

SURREY COUNTY COUNCIL
LOCAL COMMITTEE (MOLE VALLEY)



DATE: 03 December 2014

LEAD OFFICER: Stephen Clavey, Senior Engineer, Parking Team

SUBJECT: Mole Valley Parking Review

DIVISION: All in Mole Valley

SUMMARY OF ISSUE:

To consider requests that have been received for either the introduction of new parking restrictions or changes to existing restrictions at various sites in Mole Valley.

Since the introduction of Civil Parking Enforcement (CPE), new parking / waiting restrictions in Mole Valley have been introduced in several stages as part of District wide parking reviews, with the most recent being implemented in 2014.

This report details locations and general proposals for the parking/waiting restriction review to be progressed in 2015 and seeks approval to carry out statutory consultation. A proposed residents parking scheme in the Rothes Road area of Dorking is also included.

Annex 1 contains drawings detailing the suggested changes to parking restrictions received since the last review. Recommendations for restrictions were received from both local councillors and the public alike and a statement of reasons is also included as part of this annex.

Annex 2 contains a drawing outlining the proposals for the 'Rothes Road' resident permit scheme, following feedback received from residents / businesses as part of an informal consultation.

RECOMMENDATIONS:

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

- (i) The recommendations detailed in Annex 1 and 2;
- (ii) That the County Council's intention to make an order under the Road Traffic Regulation act 1984 be advertised and, if no objections are maintained, the order be made;
- (iii) To allow the Parking Strategy and Implementation Team manager to make minor alterations to the proposals in Annex 1 and 2 if necessary prior to statutory advert in consultation with the local Member and Chairman/Vice Chairman.
- (iv) That if objections are received the Parking Strategy and Implementation Team Manager is authorised to try and resolve them, in consultation with the Chairman / Vice Chairman of this committee and the County

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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.

- (v) That in relation to the Rothes Road residents parking scheme, and other permit schemes in Dorking, the Parking Strategy and Implementation Team Manager in consultation with the Parking Task Group investigate options to include 'local worker' or business permits in the statutory advertisement.

REASONS FOR RECOMMENDATIONS:

If implemented the proposals in this report should:

- 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 and improve access for residents.
- Improve road safety.

1. INTRODUCTION AND BACKGROUND:

Following the introduction of CPE in Mole Valley amendments to waiting restrictions have been carried out in various stages, all of which have been fully implemented.

- 1.1 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.
- 1.2 These reviews are carried out by a task group consisting of Mole Valley Councillors, and Surrey County Council's Parking Strategy and Implementation Team.
- 1.3 The task group has met to agree a number of waiting restriction proposals for various locations around the district that should be investigated by the parking team. This has now been carried out and the recommendations of the parking team, for each location, are contained in ANNEX 1 and 2

2. ANALYSIS:

- 2.1 In August 2008 the County Council, after recognising there was a need to devote specialist resources to parking problems around the county, formed a new centralised Parking Strategy and Implementation Team.
- 2.2 This team collates all requests for changes to parking controls around the county including Mole Valley.
- 2.3 The proposals for new parking controls in each location have been investigated and the outline recommendations of the Parking Team are contained in ANNEX 1 and 2.

Roths Road Residents Parking Consultation

- 2.4 Following a meeting with residents from the Roths Road area and a request from the local county councillor, the parking team arranged a consultation about permit parking in the area. Roads included in the consultation were Roths Road, Ansell Road, Hart Road, Hart Gardens, Wathen Road, Jubilee Terrace, Lonsdale and the northern side of the High Street.
- 2.5 Residents were sent a letter asking them to fill in an on line questionnaire in order to gauge support for residents parking and preferred operational times. There were 162 responses from approximately 280 residential properties in the area, with 72% in favour of a residents parking scheme. The preferred days/time were Mon-Sat, 8am-6pm. All roads seem to support permits except the private ones who are concerned about displacement.
- 2.6 The table below shows street by street responses.

Road	In favour		Not in favour		Not sure	
	Count	%age	Count	%age	Count	%age
Ansell Lane	0	0%	2	100%	0	0%
Ansell Road	6	67%	1	11%	2	22%
Hart Gardens	4	57%	2	29%	1	14%
Hart Road	28	85%	4	12%	1	3%
High Street	0	0%	4	80%	1	20%
Jubilee Terrace	6	50%	5	42%	1	8%
Lonsdale Road	3	38%	4	50%	1	13%
Roths Road	56	88%	6	9%	2	3%
Wathen Road	15	79%	3	16%	1	5%
Other	0	0%	3	100%	0	0%
Grand Total	118	73%	34	21%	10	6%

- 2.7 General comments were:

- Parking is a big issue for many. Roads in this area are used by residents, rail commuters, local workers (shops and post office) and residents.
- Scheme 'long overdue' and problem is getting worse for residents.
- Some think the greatest pressure on space is in the evenings when more residents are home. (Note: Our scheme won't help this but it will dramatically improve parking for residents during the day)
- A few think the scheme is a 'cash cow'.
- Lack of affordable parking in the town - could drive away businesses and cause problems for local workers.
- Businesses in the area are concerned about staff and visitor parking.
- Should there be an upper limit on permits per household ? eg 2 per household to ensure space for all ?

