

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (ELMBRIDGE)**

DATE: 16 JUNE 2014
LEAD OFFICER: RIKKI HILL, Parking Project Team Leader
SUBJECT: 2014 PARKING REVIEW
DIVISION: ALL IN ELMBRIDGE

**SUMMARY OF ISSUE:**

Having carried out a review of parking in Elmbridge, this report contains recommendations by officers of which changes should be made to the parking controls and restrictions in the borough.

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

- (i) the county council's intention to introduce the proposals in Annex 1 is formally advertised, and subject to statutory consultation
- (ii) if objections are received the Parking Strategy and Implementation Team Manager is authorised to try and resolve them
- (iii) if any objections cannot be resolved, the Parking Strategy and Implementation Team Manager, in consultation with the Chairman/Vice Chairman of this committee and the county councillor for the division, decides whether or not they should be acceded to and therefore whether the order should be made, with or without modifications
- (iv) it approves the introduction by Elmbridge Borough Council of new taxi ranks in High Street, Esher, in Queen's Road and High Street, Weybridge, and in Mayfield Road, Hersham.

REASONS FOR RECOMMENDATIONS:

Introducing the changes to the parking controls and restrictions will help solve parking difficulties in the borough and improve road safety, assist with access for larger vehicles, to ease congestion and improve the environment for residents and improve access for visitors to local businesses.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Parking Strategy and Implementation Team maintains a database of the requests for additions or amendments to the parking controls in Elmbridge.

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- 1.2 Since carrying out the 2013 parking review the parking team has received over 400 new requests for changes.
- 1.3 Members of the parking team carried out assessments 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 The Parking Task Group then met and discussed the outcomes of the site visits and assessments. As part of this discussion, the group considered a number of requests for new controlled parking zones and/or resident permit schemes and for major changes to and/or the extension of existing schemes.
- 2.4 The group also discussed parking in Elmbridge on a broader level and decided that it would be a good idea to develop a long term parking strategy for Elmbridge. This strategy would then provide a strategic framework for the future implementation of parking controls and parking restrictions in the borough. As a result, the task group thought that we should not take forward the development or extension of permit schemes or controlled parking zones (CPZs) at this time, but wait until the strategy has been produced.
- 2.5 In a similar vein, there were a number of requests to change the times of operation and/or the type of restriction in parts of the Walton CPZ. Again the task group thought that it would be preferable to carry out a comprehensive review of the whole CPZ, rather than tinker with parts of it, especially in light of the fact that it has been in operation for a number of years without any change.
- 2.6 Annex 1 outlines the recommendations on which requests should be taken forward to implementation, subject to the completion of the due legal process.
- 2.7 Annex 2 contains plans showing the proposals.
- 2.8 Annex 3 lists the other locations that were considered but which are not recommended for progression as part of this review.
- 2.9 A final item that was discussed at the task group was the possible introduction of some new taxi ranks in Elmbridge. Although putting these in place is the responsibility of Elmbridge Borough Council, the county council, as the highway authority, is a consultee in the process.
- 2.10 The borough council is considering introducing the ranks at the following locations:

- High Street, Esher - 3 spaces outside 77-81 operating from 6pm to 3am
- Queen's Road, Weybridge – 5 spaces outside 85-93 operating from 10pm to 3am
- High Street, Weybridge – 3 spaces outside 17-23 operating from 6pm to 3am
- Mayfield Road, Hersham – 3 spaces opposite the station operating 24 hours a day
- Creek Road, East Molesey – 3 spaces outside 17-19 operating from 6pm to 2am

2.11 At the Esher and Weybridge locations, the ranks would be in where limited waiting bays operated during the day, but which are currently unrestricted overnight. In Mayfield Road, Hersham the rank would be on a single yellow line. In Creek Road, East Molesey the rank would be in a bay which operates as a permit holder or limited waiting bay during the day.

2.12 The task group was happy with the locations in Esher, Weybridge and Hersham but felt that putting a rank in the bay in Creek Road, East Molesey would potentially inconvenience residents who could leave their vehicle there during the controlled hours in the day, but would then have to move it at 6pm. In addition there are existing taxi ranks nearby at Hampton Court station.

2.13 The recommendation therefore is to approve the taxi ranks in High Street, Esher, in Queen's Road and High Street, Weybridge, and in Mayfield Road, Hersham, but not to approve the one in Creek Road, East Molesey.

3. OPTIONS:

- 3.1 Agree the recommendations in this report and the proposals as outlined in Annex 1 and proceed with the statutory process for introducing parking controls.
- 3.2 Amend the recommendations and/or the proposals in Annex 1 and proceed with 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 Meetings have taken place with county and borough 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

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 If all the proposals are implemented, the cost would be in the region of £20,000. We would recommend that the committee allocates £15,000 towards implementation, with any additional costs being met from the parking team's budget.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 New disabled parking bays help improve access for disabled drivers.

7. LOCALISM:

- 7.1 Many of the proposals in the report have been put forward by members of the community and their representatives.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

8.1 Crime and Disorder implications

There should be fewer instances of obstructive parking as a consequence of the restrictions.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The committee is asked to agree to the recommended changes to the parking controls and restrictions which will help solve parking difficulties in the borough and improve road safety, assist with access for larger vehicles, to ease congestion and improve the environment for residents and improve access for visitors to local businesses.
- 9.2 The committee is asked to agree that:
- (i) the county council's intention to introduce the proposals in Annex 1 is formally advertised, and subject to statutory consultation
 - (ii) if objections are received the Parking Strategy and Implementation Team Manager is authorised to try and resolve them

(iii) if any objections cannot be resolved, the Parking Strategy and Implementation Team Manager, in consultation with the Chairman/Vice Chairman of this committee and the county councillor for the division, decides whether or not they should be acceded to and therefore whether the order should be made, with or without modifications

(iv) it approves the introduction by Elmbridge Borough Council of new taxi ranks in High Street, Esher, in Queen's Road and High Street, Weybridge, and in Mayfield Road, Hersham.

10. WHAT HAPPENS NEXT:

- 10.1 We will formally advertise our intention to make the agreed amendments to the existing parking controls, publishing a notice in a local newspaper, putting up street notices at all locations and sending letters to certain addresses.
- 10.2 In accordance with the council's scheme of delegation, the parking team manager, in consultation with the chairman/vice chairman of the committee and the relevant county councillor will consider any comments and objections that we receive and decide whether to make any changes or not.
- 10.3 We will then have the appropriate signs and road markings installed and make the amendments to the traffic regulation orders and introduce the agreed new parking controls.

Contact Officer:

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Consulted:

The parking task group, county and borough councillors have been consulted in drawing up the proposals.

Annexes:

Annex 1 – List of recommended proposals
Annex 2 – Plans of recommended proposals
Annex 3 – List of other locations assessed but not recommended

Sources/background papers:

None

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