



OFFICER REPORT TO LOCAL COMMITTEE (ELMBRIDGE)

ON STREET PARKING CHARGES UPDATE

28 NOVEMBER 2011

KEY ISSUE

To update members on the latest developments in respect of on street parking charges and decide their implications for Elmbridge.

SUMMARY

On street charging proposals were first proposed countywide in January 2011 by the Cabinet Member for Transport. The proposals for Elmbridge were formally advertised in March 2011, and the responses to the advert were considered by this committee in June and July. In October the Leader of the County Council announced a change in the council's approach to the potential introduction of charging. This report considers the implications of that change in approach.

OFFICER RECOMMENDATIONS

The Local Committee (Embridge) is asked to agree that:

- (i) The introduction of on street parking charges in Elmbridge is reconsidered in light of changes to the county council's approach to the issue.
- (ii) Decisions on any amendments to existing parking controls that were advertised along with on street charging be decided in accordance with the county council's constitution.

1 INTRODUCTION AND BACKGROUND

- 1.1 On 12 January 2011, the Cabinet Member for Transport agreed that a statutory consultation and publication of a notice of proposals should be carried out in each Surrey district and borough confirming the County Council's intention to introduce on street parking charges in many existing limited waiting bays (and in some new parking bays). A map summarising the proposals for Elmbridge included in the 12 January report is shown in Annex A.
- 1.2 On 28 February a report was presented to this committee, with details of the proposals for Elmbridge and the committee was invited to provide comment and feedback about the proposals to help the Cabinet decide how to proceed.
- 1.3 Following a discussion about the proposals, the committee's response to the report was to call upon the cabinet to:
 - provide a 30 minute period of free parking in each street or place where on-street Pay and Display charges are intended to be introduced in Elmbridge
 - respond rapidly to residents' requests to extend an area of no-parking restrictions where these roads are affected by displacement in Elmbridge
- 1.4 The January report to the cabinet member contained a proposed rolling programme for the introduction of the charges across the county and Elmbridge was in the first band. As a result the Elmbridge proposals were formally advertised in March and April 2011.
- 1.5 The responses to the advertisement were reported to the Cabinet on 24 May.
- 1.6 In addition at the same meeting the cabinet considered a report from the Environment and Transport Select Committee on the subject of on street parking charges and resolved:
 - That the principles of localism and therefore the importance of on-street parking charges in improving enforcement and traffic management, and supporting local businesses by creating 'churn' in car parking spaces, be supported
 - That the intent to maximise the involvement of Local Committees (which include representation from Borough and District Councils) in decision making for their areas be endorsed
 - That the considerable differences between various areas of the county be recognised, and that different solutions may therefore apply
- 1.7 The proposals for Elmbridge were consequently amended as outlined in Annex B

- 1.8 A report updating members was presented to this committee on 20 June although members deferred any decision until the meeting was reconvened on 11 July at which the committee resolved:
- To agree to the recommendations set out within the Cabinet report of 24 May 2011, subject to the following amendments:
 - That no parking charges be included for Claygate
 - That no parking charges be included for Hersham
 - Two thirty minute free loading bays being placed in Esher High Street
 - Those areas for which car parking charges proposed should have 30 minute free period and parking charges should not be introduced in Thames Ditton as was agreed by the Cabinet on 24 May 2011, and
 - Mill Road, Cobham, which currently has free parking continues in that condition until a footpath is introduced in that section.

