



## OFFICER REPORT TO LOCAL COMMITTEE (ELMBRIDGE)

### PARKING UPDATE

10 SEPTEMBER 2012

#### KEY ISSUE

To provide an update to the committee with regard to changes to parking controls in Elmbridge and seek approval for the introduction of a bus stop clearway.

#### OFFICER RECOMMENDATIONS

The Local Committee (Elmbridge) is asked to:

- (i) note the contents of the report.
- (ii) agree to the installation of a bus stop clearway outside 33-35 Cobham High Street, operating from 7am-7pm.

## **1 2011/12 ELMBRIDGE PARKING REVIEW**

- 1.1 At its meeting on 28 November 2011, this committee agreed in principle to a number of changes to parking controls across Elmbridge. Prior to deciding whether some of these changes should take place, the committee agreed that the parking team should carry out some localised consultations. A copy of the annex to the November report, which listed the proposals, is included for information as Annex 1 to this report.
- 1.2 The parking team carried out the consultations in March 2012, following which in consultation with the chairman and vice chairman of the committee and relevant councillors, they decided which schemes should go ahead and in what form.
- 1.3 We advertised our intention to amend the traffic regulation orders, in order to make the changes, on 15 June allowing a period of 28 days for people to make comments or register objections to the proposals. Following this period the parking team have been analysing and collating the responses, in order that the parking team manager, in consultation with the chairman and vice chairman of the committee and the relevant county councillor, can whether or not to accede to the objections.
- 1.4 This should be completed by the end of September, after which the parking team will be able to carry out the detailed design for the new controls that are going to be introduced, prior to placing an order with their contractor for them to be installed on the ground. This does take some time, but it is currently anticipated for the installation to take place before the end of 2012.

## **2 COBHAM – HIGH STREET AND CHURCH STREET**

- 2.1 New limited waiting bays have just been introduced in the High Street and Church Street in Cobham. This is intended to stop all day parking in these roads and encourage use of the spaces by shoppers. This is a proposal that was originally brought before this committee in March 2010, but was deferred as it was linked to the possible introduction of pay & display parking. Although the committee decided against the introduction of charging, it was decided that the limiting of parking time in these roads would benefit local businesses. At the same time the two disabled bays on the western side of the road have been relocated in order to stop disabled drivers being blocked in by vehicles stopping alongside the bays to load and unload.

## **3 2012/13 ELMBRIDGE PARKING REVIEW**

- 3.1 The site visits for 2012/13 review had provisionally been scheduled to take place during this summer with a report going to committee in December. However owing to the size and complexity of the 2011/12

review, the timetable has been revised so site visits are now expected to take place during the winter, with a report being brought before the committee in March 2013.

#### **4 BUS STOP CLEARWAY**

4.1 Although bus stop clearways can be introduced without the need for a traffic regulation order, as it possible for a penalty charge notice to be issued to drivers who stop on a clearway, it is our practice to seek committee approval before introducing a clearway.

4.2 The county council's Passenger Transport Team has asked the committee to agree that a bus stop clearways is introduced outside 33-35 Cobham High Street, operating from 7am-7pm

#### **5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

5.1 The bus stop clearways are funded by the Passenger Transport Group.

#### **6 EQUALITIES AND DIVERSITY IMPLICATIONS**

6.1 There are no specific equality and diversity implications within this report.

#### **7 CRIME AND DISORDER IMPLICATIONS**

7.1 There are no specific crime and disorder implications.

#### **8 CONCLUSION**

8.1 The recommendations in the report should be agreed.

#### **9 WHAT HAPPENS NEXT**

9.1 The bus stop clearways are introduced.

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<b>BACKGROUND PAPERS:</b>	None

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