

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (MOLE VALLEY)

DATE: 29 SEPTEMBER 2021

**LEAD OFFICER: STEPHEN CLAVEY
SENIOR ENGINEER**

SUBJECT: MOLE VALLEY PARKING REVIEW

DIVISION: ALL IN MOLE VALLEY



SUMMARY OF ISSUE:

To consider the outcome of a review of requests that have been received for either the introduction of new parking restrictions or changes to existing restrictions at various sites in Mole Valley. Requests were received from both local councillors and the public alike.

Since the introduction of Decriminalised Parking Enforcement (DPE) in May 2005, new parking / waiting restrictions in Mole Valley have been introduced in several stages as part of our parking review process.

This report details locations and general proposals for the latest parking / waiting restriction review, to be progressed in 2021 / 2022, and seeks approval to carry out statutory advertising of the proposals. Proposals also include a number of on-street electric vehicle charging point bays.

Annex 1 contains drawings detailing the suggested changes to parking restrictions and a statement of reasons for them.

Annex 2 contains drawings showing the proposed locations for electric vehicle (EV) charging bays.

RECOMMENDATIONS:

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

- (i) That the county council's intention to introduce the proposals in Annex 1 is formally advertised, and subject to statutory consultation;
- (ii) That if no objections are received when the proposals are advertised, the appropriate traffic regulation orders are made;
- (iii) That if objections are received which cannot be resolved, in accordance with the county council's scheme of delegation, the Parking Strategy and Implementation Team Manager considers them, in consultation with the Chairman / Vice Chairman of this committee and the county councillor for the division, and decides whether or not they should be acceded to and

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therefore whether the order should be made, with or without modifications.

- (iv) the locations identified for conversion in to on-street electric vehicle charging points are approved. These locations are shown in Annex 2
- (v) That the Parking Strategy and Implementation Team Manager is delegated authority to adjust the positions of the on-street Electric Vehicle charging bays in consultation with the Chair, Vice-Chair and Local Member prior to statutory consultation (if necessary). These locations are listed in each County Councillors division of this report, and displayed in their own set of drawings (Annex 2)

REASONS FOR RECOMMENDATIONS:

It is recommended that the waiting restrictions are implemented as detailed in Annex 1. They will make a positive impact towards:-

- Road safety
- Access for emergency vehicles
- Access for refuse vehicles
- Easing traffic congestion
- Better regulated parking
- Better enforcement

This will help us achieve our 2030 Community Vision objectives:

- Residents live in clean, safe, and green communities where people and organisations embrace their environmental responsibilities.
- Journeys across the county are easier, more predictable, and safer.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Following the introduction of DPE in Mole Valley amendments to waiting restrictions have been carried out at various stages – the 2019/2020 parking review was the last to be implemented.
- 1.2 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.
- 1.3 These reviews are carried out by the County Council's Parking Strategy and Implementation Team in consultation with Mole Valley Councillors.

- 1.4 Surrey County Council (SCC) is delivering an On Street Electric Vehicle Charging Point (EVCP) partnership project which will see the installation of on-street EVCPs across Runnymede Borough, over the next 12 months.
- 1.5 In November 2020 the Government announced plans to accelerate a greener transport future by ending of the sale of new petrol and diesel cars in the UK by 2030. The announcement was accompanied by a promise of over £1.8 billion invested in infrastructure and grants to increase access to zero-emission vehicles and promote a green economic recovery. One element of this grant funding to facilitate the transition to electric vehicles is the On Street Residential Charging Scheme (ORCS). The Secretary of State for Transport, the Rt Honourable Grant Shapps wrote to all local authority chief executives in February 2021 confirming the continuation of the ORCS for 2021/22 and urging applications for the grant funding.
- 1.8 The ORCS funding covers up to 75% of the capital cost of installing EV charging bays, with the remaining 25% capital coming from Surrey. A revenue return for Surrey will arise from the use of the chargers, however user demand and therefore revenue is uncertain.
- 1.9 The necessary support funding has been approved to deliver up to 120 On Street Residential Charge Scheme (ORCS) grant assisted publicly available Electric Vehicles (EV) chargers across 7 Surrey Boroughs and Districts during 2020/21. It will also support the strategy development for the longer term procurement and roll out plan for an EV charger network across Surrey.
- 1.10 Approximately 20 EV charging bays are proposed on street in Mole Valley as part of this parking review following consultation with Mole Valley District Council. These are shown in Annex 2 along with further information and frequently asked questions about EV charging. At the time of writing there are still some technical issues regarding power supply to be confirmed to ensure the EV bays can be successfully installed in the locations shown. That is why it is recommended that the Parking Strategy Team Manager is delegated authority to adjust the positions of the EV bays prior to statutory consultation in the event this is needed.

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 within Mole Valley, all of which had been received since the last parking review. Following an initial desktop review of the requests, a number of them were rejected as either just requests for refreshment of existing restrictions, or duplicates of other requests on the list, or requests that were impractical or unfeasible or were already in place. The parking team then undertook assessments of the remaining locations. Following the assessments, further requests were rejected, as there was no feasible or practical solution or it was not considered a priority to implement at this time.
- 2.3 Now that the requests for new parking controls in each location have been investigated, the recommendations of the Parking Team are contained in annex 1.

3. OPTIONS:

- 3.1 That the committee agree to the advertising the proposals (or part thereof) in annex 1 and 2.
- 3.2 That the committee does not agree to the advertising of the proposals in annex 1 and 2.

4. CONSULTATIONS:

- 4.1 All residents who would be immediately affected by the proposals will be consulted during the advertising period.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of implementing this parking review is likely to be around £10,000 - £4000 of which will be used for the two statutory notices and the remainder for implementation. This will be contributed by the parking team. It is planned to advertise the restrictions in the current financial year.
- 5.2 Mole Valley District Council carry out the enforcement of on street parking restrictions for Surrey County Council and operate at a deficit. 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.
- 5.3 The ORCS funding for the EV charging bays covers up to 75% of the capital cost of installing EV charging bays, with the remaining 25% capital coming from Surrey. A revenue return for Surrey will arise from the use of the chargers, however user demand and therefore revenue is uncertain, but it is likely to increase over time. There are no budgetary implications for the Mole Valley Local Committee regarding the proposed EV bays.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 New parking restrictions can help improve access for disabled residents and drivers.

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)	Set out below
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 The introduction of parking restrictions can help reduce congestion and keep traffic moving. In some cases new restrictions can also encourage the use of off street car parks or alternative means of transport. The introduction of Electric Vehicle Charging Points should encourage more drivers to switch from petrol/ diesel powered vehicles. 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, as set out in Annex 1 and 2, are advertised as they will contribute to improvements in road safety, improve traffic flow and access, ease congestion and better control parking.

10. WHAT HAPPENS NEXT:

- 10.1 Subject to the agreement of the committee, a Traffic Regulation Order will be advertised and public notices detailing the proposed changes will be displayed in the local press and on site. Notices will also be posted to affected residents.
- 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 introduced and enforced.

Contact Officer:

Stephen Clavey, Senior Engineer – 0300 200 1003

Consulted:

Committee members have been consulted with regarding the proposals put forward for the main parking review.

Annexes:

Annex 1 – Statement of reasons and plans for the Mole Valley parking review
Annex 2 – Plans showing electric vehicle bay locations and FAQs

Sources/background papers:

- None
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**OFFICER REPORT TO LOCAL COMMITTEE
(Mole Valley)**

**MOLE VALLEY PARKING / WAITING
RESTRICTION REVIEW**

Annex 1

Mole Valley parking review 2021 / 2022: Statement of reasons

A document explaining our parking proposals and reasons for introducing them

This document sets out our proposals for new parking controls and restrictions across the district as part of our Mole Valley parking review 2021 / 2022. The proposals are listed in electoral county division and then by town.



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Ashtead division proposals

The county councillor for this division is [Chris Townsend](#).

Ashtead

Chaffers Mead and Mead End

Introduce double yellow lines on the junction to prevent obstructive parking and improve access to and from Mead End. This proposal is shown on drawing 1.

Greville Park Road and Gayton Close

Introduce double yellow lines on the junction to prevent obstructive parking and improve access to and from Mead End. This proposal is shown on drawing 2.

Greville Park Road

Introduce a single yellow line restriction operating from Monday to Saturday, 8am to 6pm, on the south western side between Park Road and The Street. This is to improve access and prevent all day obstructive parking. These proposals are shown on drawing 2.

Ottways Lane, Grange Road and Blades Close

Following receipt of a petition, we have been asked to introduce a single yellow line restriction operating from Monday to Friday 8am to 10am and 2pm to 4pm in order to prevent inconsiderate and obstructive parking around school drop off and pick up times. The current parking situation means that traffic often backs out onto Leatherhead Road causing traffic to back up. This proposal also includes double yellow lines at the junctions to improve forward visibility at all times. This proposal is shown on drawing 3 and 4.

Ermyrn Way and Hatherwood

Introduce double yellow lines at the junction of Hatherwood and Ermyrn Way to prevent obstructive parking, improve access and increase forward visibility. Extend the double yellow lines on Ermyrn Way, from their current end point to the boundary of the properties known as The Crossways and Wimbers. This is to allow additional vehicles to queue safely on the approach to Leatherhead Road. This proposal is shown on drawing 4.

Leatherhead and Fetcham East division proposals

The county councillor for this division is [Tim Hall](#).

Leatherhead

Teazlewood Park

Introduce double yellow lines on the first bend as you enter Teazlewood Park from Kingston Road. This is to improve access for all vehicles, especially refuse and emergency vehicles and improve forward visibility. This proposal is shown on drawing 5.

Sandes Place

Introduce double yellow lines on the bend adjacent to number 23 to prevent obstructive parking, improve access and increase forward visibility. The proposals are shown on drawing 6.

Aperdele Road

This proposal is to remove the existing school keep clear markings as they are now redundant and no longer required. These proposals are shown on drawing 7.

Cleeve Road and Gaveston Road

Introduce double yellow lines at the junction to facilitate better movement throughout the junction, to prevent obstructive parking, improve access and increase forward visibility. The proposals are shown on drawing 8.

Linden Road

To introduce a residents permit scheme after having received a signed petition, to enable residents to park near to their properties, as they currently have little or no off street facilities available. This scheme would operate from Monday to Saturday 8am to 6pm. The proposals are shown on drawing 9.

Highlands Road

Following the introduction of a residents permit scheme on Highlands Road in 2021, the residents have asked that we introduce an additional parking bay to the west of the buildout near Highlands Avenue. The proposals are shown on drawing 10.

Upper Fairfield Road

To introduce a new parking bay as an extension of the existing resident permit scheme on Upper Fairfield Road, adjacent to numbers 36 and 38 Upper Fairfield Road. The proposals are shown on drawing 9.

Bookham and Fetcham West division proposals

The county councillor for this division is [Clare Curran](#).

Fetcham

The Street

Introduce double yellow lines adjacent to the shops between numbers 95 to 101 The Street. This is a pinch point in the road and restricts access on the approach to the roundabout at Cobham Road. This proposal is shown in drawing 11.

Penrose Road and Copperfields

Introduce double yellow lines on the junction to prevent obstructive parking and improve access to and from Copperfields. This proposal is shown in drawing 12.

Eastwick Road

Extend the recently installed double yellow lines, across the access to Highfield Court and close the gap obstructive parking on pavement. This proposal is shown in drawing 13.

Beales Road and Oveton Way

Introduce double yellow lines on the junction to prevent obstructive parking and improve access to and from Oveton Way. This proposal is shown in drawing 14.

The Spinney

Introduce double yellow lines up to and opposite the driveway of number 1 Eastwick Drive to improve access to driveway and prevent obstructive parking. This proposal is shown in drawing 35.

Dorking Hills division proposals

The county councillor for this division is [Hazel Watson](#).

Mickleham

Old London Road

Introduce a series of double yellow lines along various sections of the road to prevent obstructive parking. Following the ease of Lockdown, visitors to the Box Hill area have parked inconsiderately causing issues with bus routes, access for residents and potential access for emergency vehicles, especially in areas where the carriageway is narrow. This proposal is shown in drawings 15, 16, 17 and 18.

London Road slip road

Introduce double yellow lines along both sides of the access road, from The Stepping Stones, southwards towards Pixham Lane. Access to this road has been reduced significantly by visitors to Box Hill and The Stepping Stones, meaning residents cannot gain access to private driveways and other larger vehicles, such as emergency vehicles cannot traverse the road. This proposal is shown in drawings 22 and 23.

Westhumble

Chapel Lane

Introduce double yellow lines along the length of Chapel Road, Boxhill and Westhumble Station and the Burney Road junction. This is due to visitors to the local sites parking inconsiderately and reducing the width of the carriageway significantly, preventing access for residents and any potential emergency vehicles. This proposal is shown in drawings 19, 20 and 21.

Abinger

Felday Road

Introduce double yellow lines on both sides from the end of the existing yellow lines, southwards to the access to Moorland Cottages. This is to remove obstructive parking, which was highlighted throughout the recent pandemic. This proposal is shown in drawing 32.

Dorking

Ansell Road

Include residents of Kian Court into the existing resident permit scheme. What was 'Forge House' listed in the traffic order, has now been converted into flats and renamed Kian Court.

Dorking Rural division proposals

The county councillor for this division is [Helyn Clack](#).

Brockham

A25 Reigate Road and Brockham Lane

Introduce double yellow lines on the junction to prevent obstructive parking and improve access to and from Brockham Lane. This proposal is shown in drawing 24.

Beare Green

Old Horsham Road

Introduce double yellow lines between Greenfields Place and the A24 Horsham Road. The approach to this junction is hindered by parked cars and is used by large farm machinery, as well as buses and HGVs. The approach to the A24 is often hindered.

Also introduce a 20 minute loading bay that operates from Monday to Saturday 8am to 6pm to formalise the existing loading area layby. This proposal is shown in drawing 33.

Charlwood

Chapel Road and Swan Lane

Introduce double yellow lines on the junction to prevent obstructive parking and improve access to and from Swan Lane. This proposal is shown in drawing 34.

Dorking South and Holmwoods division proposals

The county councillor for this division is [Stephen Cooksey](#).

Dorking

Vincent Road, South Street

Introduce double yellow lines on South Street prior to the junction and on the northern side of Vincent Road across the access of number 118 South Street. This is to facilitate access to the parking bays that run adjacent to the building line of number 118 South Street and the vehicular access behind the same property. This proposal is shown in drawing 25.

Rose Hill

Introduce double yellow lines on the northern corner of Rose Hill and the access to Rose Hill Lodge, to prevent obstructive parking and improve site lines when exiting on to Rose Hill. This proposal is shown in drawing 25.

Knoll Road

Introduce double yellow lines on the junction to prevent obstructive parking and improve access to and from Roman Road (private road). This proposal is shown in drawing 26.

Tollgate Road

Reinstate double yellow lines that were removed a few years ago. Access to Martineau Drive is restricted by parking opposite. This proposal is shown in drawing 27.

Glebe Road

Include residents of Sondes Farm in the existing residents permit scheme, to enable them to purchase visitors permits. Although they have private off-street parking, they do not have any parking for visitors. We have had a few requests recently from Sondes Farm residents asking to be included within the scheme. No drawing for this proposal.

Arundel Road, Howard Road

Include the resident of 36 Mount Street in the existing residents permit scheme. They do not have any off-street parking available.

Holmesdale

Holmsdale Road

Introduce double yellow lines along various sections of Holmsdale Road to improve access and increase forward visibility and make travelling along this road safer. This proposal is shown in drawings 28, 29 and 30.

Holmbury Drive

Introduce double yellow lines opposite the junction with Dukes Ride to ease access on to Holmbury Drive, without having to exit on to the wrong side of the carriageway. This proposal is shown in drawing 29.

Abinger Close and Shelwood Drive

Introduce double yellow lines on the junction to prevent obstructive parking and improve access to and from Abinger Close. This proposal is shown in drawing 30.

Spook Hill

Introduce double yellow lines as you exit the roundabout on to Spook Hill. This has been raised as a safety issue with parking obstructing the exit and reducing forward visibility. This proposal is shown in drawing 31.