

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (ELMBRIDGE)

DATE: 14 September 2017



LEAD OFFICER: Adrian Harris – Engineer, Parking Project Team

SUBJECT: Future of parking reviews in Elmbridge

DIVISION: All

SUMMARY OF ISSUE:

To consider how future parking reviews within the borough will be undertaken.

RECOMMENDATIONS:

The committee decides how it wishes to review parking in Elmbridge in future.

REASONS FOR RECOMMENDATIONS:

The existing three year review cycle is drawing to a close and the future direction of parking reviews needs to be decided.

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 The new approach involves taking a longer term, more holistic 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 aims of the strategy were to focus on providing parking, if possible, where it is needed. This included 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 current cycle ends at the end of June 2018. As such, the local committee may wish to consider how it would like to carry out reviews in future.

2 ANALYSIS:

- 2.1 A list of pros and cons of the process of the three year cycle is provided below.

Pros	Cons
Much greater level of engagement with borough and parish councillors/councils when developing proposals. This allows the county council to better understand of problems, and therefore to more easily identify priorities and design more appropriate solutions to those problems.	Cost of dedicated engineer is around £40,000/year which is funded by the committee's portion of the surplus from the on street parking account (approx. £212,000 in 2015/16 financial year).
Much greater level of engagement with the public due to preliminary informal consultation stage, and indeed through county and borough councillors who are better aware of the process and therefore more able to advise residents on the parking review process and progress.	Three year cycle means that it usually takes longer to look at individual problems as compared with previous cycle whereby every problem could be looked at every fifteen months. It is however, extremely rare for parking to be a contributor factor in accidents involving personal injury, and as such the relative safety risk of a longer cycle is low.
Considering smaller area within each review allows for better analysis of the 'big picture' within each town.	It is questionable how much value is added by running the 'informal consultation' exercise at the beginning of the review for each area. There are already a number of ways that residents can contribute to or initiate changes to

	parking controls in their street. This aspect of the process could modified (or removed) going forward.
Considering smaller area within each review makes management and implementation of each review easier and more efficient.	
Gives an opportunity to introduce schemes that are 'nice to have', which would ordinarily not rank as a high enough priority to proceed with under the previous cycle.	
Dedicated engineer means that the public, officers, and councillors have a sole point of contact with the council on this matter, and allows for a greater level of service than would otherwise be provided by the council's central parking team.	
Three year cycle means that adequate time is allowed between each review to allow previous proposals to 'bed in' and parking patterns adjust before the area is looked at again.	
Dedicated engineer means that if there are parking schemes that must be progressed urgently due to irrefutable safety concerns, the resource does exist to implement the schemes rapidly.	

2.2 A list of pros and cons of the strategy of the three year cycle is provided below.

Pros	Cons
Aims of strategy are admirable, i.e. seeking to find parking space where it is needed and to minimise schemes which cause displacement.	There is realistically only a finite amount of new parking space that can be found using only parking restrictions. Essentially this means removing yellow lines, and in most cases it is undesirable to do so. Some schemes where existing yellow lines have been removed under this cycle have faced significant opposition from residents – although have been successful from an engineering perspective.
Strategy ensures that schemes that could be considered unnecessary or unwarranted from an engineering perspective are easier to reject.	It is difficult to resolve parking problems without in most circumstances also causing some parking. If the county council resists introducing new controls on the basis of 'displacement', this does not resolve the problems that residents are complaining about.

2.3 Although it is neither a 'pro' nor a 'con' of this strategy, in many areas (particularly Weybridge) one of the conclusions from the detailed study was that there is a need for more off street parking (i.e. car parks) which parking reviews cannot provide.

3 OPTIONS:

- 3.1 This paper is intended as a discussion paper, and as such it is not necessary for the committee to make a final decision on this matter at this meeting. However, the options going forward, are:
- To 're-commission' the parking strategy and/or three year cycle 'as is'.
 - To 're-commission' the parking strategy and/or three year cycle with modifications to either approach or objectives.
 - To return to the previous review cycle whereby the whole borough is reviewed on a fifteen month basis, with a dedicated engineer.
 - To return to the previous review cycle whereby the whole borough is reviewed on a fifteen month basis, without a dedicated engineer.

4 CONSULTATIONS:

- 4.1 None.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Cost of dedicated engineer is around £40,000/year which is funded by the committee's portion of the surplus from the on street parking account (approx. £212,000 in 2015/16 financial year). This money could otherwise be spent elsewhere.

6 EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 No significant implications arising from this report.

7 LOCALISM:

- 7.1 As identified in table 2.1.

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 committee decides how it wishes to review parking in Elmbridge in future.

10 WHAT HAPPENS NEXT:

10.1 Parking reviews will be taken forward as decided by this committee.

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Consulted:

None.

Annexes:

None.

Sources/background papers:

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

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