts;

1 2010 Parking Review

- 1.1 At its meetings in March, June and September 2010, the Committee approved the advertisement of various amendments to the parking controls across Elmbridge. These advertisements have now taken place and in accordance with the Council's Constitution, objections to any of the proposals have been considered by the Parking Team Manager in consultation with the Chairman and Vice Chairmen of this Committee and the relevant county councillor.
- 1.2 The final list of amendments has now been agreed and the order is being prepared to place with the contractor. At present it is anticipated that the works will take place during August. The details and the results of the consideration of the objections will be posted on the county council's website

2 2011 Parking Review

- 2.1 Officers in the Parking Team have started carrying out site visits for the 2011 review. This involves visiting all the locations where we have received requests for new controls or changes to existing ones, since the last review was carried out. Once all the sites have been assessed they will be prioritised based on a number of factors, including, but not limited to road safety, vehicle access and level of disruption.
- 2.2 The outcome of this will be discussed by the parking task group, before being reported back to this committee, at its meeting in November, for approval to proceed with the formal process of advertising the changes, and implementation.

3 CPZ Reviews

- 3.1 **Tilt Road** - In August 2010 we delivered letters to 120 addresses in and near the Tilt Road CPZ, which had been in operation since February 2010. The consultees were invited to give us their views via letter or email during the consultation period, which ran from 20 August – 10 September 2010. The aims were to assess the success/popularity of the scheme, and to determine whether there are any opportunities for improvement.
- 3.2 From the 120 letters delivered, we received 34 responses (28%). Out of these 11 (29%) wanted some change to the CPZ. This is 8% of the total number of consultees. It is not unreasonable to assume that a significant number of the 86 (72%), who did not respond, were either pleased with the scheme, or neutral.
- 3.3 The table below shows the main themes raised by respondents, with possible actions to address them (N.B. respondents may have raised more than one theme):

Theme	No	%	Possible reaction
Scheme has been a failure and should be scrapped	1	3%	None
Displacement into Ashford Gardens and/or other part of Tilt Road	7	21%	Consider extending CPZ and/or introducing complimentary controls.
Would like more residents permit spaces in the vicinity of Old & New Cottages	4	12%	Provide additional bay.
CPZ has been success	26	76%	None

- 3.4 **Cedar Road/Spencer Road, Cobham** - In August 2010 we delivered letters to 71 addresses within the new Cobham CPZ, which has been in operation since November 2009. The consultees were invited to give us their views via letter or email during the consultation period, which ran from 17 August – 10 September 2010. The aims were to assess the success/popularity of the scheme, and to determine whether there are any opportunities for improvement.
- 3.5 From the 71 letters delivered, we received 17 responses (24%). Out of these 16 (94%) wanted some change to the CPZ. This is 23% of the total number of consultees. It is not unreasonable to assume that a significant number of the 54 (76%), who did not respond, were either pleased with the scheme, or neutral.
- 3.6 The table below shows the main themes raised by respondents, with possible actions to address them (N.B. respondents may have raised more than one theme):

Theme	No	%	Possible reaction
Scheme should be scrapped	3	17.6	None
Object to price or paying for parking	2	11.8	Prices are set to cover the administration costs of the scheme. It is not general practice to implement these schemes and ask the taxpayer to subsidise them.
Resident permit allowance, or allocation mechanism	7	41.2	Look at increasing limit in line with county council's new Parking Strategy.
Visitor permit allowance, or allocation system	6	35.3	Look at increasing limit in line with county council's new Parking Strategy.
Require more 1 or 2 hour limited waiting bays, or shared use bays	5	29.4	
Operational hours should be reduced	4	23.5	It is likely that the request for reduce hours is as result of the limited number of permits allowable. Reducing the hours of operation of the CPZ is likely to introduce more competition for residents. No recommendation made.
Would like 'transferable' permits for barber	3	17.6	None. Such a scheme is unprecedented and would be very hard to control effectively.

Confusing signs	2	11.8	Signs are prescribed by the DfT. We cannot change the form of the signs. Road users should be familiar with the Highway Code, which explains how to read the signs.
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3.7 The outcomes of these consultations will be considered by the Parking Task Group and the county councillor for Cobham and detailed proposals will be drawn up and presented to this committee for approval later this year.

4 Bus stop clearways

4.1 Although the introduction of bus stop clearways does not require an amendment to a traffic regulation order, the local committee is asked to approve their introduction, as people who park on an operational bus stop clearway may be issued with a penalty charge notice.

4.2 The County Council's Passenger Transport Team has asked the committee to agree the bus stop clearways should be introduced at the following locations: Molesey Road, Hersham (outside properties 56-60), in the High Street, Walton (outside the HSBC bank) and in Hersham Road, Walton opposite the junction with The Chestnuts

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

5.1 There are no financial implications stemming from this report.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

6.1 There are no specific equality and diversity implications within this report.

7 CRIME AND DISORDER IMPLICATIONS

7.1 There are no specific crime and disorder implications within this report.

8 CONCLUSION AND REASONS FOR RECOMMENDATIONS

8.1 The committee notes the content of this report and approves the introduction of the bus stop clearways

9 WHAT HAPPENS NEXT

9.1 The 2010 parking review is implemented, the 2011 parking review takes place, detailed proposals for the two CPZs are drawn up and the bus stop clearways are introduced.

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Background Papers: Local Committee Report '2010 Parking Review and Schemes' - 21 June 2010
Local Committee Report '2010 Parking Review and Schemes' - 1 March 2010

