



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

**CONTROLLED PARKING ZONE FOR STAINES - OUTCOME OF
PUBLIC CONSULTATION**

30 JUNE 2008

KEY ISSUE & SUMMARY

To report the outcome of the public consultation on a Controlled Parking Zone (CPZ) for Staines that was carried out during March 2008 and to agree a way forward.

OFFICER RECOMMENDATIONS

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

- (a) The CPZ area shown at **Annex B** is advertised by Public Notice; or
- (b) further informal public consultation on the proposed CPZ zones 1, 2, 5 and 8 as shown at **Annex B** is carried out; or
- (c) the parking situation in Staines is reviewed during summer / autumn 2009.

The Local Committee (Spelthorne) is also asked to agree that:

- (i) the waiting restrictions shown at **Annex C** are advertised by public notice;

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- (ii) subject to no objection being received these restrictions are implemented;
- (iii) if an objection is received before the end of the objection period, it is determined by the Local Highways Manager in consultation with the Chairman, the Local Electoral Division Member and the Leader of the Borough Council; and
- (iv) the implementation of the amendments is funded from the Local Allocation 2008 / 2009 at an estimated cost of £10,000.

1. INTRODUCTION and BACKGROUND

- 1.1 Members may recall that the Consultant, Scott Wilson had been commissioned to assess the existing and potential car parking capacity and the needs of the town centre to deal with the potential implementation of controlled parking. They carried out a full data collection exercise of on-street parking both during the day and at night and distributed about 4,000 questionnaires. For the purpose of the data collection exercise the area was divided into 15 zones three of which were excluded as a result of the responses to that consultation.
- 1.2 At the July 2007 meeting of this Committee it was agreed that County and Borough Officers should continue to work in partnership and carry out informal public consultation on a Controlled Parking Zone for Staines. It was also agreed that the results of the consultation would be considered by the Decriminalised Parking Enforcement Task Group (later renamed the On Street Parking Partnership) prior to reporting the outcome to this Committee.
- 1.3 Members will recall that each zone would have individual parking permits available to residents and business users for purchase at variable rates dependant on the number of permits bought per property. Business permits would only be available for vehicles that were used throughout the day in the course of a business and not solely for commuting.

2. ANALYSIS AND OPTIONS

- 2.1 The Controlled Parking Zone (CPZ) area was reviewed during winter 2007 / 08 and the area adjusted to propose eight zones for public consultation. During March 2008 questionnaires as shown at **Annex A CIRCULATED SEPARATELY** were delivered to all residents within the proposed CPZ. Three roadshows were organised by Borough Officers and staffed by Borough and County Members and Officers. These were held at Spelthorne's Council Offices, the Community Centre and the Elmsleigh Shopping Centre to show residents the proposed detailed plans. Members and Officers emphasised that the plans were not set in stone and that residents' feedback was needed to ensure the provision of the most suitable restriction for each location by way of

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residents' parking, yellow lines or Pay & Display parking. All three roadshows were well attended and much information was both given and gathered.

- 2.2 Of the 3412 questionnaires delivered 622 were returned which represents 18.2%. The responses were as follows:

	<i>Questionnaire</i>	<i>Roadshow</i>	Total	<i>Questionnaire</i>	<i>Roadshow</i>	Total
<i>Zone</i>	<i>For</i>	<i>For</i>	For	<i>Against</i>	<i>Against</i>	Against
1	43	16	59	26	14	40
2	5	0	5	1	1	2
3	26	13	39	49	1	50
4	2	4	6	79	42	121
5	7	1	8	9	8	17
6	9	6	15	42	14	56
7	32	8	40	51	17	68
8	37	11	48	41	7	48
Total	161	59	220	298	100	402

Of the returned questionnaires 35% were in favour of the CPZ and 65% were against its introduction. However, it should be noted that this type of survey is not statistically valid because the questionnaire returns are affected by multiple returns and organised responses.

- 2.3 In addition to the responses above, five petitions against the introduction of controlled parking were also received, as follows:

1. Budebury Road area (Zone 3). >170 signatures against CPZ
2. Stainash Parade area (Zone 4) 120 signatures against CPZ
3. Gordon Close & Knowle Park Avenue (Zone 4) 170 signatures against CPZ
4. Duncan Gardens (Zone 4) 17 signatures against CPZ
5. Chestnut Manor Close & Priory Green (Zone 6). >50 signature against CPZ

- 2.4 Surrey Chambers of Commerce expressed concern about the proposals and wished to see more parking adjacent to the railway station and across the town centre. Concern was raised about small businesses that operate from predominantly residential streets.
- 2.5 The feedback received from the questionnaires suggested that residents in zone 1 generally favoured controlled parking, as did the residents of zone 2 (although the response rate was very low). With the exception of one road, which on further investigation registered 26 responses against the proposal and could be adjusted to accommodate residents' wishes, residents of zone 8 generally favoured the proposal.
- 2.6 The majority of residents in zones 3, 4, 5, 6 and 7 felt they did not need a CPZ which was enforced by the receipt of five petitions. In zone 3 the majority of residents living in the southern area felt they did not have any parking issues but several roads to the north, nearer the town centre, had difficulties and

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would like to be included. Zone 7 is divided dependant on the availability of off street parking as well as their proximity to Kingston Road.

