

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (ELMBRIDGE)****DATE: 27 February 2017****SURREY****LEAD OFFICER: Adrian Harris – Engineer, Parking Project Team****SUBJECT: Esher, Claygate and Hinchley Wood Parking Review****DIVISION: East Molesey and Esher, Hinchley Wood, Claygate and Oxshott****SUMMARY OF ISSUE:**

To consider the outcome of a review of parking in the Esher, Claygate and Hinchley Wood, and some changes to parking, waiting and loading restrictions.

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

- I. The county council's intention to introduce the proposals in Annex 1 is formally advertised, and subject to statutory consultation.
- II. To authorise the Parking team manager in consultation with the Chairman and Vice Chairman of the Elmbridge Local Committee and the divisional Member for Esher, to decide whether or not to proceed with a parking permit scheme in Hillbrow Road, Esher and a parking restriction in Carrick Gate, Esher, based on the feedback received in the consultation, as detailed in 2.4-2.5
- III. If objections are received the Parking Strategy and Implementation Team Manager is authorised to try and resolve them;
- IV. 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:

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- 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 was the case during reviews in previous 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 started 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 fourth review under the new strategy.

### **2 ANALYSIS:**

- 2.1 Consultation exercises were undertaken to inform the review, including:
  - One 'broad brush' online survey which was targeted at local resident and business representation groups, borough councillors, schools and places of worship. The survey was also advertised more broadly through twitter, and with notices erected on public noticeboards and in libraries within the local area. This consultation ran from 1 September to 14 October 2016. The consultation received around 190 responses which provided a strong indication of the most significant parking issues within the areas concerned.
  - Consideration of requests for parking controls received by the parking team directly.
- 2.2 Having gained an understanding of the problems in Esher, Claygate and Hinchley Wood, site visits were undertaken to look at the locations concerned, and to develop detailed designs.
- 2.3 Following site visits, officers met with the Elmbridge Parking Task Group and the County Councillors for Esher, Claygate and Hinchley Wood in January  
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2017. All Borough Councillors within these areas and a representative from Claygate Parish Council were also invited to a meeting and to take part in the process. We met to discuss ideas, potential schemes, and to refine and optimise the proposals.

- 2.4 Following site visits, the parking task group agreed to consult with residents of Hillbrow Road, Esher, on the idea of a permit parking scheme within the road. This consultation will take place in February / March 2017, and the outcome will be reported to the Parking team manager, who in consultation with the Chairman, Vice Chairman of the Elmbridge Local Committee, and the divisional member for Esher, will determine whether to proceed with a scheme in the road based on the feedback received.
- 2.5 If a permit scheme is taken forward in Hillbrow Road, the parking task group has recommended that a parking restriction within Carrick Gate would also be necessary to prevent the potential for vehicles to be displaced from Hillbrow Road to Carrick Gate and cause parking problems there.
- 2.6 There were a number of parking scheme request forms received seeking changes to on street parking controls. These requests are discussed in turn below, and all have led to recommendations as given in Annex 1.
- 2.7 New Road / Carrick Gate - Esher
- Scheme request received signed by 44 residents of New Road, Carrick Gate and Pemberton Place, to install yellow lines within New Road and a permit or 'curfew' parking scheme within Carrick Gate.
  - Having been assessed by the parking team, and following close monitoring by civil enforcement officers from the borough council, we did not think that there were sufficient parking problems in Carrick Gate to introduce parking controls at the current time. Parking in Carrick Gate was observed to be occasional and very low in density (one or two vehicles) which did not constitute a safety concern, or cause obstruction to the road. Residents of Carrick Gate have large off street parking areas, so there is no question of non-resident parking damaging residents' amenity.
  - Parking in the public section of New Road has been taking place for several years, and again our observations indicate that this is not dangerous or obstructive. There is no accident record to substantiate a safety concern either. We have put forward proposals as shown in Annex 1 to prevent any parking on the western side of New Road, around the access to number 1 New Road, and around the junction with Carrick Gate.
- 2.8 Haymeads Drive - Esher
- Scheme request received signed by residents of 7 properties of Haymeads Drive, requesting double yellow lines around the junction with Copsem Lane, and single yellow lines 'curfew' parking scheme around the rest of the road.

- Following site visits by the parking team, we do not consider it necessary to provide a restriction around the whole of Haymeads Drive. The road is of normal width for a cul-de-sac, and during most periods of the day there were only three or four vehicles parked towards the eastern end of the road, considered likely to belong to residents of Hanover Court. Restricting Haymeads Drive may unnecessarily inconvenience these residents. Furthermore, we do not consider it desirable to prohibit 'school time' parking, although we recognise that regrettably this may provide some short term disruption to residents of Haymeads Drive, this is often the case at such locations. Parking restrictions are unlikely to be effective in preventing 'school time' parking due to its short term nature. If this parking was to be prohibited, these vehicles would be displaced to another location which would most likely cause problems in other parts of the road network where they would have a more significant impact on safety and traffic flow, such as Copsem Lane. We have recommended the introduction of double yellow lines to ensure access and maintain necessary sightlines at all times at the junction, as described in Annex 1.

#### 2.9 Heathside – Hinchley Wood

- Request for extension of double yellow lines around the bend near number 4 Heathside, signed by 61 residents of Heathside, Heathside Close, Harefield and Medina Avenue.
- Having assessed this location we have recommended the suggested extension for safety reasons, as shown in Annex 1.

### **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, 2.3 and 2.4 of this report.
- 4.2 Further engagement with the local community will be take place when the parking proposals are advertised as described in paragraph 7.2.

### **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 on street parking account to funding the development and implementation of the parking reviews. The proposals in this report would therefore have no impact on any other funding streams.

## **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:**

<b>Area assessed:</b>	<b>Direct Implications:</b>
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 To authorise the Parking team manager in consultation with the Chairman and Vice Chairman of the Elmbridge Local Committee and the divisional Member for Esher, to decide whether or not to proceed with a parking permit scheme in Hillbrow Road, Esher and a parking restriction in Carrick Gate, Esher, based on the feedback received in the consultation, as detailed in paragraphs 2.4-2.5.
- 9.3 If objections are received the Parking Strategy and Implementation Team Manager is authorised to try and resolve them.
- 9.4 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 mid-2017. We aim to have any agreed schemes implemented within six months of the initial committee approval date.
- 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.

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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

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