



**OFFICER REPORT TO LOCAL COMMITTEE
(MOLE VALLEY)**

**DORKING CONTROLLED PARKING ZONE
12 MARCH 2008**

KEY ISSUE

To update the Committee on progress with developing a Controlled Parking Zone for Dorking having completed informal public consultation on the draft proposals.

SUMMARY

Consultants engaged by the County Council have completed the informal consultation on the draft proposal to introduce a Controlled Parking Zone (CPZ) in Dorking.

The Member Working Group overseeing the development of the scheme debated a report about the informal consultation at their meeting on 8 February 2008, and expressed three main concerns related to the following:

- the specification of certain design elements,
- the need to find a better solution to the issue of vehicle displacement,
- improved public relations.

The Member Working Group has tasked JMP to deliver an alternate CPZ proposal, including a revised programme and financial information that address the above concerns, at their next meeting scheduled for 1 April 2008.

OFFICER RECOMMENDATIONS

The Local Committee (Mole Valley) is asked to agree that:

- (i) the report is noted; and
- (ii) authority is delegated to the Local Highways Manager in consultation with the Chairman, Vice-Chairman and Member Working Group to consider and accept or reject the Consultant's revised programme and financial appraisal for delivering a Controlled Parking Zone in Dorking.

1 INTRODUCTION AND BACKGROUND

- 1.1 Consulting transport planners and engineers JMP is working to develop a viable design for the Controlled Parking Zone in Dorking following their engagement on this commission last year 2007.
- 1.2 The following sections of this report briefly identify the extent of JMP's work to date, including feedback from the Member Working Group meeting held on 8 February 2008, which received commentary about the informal public consultation exercise.

2 WORK TO DATE

- 2.1 The draft Controlled Parking Zone (CPZ) proposals were produced in October 2007. An approach was taken that assured the outline measures took full account of relevant design guidelines in terms of safety and accessibility for both day-to-day and emergency vehicles. Residential parking was prioritised in residential streets with non-residential parking only permitted up to one hour.
- 2.2 The draft CPZ proposals have subsequently been presented to the public via the informal consultation process. This included the following aspects:
 - A press release, poster campaign, 2,000 leaflets were dropped on vehicles in Mole Valley Car Parks and the Station Car Park, and website promotion of the draft CPZ proposals and informal consultation format;
 - A two-week long static display of draft CPZ proposals at Dorking Halls from Monday 26th November to Thursday 6th December. A consultation-event questionnaire was provided along with a letter drop facility on-site;
 - A weekday and weekend manned drop-in event at Unit 14 St. Martin Walk on Friday 7th and Saturday 8th December. JMP staff were available to explain the scheme, note down concerns and answer questions;
 - The consultation website provided all the information relating to the proposed scheme and a written letter and e-mail feedback facility was available.

The following response to the informal consultation process was noted: at least 4 press articles, 91 e-mails, 52 letters, 129 consultation – event questionnaires, 24 consultation event street specific issues, and between 200 and 250 attendees at the manned event; in addition, a steady stream of attendees at the two-week static display event was noted.

- 2.3 The feedback from the informal consultation process has been summarised within an Informal Consultation Report, which was presented to the Members Working Group on 8 February 2008. The report detailed the range of feedback provided on the general CPZ design, street-specific issues as well as the consultation process itself.
- 2.4 There was general agreement on 8 February 2008 that whilst the informal consultation process has not been without its problems the data collected is a fair and representative reflection of the views of the local community. The main concern regarding the informal consultation has been the 'public relations' aspect of proceedings, which all accepted could be much improved. It has been agreed that a more robust framework, with much greater resourced and lead-in times, will be required for the formal consultation process.

