

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (ELMBRIDGE)****DATE:** 07 December 2015**SURREY****LEAD OFFICER:** Adrian Harris – Engineer, Parking Project Team**SUBJECT:** Cobham, Stoke D’Abernon and Oxshott Parking Review**DIVISION:** Cobham and Hinchley Wood, Claygate and Oxshott**SUMMARY OF ISSUE:**

To consider the outcome of a review of parking in Cobham, Stoke D’Abernon and Oxshott and some changes to parking, waiting and loading restrictions.

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.

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, buses and service vehicles
- Reduce traffic congestion
- Better regulate parking

1 INTRODUCTION AND BACKGROUND:

- 1.1 At the meeting of 23 February 2015 the local committee agreed to adopt a new parking strategy for Elmbridge.
- 1.2 This new approach involves taking a longer term, more strategic and detailed look at parking and not just reacting to problems that have been brought to our attention, as has been the case during reviews in the past few years.
- 1.3 The strategy will focus on providing parking, if possible, where it is needed. This could include removing or amending existing restrictions. It will also look at introducing new controls if necessary.
- 1.4 As part of the new strategy, the committee agreed to carrying out more comprehensive reviews of different parts of the borough in turn on a three year rolling programme (from April 2015 - March 2018). This starts with the Cobham area (including Stoke D'Abernon and Oxshott), followed by Weybridge in year 1, then the Moleseys and the Dittons, followed by Esher, Claygate and Hinchley Wood in year 2 and will finish with Walton and Hersham in year 3.
- 1.5 The recommendations contained within this report are the result of the first review under the new strategy.

2 ANALYSIS:

- 2.1 We have undertaken a number of exercises to inform the review, including:
 - Two online surveys carried out with stakeholders of the local area.
 - Consideration of requests for parking controls received by the parking team directly from members of the public.
 - Meetings with the Cobham Chamber of Commerce who had already carried out some consultation with their members and had ideas about potential improvements and problems.
 - Meeting the Elmbridge Parking Task Group and discussing potential ideas with them. The task group consists of two county members (currently Mrs Margaret Hicks and Mr Mike Bennison), two borough members (Councillors John O'Reilly and Dorothy Mitchell) and under the terms of reference, the group also consulted with the relevant county councillor (Mrs Mary Lewis).
- 2.2 We would like to thank everyone in the community who contributed to the parking review, particularly the Cobham Chamber of Commerce who had undertaken a lot of work prior to our involvement and helped facilitate the process.
- 2.3 Part of the new parking strategy is an aim to work more closely with our borough council partners. As such, we have considered both on and off street parking within this review.
- 2.4 The main problems and solutions or ideas suggested by our surveys revealed:
 - A lack of long term suitable parking for workers in the local area, leading them to park in residential roads. In some instances this caused concern for residents regarding access along the road on which they live, or a reduction in their ability to park near to their homes.

- The main solutions suggested were about providing additional capacity in terms of off street parking, and reducing the cost of existing off street car parks.
 - A number of specific locations where it was felt that changes could be made to the existing parking controls, or where new parking controls should be introduced to provide additional parking spaces to improve traffic flow and safety. These locations have been assessed, and recommended changes are listed in Annex 1.
- 2.5 Suggested locations for additional off street capacity for public use included a number of sites within the Cobham area, including:
- Part of The Leg O'Mutton Field
 - Part of The Common
 - Extension of the Hollyhedge Road car park
 - Sacred Heart Parish Church, Downside Bridge Road
 - Telephone Exchange, Church Street
 - Cobham Football Club Ground car park, off Downside Bridge Road
 - Area of land 'behind' Church Street / River Hill
- 2.6 Some of these suggestions are unlikely to materialise due to legal / planning issues, such as the Leg O'Mutton and the Common. Others are being looked into by the borough council.
- 2.7 Suggestions that the existing borough council car parks should be made free or cheaper are unlikely to improve the parking facilities in Cobham. Paid for parking helps act as a demand management tool, and ensures that there is usually somewhere to park in the car park. Without charging, the car park would almost certainly be full by early morning, and remain so for the working day, meaning that shoppers/visitors to the town are unable to park.
- 2.8 Statistics provided by the borough council shows that their off street car parks in Cobham are very well utilised, and are essentially 'at capacity' during peak periods.
- 2.9 Another topic coming out of our consultations was in relation to Waitrose and their car park. It was widely acknowledged as an excellent resource and is used by visitors to the shop and Cobham in general. We strongly appreciate that Waitrose contribute to the community in a number of positive ways.
- 2.10 However, a couple of issues were raised about Waitrose and their car park. One issue was about Waitrose' staff parking in nearby residential streets causing a lack of space for residents of those streets, and there was also a perception that perhaps the car park is not fully utilised. Furthermore, some concern arose regarding the 'backing up' of vehicles waiting to enter the car park in Oakdene Road and thereby preventing access along the road.
- 2.11 Having met with Waitrose and discussed the issues with them, they raised a number of points in response, as follows:
- Their car park is essentially 'at capacity' by about 10:30 – 11:30am on most days (approx 180 spaces).

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- Although they do not in general allow staff to use their car park, in the past couple of months they have introduced eight spaces for staff who open and close the store, and this would reduce the level of staff parking in surrounding streets.
- Waitrose has also amended some delivery times to the evening rather than during the day, so there are approximately 10-15 fewer staff needing to park in the area during the daytime as a result.
- They do employ staff to direct traffic during peak shopping periods e.g. Christmas, which should help with speedier access to the car park, (even though they have not received significant complaints or concerns from the public regarding the queuing to enter the car park) but it is not cost effective for them to do so at all times. Neither is it cost effective to introduce electronic signage.

We thank Waitrose for looking into these concerns and looking at options to mitigate them. We will continue to monitor these issues and work with them where possible to introduce any more possible solutions.

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. This may cause some delay in advertisement of the proposals.
- 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 Consultations have been undertaken with stakeholders as described in paragraph 2.1 of this report.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 At the meeting of 23 February 2015 the local committee agreed to dedicate its portion of the surplus from the parking account to funding the development and implementation of the parking reviews.

6 EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 No significant implications arising from this report.

7 LOCALISM:

- 7.1 The local community has been engaged with in terms of developing the proposals and ideas set out within this report. When the proposals within Annex 1 are advertised this will enable additional input from the local community.
- 7.2 When the proposals are advertised, we will erect street notices at all locations affected, notify residents adjacent to the proposed controls via a post card, and make copies of the proposals available for inspection at local council offices/buildings and on our website.

8 OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
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

9 CONCLUSION AND RECOMMENDATIONS:

- 9.1 The county council's intention to introduce the proposals in Annex 1 is formally advertised, and subject to statutory consultation.
- 9.2 If objections are received the Parking Strategy and Implementation Team Manager is authorised to try and resolve them;
- 9.3 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.

10 WHAT HAPPENS NEXT:

- 10.1 Subject to the committee's approval, we will advertise the agreed amendments to the existing parking controls, in accordance with the statutory process, in the new year.
- 10.2 Once comments and objections have been considered, we will make the new traffic regulation order and amendments to the existing traffic regulation orders, and introduce the agreed new parking controls.

Contact Officer:

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Consulted:

Parking Task Group.

Annexes:

Annex 1: Proposed on street parking amendments

Sources/background papers:

Local Committee report 23 Feb 2015 Item 12/15 - Elmbridge parking strategy
