

SURREY COUNTY COUNCIL**LOCAL COMMITTEE****DATE:** 18 June 2014**LEAD OFFICER:** David Curl, Manager - Parking Strategy and Implementation Team**SUBJECT:** Parking Update**DIVISION:** Mole Valley, Leatherhead and Dorking**SUMMARY OF ISSUE:**

Following concern about congestion and obstructive parking in Leatherhead and Dorking town centres, a task group was formed by the local committee in 2013 to look at the issues.

This report sets out the proposals of the task group and seeks the committee's agreement for statutory consultation about new restrictions in both town centres to help ease congestion.

It is also planned to carry out statutory consultation to extend double yellow lines on part of Ottways Lane, Ashted and on roads around Lower Shott Car Park in Gt Bookham.

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

- (i) The proposals in Dorking High Street as shown Annex 1 are agreed.
- (ii) The proposals in Bridge Street and North Street, Leatherhead as shown in Annex 2 are agreed.
- (iii) That the proposals in Ottways Lane as shown in Annex 3 are agreed.
- (iv) That where necessary the Parking Team Manager, in consultation with the Chairman, Vice-Chairman and local Member make any necessary adjustments to the proposals and agree detail, based on informal consultation, prior to statutory consultation.
- (v) That the intention of the County Council to make an Order under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on street parking restrictions in Mole Valley as shown in the Annexes (and as subsequently modified by iv) are advertised and

that if no objections are maintained, the order is made.

- (vi) That if necessary, the Parking Team Manager will report the objections back to the local committee for resolution.
- (vii) To allocate funding of £15,000 in 2014/15 to implement these parking amendments and the Mole Valley review.

REASONS FOR RECOMMENDATIONS:

Changes to the highway network, the built environment and society mean that parking behaviour changes and consequently it is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network.

It is recommended that the waiting restrictions in this report are progressed as they will help to:

- Improve road safety
- Increase access for emergency vehicles
- improve access to shops, facilities and businesses
- Increase access for refuse vehicles and buses
- Ease traffic congestion
- Better regulate parking

1. INTRODUCTION AND BACKGROUND:

- 1.1 In 2013 the Local Committee set up a task group to consider on street parking issues in the District and make recommendations to the Local Committee. One of the main priorities for the group has been to look at the impact of town centre parking on congestion in Leatherhead and Dorking.
- 1.2 Dorking is a busy town centre with pedestrian crossings, signal and priority junctions (turning traffic), on street parking bays as well as taxi and bus bays. However it carries traffic following the A25 so it is important to achieve the right balance between maintaining traffic flow and allowing access to facilities and businesses in the town centre. Ideally traffic should be kept moving, but at appropriate speeds.
- 1.3 North Street and Bridge Street in Leatherhead offer easy access to the town centre but parking availability is limited. Congestion results from illegal and inappropriate parking.

- 1.4 This report outlines options for Dorking High Street and Bridge Street/North Street, Leatherhead that could help ease congestion at the busiest times of the day/week.
- 1.5 The 2013/14 Parking Review included proposals for Ottways Lane in Ashted to reduce obstructive parking. The response to the statutory consultation at the time was that the proposals should be extended to include the junction of Agates Lane. It is therefore recommended to do this and carry out statutory consultation on revised proposals as shown in Annex 3.
- 1.6 The committee have previously agree as part of the 2013/14 parking review that on street restrictions are developed to manage displacement following the introduction of parking charges into the Lower Shott car park in Gt Bookham. Parking patterns have settled down since the charges were introduced and it is now planned to proceed with on street restrictions to help improve safety and reduce obstruction on roads around the car park. The statutory advertisement for this will be carried out at the same time as the changes described above.