- 2.5 Eight overarching issues were identified through the informal consultation process, as follows:
1. Business community fears over the impact of the CPZ on employees and customer parking
 2. Supply of residential parking and extent of 'Cul-de-sac' treatment
 3. The scale of the CPZ proposal
 4. The increasing scale of residents permit costs and the maximum number of permits
 5. A period of free visitor / shopper parking on the High Street / South Street?
 6. Displacement of non-residential parking into private roads / roads outside the CPZ
 7. Parking on cross-overs
 8. Lack of support for CPZ
- 2.6 It has been acknowledged that in order for the CPZ proposals to proceed further consideration must be given to the scale of the overall CPZ and that a solution must be identified for all vehicles that are displaced from residential streets. In addition, some amendments to the provision of permits and pay and display parking may be required. A number of street-specific issues were identified and each of these will need to be addressed on an individual basis. This includes the issue of private roads and roads on the periphery of the CPZ boundary.

3 MEMBER WORKING GROUP

- 3.1 The Member Working Group met on 8 February 2008 to receive a presentation from JMP about their informal consultation report and to debate and agree a way forward for Dorking's CPZ. A synopsis of the key themes from that meeting is attached **Annex A** to this report.
- 3.2 The principal outcomes from the debate relate to:
- The specification of certain elements of the design, i.e. maintaining and or providing adequate carriageway width for the passage of vehicles within some streets.
 - Finding a better solution to the issue of vehicle displacement that affects both the resident and business communities within the CPZ. Therefore, potentially scaling down the area under consideration, whilst ensuring a cost neutral proposal is retained.
 - Improving public relations, increased engagement and associated documentation when presenting further CPZ proposals to the public, acknowledging that this may entail adjustments to the originally envisaged programme, with greater lead-in times, which will extend the overall programme and which will incur additional costs.
- 3.3 JMP are tasked with preparing an alternate proposal, informed by the informal consultation, with a revised programme and costs to the next meeting of the Members Working Group scheduled for 1 April 2008.

4 PROGRAMME

- 4.1 The planned programme for the implementation of a CPZ was always subject to satisfactory consultation with residents, businesses, the Member Working Group and approval by the Committee.
- 4.2 The Member Working Group having been presented with the Informal Consultation Report recognises that a programme amendment is necessary to develop a way forward with the CPZ. JMP will submit their revised programme to the Member Working Group when they next meet on 1 April 2008.
- 4.3 However, it is anticipated that the Committee will probably receive a formal final report before implementation at its meeting on 3 December 2008; previously this was expected at the Committee's meeting in June 2008.

5 FINANCIAL IMPLICATIONS AND VALUE FOR MONEY

- 5.1 Following a debate at the Member Working Group held on 8 February 2008, it was agreed that a more robust framework, with increased resources and greater lead-in times, will be required for the formal CPZ consultation process.
- 5.2 JMP have been requested to evaluate the likely costs associated with the Member Working Group's requirements and to present these costs with their revised programme at the next meeting of the Member Working Group scheduled for 1 April 2008.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 There are no specific equalities implications arising from a CPZ, however, opportunities may exist to enhance accessibility during the development of a final scheme.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 There should be fewer instances of obstructive parking as a consequence of the CPZ, a matter usually dealt with by Surrey Police.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 Although there is general agreement that the informal consultation process had its problems, the data collected represents the fair view of the local community about the likely introduction to a CPZ in Dorking.
- 8.2 With certain caveats the Member Working Group is prepared to consider a continuance in the development of a scheme for Dorking. JMP is tasked with providing the necessary CPZ information, programme and costs, at their next meeting scheduled for 1 April 2008.
- 8.3 An alternate potentially scaled down CPZ proposal must remain cost neutral to the Committee; however, the overall programme for delivering a scheme will be extended with the need to improve public relations, which in turn will increase costs.
- 8.4 Consequently the Committee is advised to note this report and delegate authority related to the acceptance of a revised programme and costs to the Local Highways Manager in consultation with the Chairman, Vice-Chairman and Member Working Group.

9 REASONS FOR RECOMMENDATIONS

- 9.1 The Member Working Group remains optimistic that JMP will deliver an alternate CPZ proposal for formal consultation that addresses their main concerns. However, until JMP complete their work and make a further presentation to the Member Working Group at their meeting on 1 April 2008, it is premature to speculate on the outcome. Therefore, the Committee is asked to note this report and agree the proposed delegated authority.

