

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (ELMBRIDGE)****DATE: 03 October 2016****SURREY****LEAD OFFICER: Adrian Harris – Engineer, Parking Project Team****SUBJECT: Moleseys and Dittons Parking Review****DIVISION: East Molesey and Esher, West Molesey, and The Dittons****SUMMARY OF ISSUE:**

To consider the outcome of a review of parking in the Moleseys and Dittons, 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. If objections are received the Parking Strategy and Implementation Team Manager is authorised to try and resolve them;
- III. 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:

- 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 has been the case during reviews in the past few 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 third review under the new strategy.

## **2 ANALYSIS:**

- 2.1 A number of 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. This consultation was carried out during May / June 2016.
  - One 'specific' consultation targeted at residents on the idea of introducing a permit parking area within School Road and Challoner's Close, East Molesey. The consultation on this scheme closes on 23 September and a verbal update will be provided at the committee meeting.
  - Consideration of requests for parking controls received by the parking team directly from members of the public.
  - Meeting the Elmbridge Parking Task Group and the County Councillors for East Molesey and Esher, West Molesey, and The Dittons. All Borough Councillors within these areas 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.

- 2.2 Having gained an understanding of the problems in the Moleseys and Dittons, site visits were undertaken to look at the locations concerned, and to develop detailed designs.
- 2.3 Some of the proposed amendments in Annex 1 will look to free up on street parking space, which could help reduce the pressure on parking in other areas.
- 2.4 There were a number of parking scheme request forms received requesting changes to on street parking controls. These requests have been considered, and some have led to recommendations as given in Annex 1.
- 2.5 We received a large parking scheme request from residents in **East Molesey**, covering Hurst Road, Palace Road, Wolesey Road, Manor Road, Vine Road (part), Arnison Road, Grove Road, Hansler Grove, St John's Road, and Bridge Gardens. The residents were concerned that all day commuter parking in these roads prevents shoppers, residents and visitors using the on street space; there were also concerns regarding safety and congestion. The petition requests a one hour residents' only parking scheme within these streets.
- 2.6 We have decided not to progress this idea further for the following reasons:
- The residents in these roads, broadly speaking, have significant levels of off street parking, and therefore have little need to use the on street parking space. Our policy is only to introduce a permit scheme where residents have real need to park on street, and where there is little or no off street parking available.
  - The parking strategy agreed by the local committee looks to stop introducing schemes that can cause displacement. This scheme would certainly displace vast numbers of vehicles, probably to streets that are already under heavy parking stress, and where residents have less off street parking (e.g. Kent Road, Park Road, Pemberton Road).
  - The existing uncontrolled space provides opportunity for local workers, who may be on relatively low pay, to park and work in the local area.
  - There are already limited waiting parking bays for shoppers in the Hampton Court area, such as Bridge Road, and Creek Road. It is difficult to conceive that there is a need to create what would be two or three hundred more parking spaces for shoppers to the area.
  - Particularly in the case of Palace Road and Wolesey Road, if parking were restricted to residents only for an hour, it is likely that both traffic flows and traffic speeds would increase dramatically in these roads over that time period. The current parking practices here helps to slow traffic.
  - We have in the past introduced controls to prevent obstructive or dangerous parking, and we are looking to introduce a couple of additional sections of yellow line within the area to eliminate further such problems (see Annex 1). However, we do not think that congestion or safety issues are prevalent in these roads.

- As a county council, one of our key objectives is to help support the economy. Removing all day parking from all of these roads could damage business and have a knock on impact on the local economy of the area.
- In the past it has also been suggested that parking should be controlled here to enable street cleansing. This is not a valid reason to introduce permanent parking controls. Parking can be temporarily suspended to enable street cleansing operations, as is the practice that happens across the county already.

- 2.7 We received a parking scheme request from residents of **Church Walk, Thames Ditton** requesting that a permit parking scheme be introduced in Ashley Road and Speer Road, Thames Ditton. Our parking strategy, as set by the local committee is one which seeks not to introduce parking schemes that cause displacement, and for this reason we will not be able to take this suggestion further at this stage. During the consultation (see 2.1), feedback suggested that a significant portion of residents of Ashley Road do not want a permit scheme here at the present time either. The borough council issue reduced rate residents' parking permits for off peak use, as well as standard residents' permits for their Ashley Road off street car park.
- 2.8 The residents of **Basing Way in Thames Ditton** arranged a parking scheme request for yellow lines at the junction with Station Road, to ensure sightlines and access at the junction, and we have recommended proceeding with such a proposal, as shown in Annex 1.
- 2.9 A parking scheme request was received from residents of **Linkfield, West Molesey**, requesting a number of changes to the highway, including parking controls. The requests for double yellow lines on junctions have been recommended as per Annex 1. We will not be going ahead with access protection markings (APMs), as the driveways do not meet our criteria, as given on our website. The remaining requests (such as tree planting) do not come under the remit of the parking review, and should be directed to the area highway team should residents wish for them to be considered.

### **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 of this report.

**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 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 late 2016 (subject to timely resolution of the Weybridge parking review). 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:**

Adrian Harris, Engineer, Parking Project Team

Tel: 0300 200 1003

**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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