2 ANALYSIS

- 2.1 On 11 October a new leader of the county council was elected and in his inaugural speech he announced a change in the county council's approach to the introduction of on street parking charges. Whereas previously it had been led from the centre, the new leader said that going forward local committees would be responsible for making any decisions relating to the charges.
- 2.2 As a result the Environment and Transport Select Committee's On Street Parking Task Group reconvened and presented a report to the Environment and Transport Select Committee on 10 November 2011. This report considered the decision making process for introducing on street parking charges and its implementation and any potential changes to their previous recommendations in light of the change in policy announced by the leader of the county council. The report, a copy of which is attached as Annex C, will be presented to the Cabinet at its next meeting on 29 November 2011.
- 2.3 The main significance of the changes is that, whereas previously local committees were involved in deciding where on street charging should be introduced, now they have the freedom to decide the more fundamental question of whether it should be introduced.
- 2.4 In Elmbridge and Reigate Banstead, the local committees only became involved in the process at the stage of considering objections to advertised proposals to bring in charging. The decision to advertise and the choice of potential locations had already been taken centrally. In some other areas, local committees have agreed that proposals should be advertised, but

have not yet considered objections. In other areas, no decision on whether to advertise or not have yet been taken.

- 2.5 It therefore seems pertinent for this committee to have the opportunity look at the issue again, as there has been a significant change in approach since previous decisions were made.

3 OPTIONS

- 3.1 The committee could reaffirm the decision taken in July this year. This would necessitate a further formal advertisement of the significant changes from the originally advertised proposals (in particular the introduction of a free 30 minute period in all locations)
- 3.2 The committee amend the decision taken in July and decide to introduce some charging but in fewer locations than previously agreed.
- 3.3 The committee could amend the decision taken in July and decide not to introduce charging in any locations at this time.
- 3.4 If the committee decides to choose the options in 3.2 or 3.3, it may still be necessary to proceed with some of the advertised proposals, possibly without charges. Examples of this include limited waiting bays and waiting restrictions in the High Street and Church Street, Cobham, additional shared use parking bays in Hillcrest, Weybridge, and changes to the hours of operation of the East Molesey CPZ.

4 CONSULTATIONS

- 4.1 Statutory consultation and formal advertisement of all the original proposals took place during March and April this year. If the option in 3.1 is chosen, statutory consultation and formal advertisement of the significant changes would need to take place.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 There is sufficient funding already allocated to implement the amendments outlined in paragraph 3.4. If no charging is introduced, there would be none of the associated additional income into the on street parking account in Elmbridge. This should still mean that the on street parking operation in Elmbridge at least breaks even, but the existing enforcement operation will need to be adjusted to cover any extra parking controls.
- 5.2 It should be noted that under the proposals agreed by the Environment and Transport Committee, the Local Committee could have greater financial responsibility for parking enforcement and management in Elmbridge

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 There are none identified. Blue badge holders are exempt from on street parking charges.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 There are none identified

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 The local committee have the opportunity to consider the possible introduction of on street parking charges in town and village centres, in common with other local committees in Surrey. The committee is recommended to reconsider earlier decisions and decide how it wants to proceed.
- 8.2 If the committee decides not to introduce charges in locations where it would still want to introduce parking controls that had been advertised (as outlined in paragraph 3.4), the extent and nature of those controls should be decided by the Parking Strategy and Implementation Team Manager, in consultation with the Chairman and Vice Chairman of this committee together with the relevant county councillor.

9 REASONS FOR RECOMMENDATIONS

- 9.1 The county council's approach to introducing on street parking charges in Surrey has changed since they were initially proposed and the local committee should be able to consider the proposals within Elmbridge in line with this new approach.

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BACKGROUND PAPERS: Environment and Transport Select Committee report: "Update Report of the On-Street Parking Task Group" – 10 November 2011
Local Committee report: "On Street Parking Charges In

Elmbridge” – 20 June 2011

Cabinet report: “Review Of Consultation Response To On Street Parking Charges In Elmbridge” – 24 May 2011

Cabinet report: “Report from Environment and Transport Select Committee’s On-Street Parking Task Group” – 24 May 2011

Local Committee report: “Proposed On-Street ‘Pay And Display’ Parking Charges In Elmbridge Local Committee Consultation” – 28 February 2011

Cabinet Member for Transport report: “Introduction Of On Street Parking Charges” – 12 January 2011