



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

PARKING UPDATE

14 JUNE 2012

KEY ISSUE

To consider minor amendments to the parking controls in Elmbridge and to update members on progress in other areas.

SUMMARY

Members are asked to decide on two minor amendments to permit schemes in the East Molesey controlled parking zone (CPZ) and the Area G permit scheme, to approve new bus stop clearways and note the outcome of recent consultations.

OFFICER RECOMMENDATIONS

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

- (i) the residents of 15, 15A and 19 Bridge Road are removed from eligibility for permits in the East Molesey CPZ and included in eligibility for permits in the Area G permit scheme (in Hurst Road, Riverbank and Feltham Avenue);
- (ii) business permits A are renamed business permits G;
- (iii) the county council's intention to make the above changes and amend the relevant traffic regulation orders is formally advertised, and subject to statutory consultation;

- (iv) any unresolved objections to the advertised proposals are dealt with according to the council's constitution;
- (v) bus stop clearways are installed in the bus stand in Central Square, West Molesey at any time and at the bus stops outside Oak Lodge and 1Embercourt Road and next to Imber Cross in Embercourt Road, Thames Ditton between 7am and 7pm);
- (vi) the outcomes of the informal consultations detailed in Annex A are noted.

1 INTRODUCTION, BACKGROUND AND ANALYSIS

- 1.1 There are three postal addresses in Bridge Road, at numbers 15, 15A and 19, which cannot be accessed from Bridge Road, but only from Feltham Avenue. As a result, when Feltham Avenue was taken out of the East Molesey CPZ, residents at these addresses found that they were ineligible for a permit to park in the road outside their front door. It therefore makes sense for residents in these addresses to be removed from eligibility for permits in the East Molesey CPZ and included in eligibility for permits in the Area G permit scheme (in Hurst Road, Riverbank and Feltham Avenue)
- 1.2 When the area G residents permit scheme was introduced in Riverbank, Hurst Road and Feltham Avenue, it was the first stand-alone permit scheme that also included business permits. As they were the first business permits in the resident permit scheme traffic regulation order, they were called business permit A. However it is more logical and could avoid potential confusion if the business permits share the same letter as the residents permits and so are changed to business permit G.
- 1.3 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.
- 1.4 The county council's Passenger Transport Team has asked the committee to agree that bus stop clearways are introduced at the following locations:
 - in the bus stand in Central Square, West Molesey at any time
 - at the bus stops outside Oak Lodge and 1Embercourt Road and next to Imber Cross in Embercourt Road, Thames Ditton between 7am and 7pm.
- 1.5 In November 2011, the committee agreed to a number of informal consultations taking place. These were about the possible introduction of resident permit schemes in Ferry Road, Winters Road and Southbank in Long Ditton, in Thames Street, Dale Road, Harvey Road

and Mayo Road in Walton on Thames, in Southbank in Weybridge and in Elmgrove Road, Oakdale Road, The Crescent, Dorchester Road, Gascoigne Road, St Albans Avenue in Weybridge; possible changes to the operational times of the permit scheme in Hurst Grove in Walton on Thames; the possible removal of Stamford Road and Colne Drive from the Hersham CPZ; the possible introduction of an overnight waiting ban for HGVs and a daytime waiting restriction for all vehicles in Old Avenue and parts of Egerton Road and Gower Road in Weybridge and the possible introduction of an extended waiting restriction in Pine Grove in Weybridge.

- 1.6 The results of the consultations and the recommended outcomes are shown in Annex A.

2 CONSULTATIONS

- 2.1 The proposed new TRO amendments, as described in paragraphs 1.1 to 1.3 will be subject to statutory consultation and public advertisement, in line with the requirements of the statutory process.

3 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 3.1 The bus stop clearways are funded by the Passenger Transport Group.

4 EQUALITIES AND DIVERSITY IMPLICATIONS

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

5 CRIME AND DISORDER IMPLICATIONS

- 5.1 There are no specific crime and disorder implications.

6 CONCLUSION AND REASONS FOR RECOMMENDATIONS

- 6.1 The recommendations in the report should be agreed. The main reasons are as follows:

- Improve amenity for residents
- Standardise regulations for business and visitor permits

7 WHAT HAPPENS NEXT

- 7.1 The agreed new amendments to the existing parking controls are advertised in accordance with the statutory process.
- 7.2 The bus stop clearways are introduced.

LEAD OFFICER: Rikki Hill, Parking Project Team Leader
TELEPHONE NUMBER: 0300 200 1003
E-MAIL: parking@surreycc.gov.uk
CONTACT OFFICER: Rikki Hill, Parking Project Team Leader
TELEPHONE NUMBER: 0300 200 1003
E-MAIL: parking@surreycc.gov.uk
BACKGROUND PAPERS: Local Committee report: 2011 Parking Review – 28
November 2011
Local Committee report: On Street Parking Amendments – 27
February 2012