- 2.8 Road specific comments from the consultation were:

Ansell Rd

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There was concern that too much parking could impede access and deliveries to businesses.

(Note: it is proposed to provide upto 8 shared use permit/ 1 hour bays in Ansell Road to assist local businesses)

Some thought there were too many post office vans parked in the road.

Ansell Lane is a small private road and did not support the scheme. (Note: The residents were generally against the scheme, although they shouldn't be directly affected)

Hart Gardens

There was concern about the extent of double yellow lines on the bends, but there was also support for them to allow access for emergency vehicles. (Note: we think there should be short lengths of double yellow lines on the inside of the bends as shown on the plan to allow emergency access).

There is a joinery business and a garage at the end of the road - they accept the scheme but not the £500 charge for business permits etc.

Hart Road

Post Office workers are claimed to park in the area exacerbating problems.

We should check the extent (and reduce) the lines at Wathen and Hart Rd junction to allow more parking (Note: this has been included in the proposals)

Jubilee Terrace

The mobility scooter business is against the £500 charge for business permits and says it would make their operation untenable.

Lonsdale Road - private road

Residents are against the scheme due to concern about displacement. (Note: They should be able to prevent this with signs indicating the road is private or other means if they choose)

Roths Rd

Situation worse since Fairfield Drive permit scheme was introduced.

People should be able to park here and use the park. (Note: Not sure this is valid, there are car parks closer)

Double yellow lines are needed at the junction with Wathen Road, but concern about length.

Wathen Road

Generally supportive.

High Street

Residential and commercial properties on the north side were consulted but there were few responses, generally against.

Summary - Roths Road Permit scheme

- 2.9 The consultation response shows there is strong support amongst residents for a permit parking scheme. Such a scheme would greatly improve access and convenience for residents in the area, particularly those who are elderly or have young children.

- 2.10 There are however concerns from local businesses about parking for staff and visitors within the proposed area and also from the wider town. There are typically 210 vehicles parked in the Rothes Rd area at most times of the day. During the day Monday to Saturday a proportion of these will be commuters, shoppers and local workers. It is very difficult to estimate how many of each category there are, but perhaps 35% (perhaps 75 vehicles) would be non residents during these times. There is adequate capacity within the towns off street car parks for this number of vehicles, particularly in St Martin's Walk and the Leisure Centre.
- 2.11 However, in the consultation and at subsequent meetings, a number of small businesses in the area expressed their concern about the cost of parking for their employees. They felt the £500 business or operational permit available under the council's current parking policy was too expensive and unfair.
- 2.12 It is therefore proposed to evaluate the use of 'local worker' permits in this scheme as a trial. These would have a £100 per year charge and be available to local businesses in the area. These permits could also be issued for use in other permit schemes in the town if there was capacity. It is important to point out that permit schemes are set up to give priority to residents in these areas and consideration of 'local worker' permits will take this into account, but they could also provide a facility to help local businesses and ensure the best use of available road space.
- 2.13 This report recommends that the Rothes Road area permit scheme should proceed to statutory consultation following evaluation and potential inclusion of 'local worker' permits by the committee parking task group.

3. OPTIONS:

- 3.1 That the committee agree to the advertising of the proposals in ANNEX 1 and 2.
- 3.2 That the committee does not agree to the advertising of the proposals in ANNEX 1 and 2.
- 3.3 That the committee agree minor amendments at this committee meeting to include within the proposals to be advertised.

4. CONSULTATIONS:

- 4.1 The Local Highway Manager and the Local County Councillors have been consulted about the suggestions and recommendations detailed in ANNEX 1 and 2. A number of sites have been included in the review at their suggestion.
- 4.2 The proposed changes to parking restrictions will require a traffic regulation order to be advertised. As part of this process, public notices will be displayed in the local press and on street. All the information will be available in the local library and civic centre as well as the council's website. Properties that are within a residents parking scheme will be written to again to notify them about the statutory consultation.

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- 4.3 There will be a 28 day period when comments can be submitted in response to the proposals and/or objections made to the making of the order.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The costs for implementation of the 2014/2015 parking review are likely to be about £20,000 and would be met jointly by the Local Committee and SCC Parking Team.
- 5.2 The Local Committee will need to allocate £10,000 from their 15/16 budget towards the cost of implementing these works.
- 5.3 Mole Valley District Council carry out the enforcement of on street parking restrictions for Surrey County Council. The county council ultimately has to pay for on street enforcement so any new restrictions should be carefully considered to make sure they do not place an undue burden on the existing enforcement costs.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 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.

7. LOCALISM:

- 7.1 Many of the new 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 It is recommended that the proposals for ANNEX 1 and 2 are progressed

10. WHAT HAPPENS NEXT:

10.1 A Traffic Regulation Order will be advertised and public notices detailing the proposed changes will be displayed in the local press and on site.

10.2 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:

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Consulted:

To be consulted

Annexes:

ANNEX 1 – Drawings outlining the proposed parking / waiting restrictions
ANNEX 2 – Drawing outlining proposals for the proposed 'Rothes Road' resident permit scheme.
ANNEX 3 – List of roads that will not be progressed.

Sources/background papers:

None

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