



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

### **2011 PARKING REVIEW**

**28 NOVEMBER 2011**

#### **KEY ISSUE**

To consider the implementation of new waiting and loading restrictions and amendments to existing restrictions at various locations across the borough, to address safety issues and parking difficulties, and to consider other amendments to traffic regulation orders in Elmbridge.

#### **SUMMARY**

This report outlines the locations that the county's Parking Strategy and Implementation Group (PSIG), recommend should be progressed for further stakeholder engagement and formal advertisement with a view to introducing new or amending existing parking controls.

This report also contains recommendations for other amendments relating to parking controls and traffic regulations orders in Elmbridge.

#### **OFFICER RECOMMENDATIONS**

**The Local Committee (Elmbridge) is asked to agree that:**

- (i) Further consultation and stakeholder engagement are conducted at locations at which there will be a substantial change in the parking controls as identified in Annex A.

- (ii) Following the consultation and stakeholder engagement, the Parking Strategy and Implementation Team Manager, in consultation with the Chairman and Vice Chairman of this committee together with the relevant county councillor decide which of the controls should still proceed
- (iii) The locations in Annex A recommended for amendments to the existing parking controls, including those subject to further consultation are formally advertised, and subject to statutory consultation.
- (iv) To give due consideration to allocating funding to proceed with the introduction of the parking amendments as part of its budget setting process for 2011/12.
- (v) The County Council advertise the making of a consolidation Order (without change) of the existing Traffic Regulation Orders relating to Elmbridge.

## **1 INTRODUCTION AND BACKGROUND**

- 1.1 The Parking Strategy and Implementation Group maintains a database of the requests for additions or amendments to the parking controls in Elmbridge.
- 1.2 Since carrying out the 2010 parking review the parking team received over 430 new requests for changes.
- 1.3 Members of the parking team carried out assessments all of the locations on the database taking into account a number of factors, including road safety, localised congestion, effect on emergency services and bus operators and levels of support.

## **2 ANALYSIS**

- 2.1 Following an initial desktop review of the assessments, a number of the requests were rejected as either just requests for refreshment of existing restrictions, or duplicates of other requests on the list, or requests that were impractical or unfeasible. The parking team then undertook site visits at the remaining locations.
- 2.2 Following these visits, further requests were rejected, as there was no feasible or practical solution or it was not considered a priority to implement at this time.
- 2.3 Annex A outlines the officer recommendations on how to proceed with each location within the borough, following the parking control requests made.

- 2.4 One of the principles that was accepted by the County when it was decided to proceed with Decriminalised Parking Enforcement (DPE) later called Civil Parking Enforcement (CPE) was to keep the necessary Traffic Regulation Orders (TROs) to a minimum and to consolidate them when a number of amendments had been made. Since Elmbridge was 'converted' to CPE in 2006 there have been several amendment TROs made which have supplemented the original TROs.
- 2.5 The stage has now been reached for these to be consolidated. This process is a 'one notice' procedure and does not invite objections and should be done immediately after the latest amendment order has been made. The estimated cost would be approximately £600.

### **3 OPTIONS**

- 3.1 Agree the recommendations in this report and the proposals as outlined in Annex A and proceed with the stakeholder engagement exercises, and the statutory process for introducing parking controls.
- 3.2 Amend the recommendations and/or the proposals in Annex A and proceed with the stakeholder engagement exercises, and the statutory process for introducing parking controls.
- 3.3 Do not proceed with any of the recommendations or proposals. The parking controls would remain unaltered - however this will not resolve any of the identified parking problems.

### **4 CONSULTATIONS**

- 4.1 Since September 2009, meetings have taken place with county councillors, with resident association representatives and other stakeholders to discuss various elements of the proposals. The Parking Task group has also been consulted and has helped develop the proposals contained in the Annex to this report.
- 4.2 Further consultation will be necessary with the residents and other stakeholders most affected by the new proposals. In addition to the requirements of the statutory process, street notices will be displayed at the locations where there are proposals.

### **5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 5.1 At this time the budgets for the next financial year have not been finalised. The costs of advertising the TRO consolidation and any agreed amendments to parking controls can be met from existing funding this year.

## **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.

## **8 CONCLUSION AND REASONS FOR RECOMMENDATIONS**

8.1 It is recommended that the locations requiring parking controls and identified in Annex A, be progressed so that the current parking difficulties highlighted within the borough can be resolved. The main reasons are as follows:-

- to improve road safety
- to assist with access for emergency vehicles
- to aid access for refuse vehicles
- to ease congestion and improve the environment for residents
- to improve parking facilities for the disabled

## **9 WHAT HAPPENS NEXT**

9.1 Further consultation takes place in selected locations.

9.2 The agreed amendments to the existing parking controls are advertised in accordance with the statutory process.

9.3 Subject to sufficient funding being available in 2012/13 a new traffic regulation order will be made and amendments made to the existing traffic regulation orders, and the agreed new parking controls will be introduced.

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**BACKGROUND PAPERS:**