



**VARIOUS ROADS IN LEATHERHEAD
Response to 2 Petitions for Resident Only
Parking**

**Local Committee for Mole Valley
20 July 2005**

KEY ISSUE:

This report responds to two petitions from the residents of 10 roads in Leatherhead, requesting Resident Parking Zones and exemption from the Parking Penalty Charges currently imposed by Mole Valley District Council.

SUMMARY:

On 10th May 2004 all responsibility for the enforcement of Waiting Restrictions and time limits on Parking Places passed from Surrey Police to Mole Valley District Council, acting as agents for Surrey County Council. There is now a greater level of enforcement and residents of Kingston Road, Church Street, Gravel Hill, Fairfield Road, Upper Fairfield Road, Linden Road, Minchin Close, Queen Anne's Terrace and Waverley Place feel they are being penalised and have submitted two petitions, requesting Resident Parking Zones and/or permits to allow residents to park on single yellow line Waiting Restrictions.

This report details the background to this situation and sets out the current position.

OFFICER RECOMMENDATIONS:

The committee is asked to agree:

- i. That the feasibility of Resident Parking Schemes be fully discussed with all interested parties and the practical and financial aspects be investigated in order to present a detailed report to a future meeting of this committee, following a further audit / review of parking restrictions in the Leatherhead Area.**
- ii. That the petitioners be advised that any parking on single yellow lines is illegal and that the possibility of Resident Parking Schemes is being investigated at the present time.**
- iii. That a members working group reconvenes, once funding is identified to take forward a further audit / review of parking restrictions.**

1.0 INTRODUCTION AND BACKGROUND

- 1.1 The Waiting restrictions and parking places in Leatherhead were recently reviewed and Traffic Regulation Orders amended to include lengths of road where parking problems were known to exist. These amendments were brought about in two stages, the first coming into operation on 30 June 2003 and the second on 1 March 2004.
- 1.2 Until 10th May 2004, Surrey Police were responsible for the enforcement of both waiting restrictions and the time limits on parking places. The Traffic wardens employed by the police were unable to patrol regularly and an unofficial agreement seems to have existed between some residents and the wardens, which permitted residents' vehicles to remain all day on single yellow lines or in parking spaces without incurring a penalty charge.
- 1.3 Since 10th May 2004 the responsibility for the enforcement of parking restrictions has been taken on by Mole Valley District Council acting as agents for Surrey county Council.
- 1.4 Parking attendants, employed by Mole Valley District Council, have been actively patrolling Leatherhead and have been ticketing all vehicles illegally parked on waiting restrictions, together with those exceeding the time limits within the parking places.
- 1.5 This has resulted in residents receiving parking tickets whereas previously their vehicles had been left all day on yellow lines or timed parking places without incurring a penalty.

2.0 CURRENT SITUATION

- 2.1 Two separate petitions, signed by the residents of ten roads in Leatherhead have now been received requesting assistance with the difficult parking situation they now encounter.
- 2.2 The first petition is from 29 residents of Kingston Road (B2430) and requests the Highway Authority to investigate the practicalities of introducing Resident Parking Zones in Kingston Road and to provide them with time frames and the costs involved.

- 2.3 The second petition is from 99 residents of Church Street, Gravel Hill, Fairfield Road, Upper Fairfield Road, Linden Road, Minchin Close, Queen Anne's Terrace, Queen Anne's Gardens and Waverly Place. This petition calls upon the County Council to recognise the problems caused by the recent extension of the parking restrictions in the residential roads of Leatherhead, and asks, as a matter of urgency, that the restrictions be varied to allow residents to purchase annual parking permits to allow them to park on single yellow lines.
- 2.4 The petition goes on to claim that many residents are unable to park near their homes. This has meant remote parking and vandalism and drivers always having to take their vehicles to work creating increased congestion.

3.0 COMMENTARY AND ANALYSIS

- 3.1 Single yellow line waiting restrictions have been introduced over the years for good traffic reasons. To permit vehicles to be parked on these restrictions, during the working day, could create many problems as suitable parking areas, if any, would be undefined and in theory cars with permits could be parked in hazardous or congested areas. At the present time, such schemes are illegal, having been banned by the Department of Environment in 1974 (Circular Roads 31/74)
- 3.2 A Resident Parking Scheme requires the setting out of parking places in suitable locations which can be limited to Resident use only, or, have time limits on non-residents vehicles. Such a scheme would require residents to purchase permits for display on their vehicles in order that these can be correctly identified for parking wardens.
- 3.3 At the present time there are no Resident Parking Zones or Controlled Parking Zones in Mole Valley, although suggestions for such schemes were put forward in 1995 but turned down by the residents of both Dorking and Leatherhead mainly over the need to purchase permits.
- 3.4 Discussions are currently taking place at officer level between the County Council and the District Council over the viability of Resident Parking Schemes, the costs, the implications and the enforcement. Once a possible scheme has been agreed it will be necessary to consider which roads, or areas, are suitable for such proposals and a detailed report will then be presented to this committee for consideration.

- 3.5 Such schemes cannot however be considered in isolation and it will also be necessary to examine the parking patterns in each area under review, in order to establish the likely effect of displaced parked vehicles and the repercussions for adjoining areas, business interests, visitors and tradesmen etc. It is therefore important to ensure that any future review is 'holistic' in that it also considers the appropriateness of other parking restrictions and not just those needed for residents.

4.0 PROGRAMME

- 4.1 It is not possible within the current finance and resources to proceed with detailed discussions and investigations in the whole of Mole Valley at any one time. The allocation for the financial year 2005/6 will only be sufficient for the completion of the Ashted Stage 2 Scheme and the commencement of the Dorking Stage 2 review. A working group will be set up shortly to consider the Dorking area (as agreed at this Committee in February 2005) and overall it is considered by officers that the 'pressures' in this area are even greater than in the Leatherhead area. A detailed review of the situation in Leatherhead and the remainder of Mole Valley will need to be funded in the 2006/7 financial year onwards.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The costs associated with the investigation of Residents Parking Schemes would need to be met from the Mole Valley Local Transport Plan capital allocations. Detailed analysis of any scheme would be required to determine likely costs.

6.0 ECONOMIC AND ENVIRONMENTAL IMPLICATION

- 6.1 There are no Economic or Environmental Implications associated with this report

CONCLUSION AND REASONS FOR RECOMMENDATIONS

The implementation of “Decriminalisation of Parking Enforcement” (DPE) has, as expected, resulted in a considerably higher level of parking penalty charges across the District. Many residents in Leatherhead have been fortunate to benefit from the lack of enforcement prior to DPE, but are now unable to park on Waiting Restrictions or all day in time limited parking places without receiving tickets.

The existing Traffic Orders do not discriminate between residents vehicles and those belonging to visitors, local workers or commuters. To do so would again bring the whole system into disrepute.

Discussions are currently taking place at officer level on the possibility of introducing Resident Parking Schemes in appropriate parts of the district and these could proceed, depending on finance and resource within 1 to 2 years, after full consultations have taken place. It would however be necessary to review all waiting restrictions and parking places at the same time.

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BACKGROUND PAPERS: Previous Committee Papers