2. ANALYSIS:

- 2.1 On the **A25 Dorking High Street** the main problem areas in terms of obstructive parking have been identified at either end where the road is narrower. (refer to plan in Annex 1)

From the pelican crossing at Lyons Court to Pump Corner

- 2.2 The width in this stretch of the high street varies considerably. On the wider parts there is a single yellow line on both sides that applies between 0800-1800, Mon-Sat. Loading/unloading and blue badge parking is generally permitted in this area at all times of the day and can be very obstructive when vehicles stop on both sides at the same time. Large articulated vehicles also exacerbate the problem when they park on the south side to make deliveries. The problem also now extends to Sundays and early evenings when the restrictions do not apply and parking increases.
- 2.3 Most business in the area need to receive deliveries from the High Street so it is important that this facility is maintained.
- 2.4 However, to control loading and parking activity in this area to a greater extent we propose to introduce double yellow lines on both sides here to prevent Sunday and evening parking. In addition peak hour (8.00-9.30 and 16.00-18.00, Mon-Sat) loading restrictions will help keep the area clear at the busiest times of the day.

- 2.5 The net effect of these proposed changes will be to prevent loading and blue badge parking during peak hours and to prevent general parking on Sundays, evenings and overnight.

From Dene Street to London Road

- 2.6 At the eastern end of the High Street, there is a single yellow line on the south side that prevents parking during the day, (Mon-Sat) and is used for parking in the evenings and Sundays. On the north side there is a shorter length of single yellow line between Wathen Road and the bus stop opposite Moores Road. When parking occurs on both sides it can become difficult for vehicles on the High Street to get past and leads to congestion.
- 2.7 The evening parking on the south side is generally acceptable, allowing two way traffic to pass and also helps to reduce traffic speeds when the road is less busy. The south side is frequently used for loading and deliveries, however this is necessary for local businesses. Sunday parking here is now becoming more of a problem with longer shop opening hours and increasing visitors to the town and Surrey Hills area. Car parks are free on Sundays.
- 2.8 It is therefore proposed to change the single to a double yellow line on the north side between Wathen Rd and the bus stop as shown on the plan. It is also proposed to extend the operational days for the single yellow line on the south side to include Sundays.
- 2.9 These changes will prevent all parking on the north side and restrict parking on the south side to evenings and overnight only. Loading and blue badge parking will still be permitted on both sides.
- 2.10 The junction of Bridge Street, North Street and the High Street in **Leatherhead** is a convenient location to access Leatherhead town centre by car and bus. The bus stops here are close to the town centre and well used.
- 2.11 In the area near the 'pinch point' in North Street there are up to ten, 30 minute free parking spaces, a bus stop, a disabled bay and a taxi rank for 2 vehicles. The remaining kerb space is controlled by a mix of waiting and loading restrictions as shown on the plan in Annex 2.
- 2.12 There are peak hour loading restrictions on the majority of Bridge Street to help keep this area clear. The top end, near the High Street is also well used for loading and deliveries to businesses in the area. Blue badge holders are allowed to park on the waiting restrictions for up to 3 hours and there is illegal opportunist parking on the yellow lines due to the convenience of nearby shops.
- 2.13 Bridge Street/North Street is also used as a short cut to avoid parts of the one way system when it is congested. The 'pinch point' provides

some degree of traffic restraint however parking in the area near it, particularly the High Street side creates a long single track lane that gets blocked and causes problems for buses at busier times of the day.

2.14 In order to improve this situation it is proposed to:

- Provide 2 loading bays, one in the layby at the top of Bridge Street, the other by converting 3 of the parking bays near the High Street to loading only. These will only operate during the day between Monday and Saturday and can then be used for parking in the evenings and Sundays.
- Provide an additional disabled bay next to the exiting one by converting the remainder of the parking bay described above.
- Extend double yellow lines and peak hour loading restriction through the pinch point area.

2.15 The net effect of these changes should be to stop blue badge parking and loading on yellow lines during peak times, reduce the likelihood of opportunist parking on the single yellow lines. To balance this two loading bays and one extra disabled bay will be provided, however four 30 minute parking spaces will be lost.