10 WHAT HAPPENS NEXT

- 10.1 The Member Working Group meets again on 1 April 2008, to consider an alternate CPZ proposal.

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BACKGROUND PAPERS: March, June & December 2007

ANNEX A

Synopsis of Agreed Way Forward for Dorking CPZ

Following a detailed review of comments received back throughout the Informal Consultation process on the Draft CPZ proposals the Members Working Committee have agreed an approach to taking the scheme forward. This note provides a synopsis of the key elements.

The MVDC Parking Strategy adopted by the Council provides a clear remit to examine the issue of on-street parking within Dorking. In addition, there remains a strong view amongst a notable proportion of residents that measures are required to address the conflicts between residential and non-residential parking. It is within this context that the MWC remain committed to examining potential solutions, within the framework of a CPZ, to address the identified issues. This commitment, however, is notwithstanding the acceptance that a number of important issues need to be resolved from the current proposals in order for a CPZ to be an effective tool.

First and foremost it is acknowledged that there are three elements that need to be addressed: the first relates to the specification of certain elements of the design; the second is that a complete solution is required to the issue of displacement and its impact on residents and businesses (be that either as part of or out-with the CPZ design); and the third is that improved public relations are required in the presentation of the scheme.

In relation to the specification of the CPZ, it is now well understood that the existing street design of many roads within Dorking make the adoption of formal parking controls extremely difficult to implement without significantly reducing the supply of parking. A number of roads are considerably below the required design widths to be able to formally introduce parking provision on both sides of the road; however the residents of these roads are also adamantly against widespread loss of parking within their streets. It has therefore been agreed that the geographic scale of the CPZ will be reconsidered to take into account the fact that for some streets formalised parking provision is untenable without widespread reduction in parking supply. The revision to the CPZ boundaries will take into account all feedback from the Informal Consultation; however it is inevitable that a further round of consultation will be required to ascertain individuals' views of the new boundaries.

Altering the scale of the CPZ will reduce the overall level of displacement; however it is still anticipated that there will be a shortfall in parking provision in the town centre for medium and long-stay parking. A key issue in moving the scheme forward is therefore to address the issue of how these individuals can continue to access the town centre. This will encompass further consideration of alternative parking provision, park and ride sites and shuttle bus services. This element of the scheme is acknowledged as being paramount if businesses and employees within the town are not to feel unduly affected by the scheme.

The design of specific areas within the CPZ will be reconsidered in order to take into account requests from locals for additional parking and to utilise parking as a means of traffic calming. A request for the additional use of 'Cul-de-sac' treatments has been submitted to the Department for Transport. Even without this measure a review of the appropriate use of yellow lines will be undertaken in order to maximise available road space.

Specific consultation will be undertaken with representatives of the business community, resident associations, disability representative groups and local schools. These will provide an opportunity to further refine the scheme designs, as appropriate. Consultation with private roads will also continue as opportunities for partnership working are investigated.

Whilst it is not proposed to alter the maximum available number of residential parking permits per household, consideration will be given to having a flat rate fee for all permits, rather than an increasing scale. Further consideration will also be given to incorporating a limited period of free parking provision on the High Street and South Street to encourage short-stay parking. The Council, however, remain committed to producing a cost neutral scheme and therefore the extent of permit prices and pay & display revenue will be considered against the costs of the scaled-down CPZ.

Given the requirement to alter the scale of the CPZ proposals and to robustly resolve the issue of displaced medium and long-stay parking the timeframes for the design and potential implementation of the scheme have been reconsidered. Further design and consultation work will be carried out over the next month with a view to producing a revised scheme proposal in April 2008. A full formal consultation process would then be undertaken in June 2008, where the local community will have a further opportunity to discuss the proposals. Greater focus will be provided on ensuring that all locals feel included within this second round of consultation.

Subject to public feedback, the scheme would then be put to the Council Committee for consideration in September 2008. The scheme is therefore unlikely to go live until Spring 2009.