

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (ELMBRIDGE)****DATE:** 23 February 2015**LEAD OFFICER:** Rikki Hill – Parking Project Team Leader**SUBJECT:** Elmbridge Parking Strategy**DIVISION:** All in Elmbridge**SUMMARY OF ISSUE:**

In the past reviews of parking in Elmbridge have tended to be reactive and therefore sometimes piecemeal in their approach. The Committee is being asked to consider adopting a new approach to reviewing parking, which will be more proactive and strategic.

RECOMMENDATIONS:**The Local Committee (Elmbridge) is asked to agree:**

- (i) to adopt a new more strategic approach to reviewing parking provision in Elmbridge.
- (ii) to use the surplus from the on street parking account to fund the reviews.

REASONS FOR RECOMMENDATIONS:

In the past, reviews of parking have tended to be reactive in nature and concentrated on where parking was not desirable and so should be controlled or restricted. A more strategic approach would allow us to also consider where parking is needed and how those parking needs may be met.

1. INTRODUCTION AND BACKGROUND:

- 1.1 The existing process for reviewing parking in Elmbridge has been largely reactive. The County Council's parking team has compiled a list of requests for changes to parking controls and restrictions and periodically (approximately every 15 months) members of the team have visited all the locations, where changes have been requested, and carried out an assessment of each one. They have then drawn up a list of the ones that they consider to be most necessary to implement and presented a report on their findings to the committee.

- 1.2 Although there have sometimes been large scale reviews of parking in specific areas, such as took place in Walton-on-Thames between 2007 and 2009, they have been the exception rather than the rule.
- 1.3 As a result the implementation of new controls and restrictions has tended to take place in a rather piecemeal fashion. In many cases where a restriction has been introduced because of dangerous or irresponsible parking, such as too close to a junction, this has not mattered as the introduction of a relatively small stretch of double yellow lines has not had any significant impact on a broader area.
- 1.4 However, where more substantial restrictions and controls have been put in place, the effects on surrounding roads and on parking habits have been more pronounced. In some places this has led to a creep effect, with parking problems being moved rather than resolved.
- 1.5 By its very nature the existing process has also tended to concentrate more on how parking can be controlled or restricted where it causes a problem and not so much on where parking is needed.

2. ANALYSIS:

- 2.1 The County Council's vision for parking as expressed in the Surrey Transport Plan is to provide parking where appropriate and control parking where necessary.
- 2.2 The objectives of the County Council's parking strategy are to reduce congestion caused by parked vehicles, make best use of the parking space available, enforce parking regulations fairly and efficiently, and provide appropriate parking where needed.
- 2.3 In terms of providing appropriate parking, this has to take into account the sometimes conflicting demands of residents and their visitors, business employees, business customers and other visitors.
- 2.4 In order to better meet the objectives of the County Council's parking strategy, it is necessary to change the way that we review parking in Elmbridge. Instead of just considering locations that have been brought to our attention, we should consider whole areas and put in place parking controls and restrictions that provide more comprehensive and longer term solutions.
- 2.5 In order to provide appropriate parking where needed, a first step will be to try and establish how much and what sort of parking is needed. To do this, it will be necessary to work with local business groups to find out how many staff need to park in a given area, and with representatives of residents to understand where pressure on the available parking space is most acute. The county and borough councils can then work together to put in appropriate measures to alleviate the pressure, while providing sufficient parking space both on street and in car parks.
- 2.6 This approach will need a considerable amount of stakeholder engagement and data gathering and it will be necessary to employ the services of an external consultant to help with this.

- 2.7 As well as making best use of the parking space available, we should also aim to maximise the amount of parking space available, and this would include considering whether all existing restrictions are necessary.
- 2.8 Adopting this new more holistic approach to reviewing parking will mean that it will not be possible to review the whole of Elmbridge at the same time. We would therefore need to review each area within the borough on a rolling programme and it would make sense to start with the Cobham area (including Stoke D'Abernon and Oxshott) as the Cobham Chamber of Commerce have already collected a considerable amount of information about the needs of local businesses and the amount of existing private off street parking spaces.
- 2.9 Taking into account the number of possible problems that have been brought to our attention in the last couple of years, we should then look at Weybridge, followed by the Moleseys and the Dittons, then Esher, Claygate and Hinchley Wood. We should finish with Walton & Hersham, as this is where there has most recently been a comprehensive review.
- 2.10 The aim would be to complete the reviews in all the areas within the next three financial years after which we would review our strategy and consider whether to start the process again or adopt a new approach.
- 2.11 As there may still be parking issues that arise outside of the above programme, where there is an irrefutable serious road safety implication, we would want to continue with a smaller version of the current review system to deal with these.

3. OPTIONS:

- 3.1 To change the approach as outlined in this report and so adopt a more strategic and holistic approach to reviewing parking in Elmbridge or
- 3.2 To carry on as before with the reactive reviews of parking.

4. CONSULTATIONS:

- 4.1 The Parking task group has been consulted and supports adopting a new approach.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 Under the terms of the agency agreement between the County Council and the Borough Council, whereby the Borough Council manages on street parking functions (including enforcement) on behalf of the County Council, the Local Committee receives 60% of any surplus that results from the operation. In the year 2013-14 the Local Committee's portion of the surplus was £120,712 and although there is no certainty about the amounts in future years, it is not unreasonable to expect that there will be an ongoing surplus, which could be used to fund the review programme.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 No significant implications arising from this report.

7. LOCALISM:

7.1 There will be considerable consultation and engagement with local communities as part of the new review process.

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 current method of reviewing parking in Elmbridge results in a reactive, and somewhat piecemeal, approach. The new strategic approach outlined in this report should result in a more comprehensive and holistic outcome to reviews, which should, in the long term, provide better solutions.

9.2 The Committee should adopt the new strategic approach to reviewing parking and fund it from the surplus on the on street parking account.

10. WHAT HAPPENS NEXT:

10.1 If the committee agrees to the new approach, the parking team will draw up a more detailed strategy to report to a future meeting of the Committee.

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Consulted:

Parking Task Group.

Annexes:

None

Sources/background papers:
None

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