3. CONSULTATIONS:

- 3.1 In both cases some initial consultation and discussion has been carried out with the task group and local members to help shape the proposals. The Dorking Chamber of Commerce have been consulted and support proposals to reduce obstructive parking on the narrower sections of the High Street. They are however concerned about deliveries to business and have asked us to take account of this during the consultation process and when planning potential enforcement of any new restrictions.
- 3.2 Parking restrictions can affect a great number of highway users, residents and businesses so the recommendations in this report propose that if necessary, further changes to the proposals in Annex 1 can be made after the meeting. These need to be agreed by the Parking Team Manager in consultation with the Chairman, Vice Chairman and Divisional Member. This will help ensure that the proposals meet the needs of the community as closely as possible when the statutory advertisement is made.
- 3.3 The proposed changes to parking restrictions will require a traffic regulation order to be advertised as part of a statutory consultation process. As part of this, public notices will be displayed in the local press and on streets where changes are planned. We will also letter

drop any residents or businesses directly affected. The council's website also plays an important part allowing residents to download and print plans showing all of the proposals. During the consultation period comments and objections can be submitted in response to the proposals and/or the making of the order

4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 4.1 The estimated cost of advertising and implementing the restrictions described in this report is £8,000. It is recommended that the Local Committee allocate £15,000 towards the cost of implementing this and the parking review due for consideration in December.
- 4.2 Mole Valley District Council carry out the enforcement of on street parking restrictions for Surrey County Council. Under new agency agreements Mole Valley District Council is responsible for any deficit in the operation of CPE so any new restrictions should be carefully considered and take enforcement costs into account.
- 4.3 In Dorking and Leatherhead, the needs of businesses (in terms of receiving deliveries) will be carefully considered.

5. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 5.1 Effective parking restrictions and enforcement can assist accessibility for those with visual or mobility impairment by reducing instances of obstructive parking. Parking restrictions also allow blue badge holders better access to shops and services through the provision and enforcement of disabled bays. Some of the proposals in this report will prevent blue badge holders from parking on yellow lines at certain times of the day. However this is primarily intended to help traffic flowing on some busy parts of the highway network and where possible alternative provision has been made.

6. LOCALISM:

- 6.1 Proposals in the report have been put forward by members of the community and all will be able to comment and have their say during the statutory consultation process.

- 6.2 Communities are represented by County Councillors and committee members who are involved in the decision making process to change or introduce new parking restrictions.

7. CRIME AND DISORDER IMPLICATION:

- 7.1 There should be fewer instances of obstructive parking as a consequence of the proposals in this report, helping improve access to the town centres.

8. CONCLUSION AND RECOMMENDATIONS:

- 8.1 The highway network, the built environment and society mean that parking behaviour changes and consequently it is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network. It is recommended that the waiting restrictions in this report are progressed as they will help to:

- Improve road safety
- Increase access for emergency vehicles
- improve access to shops, facilities and businesses
- Increase access for refuse vehicles and service vehicles
- Ease traffic congestion
- Better regulate parking

9. WHAT HAPPENS NEXT:

- 9.1 A Traffic Regulation Order will be advertised and public notices detailing the proposed changes will be displayed in the local press and on site. County Councillors will be involved in the decisions about whether restrictions should go ahead following statutory advertising. A report detailing the response to the consultation will be prepared for the committee at a later date.
- 9.2 Subject to any objections to the proposals being resolved, a traffic regulation order will then be made and the appropriate signs and lines installed to allow the restrictions to be enforced.

Contact Officer: Stephen Clavey, Senior Engineer – SCC Parking Team
David Curl, Team Manager, SCC Parking Team.

ITEM 11

Consulted: The report details locations for consultation. Local Members have been consulted.

Annexes: There are three annexes.

Sources/background papers: Mole Valley Parking Review, Mole Valley Local Committee, June 2013