- 2.7 Several other issues were raised including the view that residents felt the permits should be free but the costs involved in administering and enforcing the scheme must be generally self-financing. The Road Traffic Act 1991 and the Traffic Management Act 2004 prohibit the use of Local or National taxpayers money to fund the service.
- 2.8 Some respondents felt the cost of parking in Staines car parks was too high and that charges should be reduced to encourage drivers to park there rather than in the residential streets.
- 2.9 There was concern about displaced commuters however they could park in the town's long term car parks. The town will need more car park space in the coming years and Spelthorne Borough Council are in consultation about the Airtrack proposals including the possibility of building a multi storey car park in the town centre. This proposed car park could more than compensate for the likely loss of spaces elsewhere in the town centre. Park & Ride schemes could also assist commuters to both Staines and London.
- 2.10 As a result of the detailed feedback, the plans used for the public consultation have been modified and some boundaries adjusted as shown at **Annex B CIRCULATED SEPARATELY**. Zone 6 which had included Leacroft and Priory Green and zone 4 which had included Stainash Parade and Knowle Park Avenue have been removed from the scheme. The southern boundary of zone 5 has been redrawn to include Knowle Green and the zone has been extended northwards to include part of Kingston Road. Zone 8 now includes George Street. This plan could be used if further consultation is carried out.
- 2.11 Both County and Borough Officers continue to receive enquiries from some residents regarding the lack of vehicular access to their homes, including emergency access. This matter needs to be addressed at the earliest opportunity and the Officer's recommendation is to progress the provision of waiting restrictions at the locations listed at **Annex C ATTACHED**. These amendments to the waiting & loading restrictions order could be combined with the 3rd / 4th amendment to waiting & loading restrictions that is currently underway.
- 2.12 Of the low response rate of 18.2% of which only 35% of respondents supported the scheme indicates that only about 6% of residents within the consultation area would support the introduction of a CPZ. Throughout the public consultation period residents have been informed that controlled parking would not be introduced if the majority did not support the proposals.
- 2.13 There are three main options on the way forward regarding the Controlled Parking Zone, as follows.

Option 1

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- 2.14 Having carried out the informal consultation in March, the proposals could be finalised on the basis of the responses we have received and the proposal advertised by Public Notice. However, if residents are unaware of the details of the proposals it is likely that a high number of objections to the Public Notice would be received, and each objection would need to be considered on its own merit. Funding would need to be identified for this procedure.

Option 2

- 2.15 Many residents who visited the roadshows appeared to be solely concerned about the proposed restrictions outside their homes. It seems likely that the majority of residents in the proposed CPZ still do not know what is proposed close to their homes so an option would be to deliver detailed plans of the proposals to all potentially affected residents within the zones where residents apparently support the introduction of a CPZ in zones 1, 2, 5 and 8 (as shown at **Annex B**), effectively carrying out a further informal public consultation. Funding for this option would also need to be identified.

Option 3

- 2.16 The 3rd option could be to introduce the waiting restrictions proposed at **Annex C** and to then review the need for a Controlled Parking Zone in zones 1, 2, 5 and 8 during, say, summer / autumn 2009. These restrictions would ensure emergency access was maintained and the restrictions could be introduced during the current financial year funded from the Local Allocation.

3. CONSULTATIONS

- 3.1 The responses to the public consultation were considered by the On Street Parking Partnership at their meeting on 28 April. The Partnership was concerned about the low response rate to the consultation and considered some further consultation would be useful. It also felt that as many residents were only concerned about the restrictions outside their home, should the proposal not be progressed, safety could be compromised and emergency access not maintained due to some drivers' inconsiderate parking. The Partnership supported the proposed amendments to waiting restrictions and noted they would be subject to consultation by public notice as part of the process required for the Traffic Regulation Order.
- 3.2 Surrey Fire & Rescue Service are being consulted on the CPZ.

4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 The cost to carry out a formal consultation by public notice would depend on the selected area but would be likely to be in the region of £25, 000 to £50,000. This funding would need to be identified. The cost to implement and operate a CPZ would depend on the size of the area that was advertised and the responses to the public notice. This funding would also need to be identified.

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- 4.2 The cost to carry out a further informal public consultation is estimated at £10,000 and funding would need to be identified.
- 4.3 The cost to introduce the proposed amendments to waiting restrictions as shown at **Annex C** is £10,000 and proposed to be funded from the Local Allocation 2008 / 09.

5. EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 There are no implications.

6. CRIME & DISORDER IMPLICATIONS

- 6.1 There are no Crime and Disorder implications.

7. CONCLUSION AND REASONS FOR RECOMMENDATIONS

- 7.1 There is some support for the introduction of Controlled Parking in Staines in zones 1, 2, 5 and 8. Due to the low response rate to the public consultation, Members views are sought on the way forward

8. WHAT HAPPENS NEXT

- 8.1 The approved list of amendments to waiting restrictions at **Annex C** would help to ensure emergency access is maintained and would address some of the current access difficulties that are experienced by some residents.

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BACKGROUND PAPERS: