

**LOCAL COMMITTEE (ELMBRIDGE)**

**DATE:** 14 July 2021

**LEAD OFFICER:** Adrian Harris, Engineer, Parking Project Team

**SUBJECT:** Elmbridge parking review 2021-2022

**DIVISION:** All in Elmbridge

**SUMMARY OF ISSUE:**

To consider the outcome of a review of parking covering the whole borough, and recommendations to changes to parking, waiting, and loading restrictions.

**RECOMMENDATIONS:**

The Local Committee (Elmbridge) is asked to agree:

1. The county council's intention to introduce the proposals as detailed in Annex 1 is formally advertised, and subject to statutory consultation.
2. That if necessary, adjustments can be made to the proposals by the parking strategy and implementation team manager in consultation with the chairman, vice-chairman and county councillor prior to advertisement.
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.
4. To note responses to various petitions (parking scheme request forms) that have been received for consideration as part of this review, as detailed in Annex 2.
5. To note the locations where we have received requests for new or amended parking controls, and following analysis, have recommended no changes at the current time, as detailed in Annex 3.

**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 and parking controls in this report are progressed as they will help to improve highway safety, reduce congestion and journey times, and better manage demand for available parking space.

## 1. INTRODUCTION AND BACKGROUND:

- 1.1 This is the third parking review to be conducted on an annual borough-wide basis since the decision to revert to this format was made at the local committee meeting of 4 December 2017.
- 1.2 This review considers requests received between the start of the previous review, up to the start of December 2020.
- 1.3 Our recommendations for new parking controls are given in Annex 1. These are based following assessment and in consideration of a number of policies and strategies, outlined below.

### Surrey Transport Plan

- 1.4 The [Surrey Transport Plan](#) is a statutory document that sets out our strategy to help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey, in order to promote economic vibrancy, protect and enhance the environment, improve the quality of life, and reduce carbon emissions.
- 1.5 Based on this vision there are four objectives for the Surrey Transport Plan:
  - **Effective transport** - to facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.
  - **Reliable transport** - to improve the journey time reliability of travel in Surrey.
  - **Safe transport** - to improve road safety and the security of the travelling public in Surrey.
  - **Sustainable transport** - to provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.
- 1.6 There are 13 strategies that form the Surrey Transport Plan, one of which is the Parking Strategy.

### Parking Strategy

- 1.7 The [Parking Strategy](#) is designed to help shape, manage and deliver the county council's vision for parking, "Provide parking where appropriate, control parking where necessary".
- 1.8 The objectives of the Parking Strategy are:
  - Reduce congestion caused by parked vehicles
  - Help enable greener and more sustainable travel choices
  - Make best use of the parking space available
  - Enforce parking regulations fairly and efficiently
  - Provide appropriate parking where needed

- 1.9 To achieve these objectives and realise the vision for parking, work will be channelled through three main areas:
- Manage on street parking space to ensure optimum use through our parking review process.
  - Operation of civil parking enforcement – fair and cost effective with greater use of technology to achieve compliance.
  - Promotion of parking controls that can help improve sustainable and greener transport and communities. At the same time, the policies are intended to help achieve other objectives of the council, such as improving journey times, sustaining and enhancing the vitality of town centres and contributing to a reduction in carbon emissions.

### **Parking Reviews**

- 1.10 We receive hundreds of requests for new parking restrictions within our boroughs and districts every year. We use the parking review process to efficiently prioritise requests and manage the implementation of those requests following prioritisation and approval. Engineers consider a number of factors when assessing those requests, including:
- road safety
  - accessibility
  - congestion
  - the possibility of just displacing a problem, and
  - how many people support the request.

## **2. ANALYSIS:**

- 2.1 We have kept a list of concerns and requests mostly from members of the public but also from many other stakeholders of the highway, covering each area of the borough, since the last review was undertaken.
- 2.2 This list was closed for new submissions at the end of November 2020 and sent to members of this committee, to allow for comment to be made on the requests therein, or as a last opportunity to raise any additional locations requiring consideration.
- 2.3 Having carried out a 'desktop' study to remove any requests that were clearly unfeasible, undesirable or erroneous, the list of requests was reduced from about 245 to 165. Site visits were carried out as necessary to assess the remaining requests.
- 2.4 Our recommendations having assessed each of these requests are given in Annex 1.
- 2.5 In addition to these 'individual requests', there were 11 'parking scheme request forms' (petitions) for consideration, including two that have been re-added from previous review. Some desktop analysis of these requests, along with site visits were carried out to determine the feasibility and desirability of implementing the changes requested in these forms.
- 2.6 Our response to each petition is detailed in Annex 2. Where appropriate, associated proposals are included in Annex 1.

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- 2.7 At some locations, we are recommending informal consultations to determine whether or not to go ahead with formal proposals, and to shape their form if so. Once these informal consultations have been completed, the feedback will be discussed with the chairman and vice-chairman of this committee, along with the relevant divisional member to decide whether to progress the scheme to formal advertisement (alongside the other recommendations in Annex 1).
- 2.8 From time to time it is good practice to 'consolidate' traffic orders to prevent bloating of legal documentation which can introduce errors and unnecessary complexity and opacity to the legal position. In Elmbridge there currently are 16 'parent' orders, most of which have been modified seven times, so there are about 112 separate documents in total. As part of the 2021/22 parking review, we will consolidate these, and seek to minimise the number of parent orders in future.

### **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 / 2 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 Informal consultations will be undertaken with residents in certain key areas as described in Annex 2.
- 4.2 Further engagement with the local community will be take place when the parking proposals are advertised as described in paragraph 7.

### **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.
- 5.2 It should be noted that owing to the relaxation of parking controls in response to Coronavirus, it is inevitable that parking surplus will be reduced in financial years 19/20, 20/21 and potentially beyond that.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 No significant implications arising from this report.

### **7. LOCALISM:**

- 7.1 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, if possible, and on our website.

## **8. OTHER 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. CONCLUSIONS 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 autumn 2021. 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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### **Contact Officer:**

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### **Consulted:**

None

### **Annexes:**

- Annex 1: Proposed on street parking amendments
- Annex 2: Analysis of petitions

[www.surreycc.gov.uk/elmbridge](http://www.surreycc.gov.uk/elmbridge)

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- Annex 3: Locations considered but not recommended for new parking controls

**Sources/background papers:**

None.