Surbiton Neighbourhood Committee  
6 November 2018

Parking in Browns Road and the surrounding area  
Report by Director, Communities

Call-in deadline: 5pm on Tuesday 20 November

Purpose

This report outlines the results of a local consultation on the introduction of a Permit Parking Area (PPA) in the Browns Road area, and seeks members views on the way forward.

Recommendations

That the Committee -
1. notes the results of the consultation as set out in Annex 2; and,
2. considers whether the suggested scheme, as set out in Annex 1, should be implemented.

Benefits to the Community:
Residents will find it easier to park their vehicles in their own roads.

Key Points

A. On 17 January 2018 the Committee considered a report on parking in this area which presented information and data that related to a parking beat survey, and set out outline options for possible parkings schemes such as a CPZ (Controlled Parking Zone) or a PPA (Permit Parking Area).

B. The parking beats survey showed that roads within the area were heavily parked most of the day with little free capacity. As a wide range of opinions were voiced by residents on the solutions being proposed by officers it was the Committee’s view in January that the options available to the Council needed to be further explored. Based on Members’ experiences of developing similar schemes elsewhere in the neighbourhood it was suggested that a working group be established to help steer the project and that the Surbiton Neighbourhood Conversation event on 28 February 2018 should be dedicated to engaging with residents on the parking options available.

C. At the Surbiton Conversation event a presentation was given outlining some background information, and explaining the different types of parking scheme that could be used to alleviate all-day commuter parking problems, and the advantages and disadvantages of CPZ and PPA schemes.

D. Following on from the Neighbourhood Conversation, and subsequent discussions with the Chair, Vice Chair and local ward Members, it was agreed that a public consultation should be undertaken on the introduction of a PPA scheme as shown on the attached plan (Annex 1).
1. The Browns Road area is heavily parked most of the day, with limited free capacity. The location of education facilities and a shopping parade nearby are likely to have an impact on the parking conditions, especially during the day. A one day sample identifying parking pressure is shown in the table below.

<table>
<thead>
<tr>
<th>Time</th>
<th>Percentage of spaces used (There are 241 total spaces)</th>
</tr>
</thead>
<tbody>
<tr>
<td>05:00</td>
<td>76.8%</td>
</tr>
<tr>
<td>13:00</td>
<td>85.1%</td>
</tr>
<tr>
<td>17:00</td>
<td>60.6%</td>
</tr>
<tr>
<td>21:00</td>
<td>70.5%</td>
</tr>
</tbody>
</table>

2. At 13:00 the survey data shows 85.1% of available parking spaces used, in comparison to the 17:00 audit when 60.6% available spaces were used. This then rises to 70.5% used spaces by 21:00, when it is assumed that working residents will have returned, albeit the demand has not returned to the same level as the 05:00 levels, which is taken as a base level.

3. A further breakdown of the figures for the 13:00 survey period on a road by road basis can be seen below.

<table>
<thead>
<tr>
<th>Street</th>
<th>Spaces</th>
<th>Occupied</th>
<th>Stress%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Browns Road</td>
<td>41</td>
<td>37</td>
<td>90.2</td>
</tr>
<tr>
<td>King Charles Crescent</td>
<td>61</td>
<td>52</td>
<td>85.2</td>
</tr>
<tr>
<td>Mayberry Place</td>
<td>13</td>
<td>10</td>
<td>76.9</td>
</tr>
<tr>
<td>Warwick Grove</td>
<td>40</td>
<td>27</td>
<td>67.5</td>
</tr>
<tr>
<td>Alpha Road</td>
<td>55</td>
<td>51</td>
<td>92.7</td>
</tr>
<tr>
<td>Britannia Road</td>
<td>20</td>
<td>19</td>
<td>95.0</td>
</tr>
<tr>
<td>South Place</td>
<td>5</td>
<td>5</td>
<td>100.0</td>
</tr>
<tr>
<td>Middle Green Place</td>
<td>6</td>
<td>4</td>
<td>66.6</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>241</strong></td>
<td><strong>205</strong></td>
<td><strong>85.1</strong></td>
</tr>
</tbody>
</table>
Proposal and Options

4. In October 2018 296 consultation letters were delivered to residents within the area of scope, and to date 62 responses have been received which is a 13% return rate. The deadline for the return of questionnaires was 28 October, this report was prepared prior to the deadline, therefore, the final result will be submitted as late material.

5. The result of the local consultation so far are:

Q1: Do you find it difficult to find a parking space in your road?

Yes: 42    No: 19

Q2: If yes, do you feel the introduction of parking permits would help with this issue?

Yes: 40    No: 12

<table>
<thead>
<tr>
<th>Street</th>
<th>rec’d</th>
<th>q1/yes</th>
<th>q1/no</th>
<th>q2/yes</th>
<th>q2/no</th>
</tr>
</thead>
<tbody>
<tr>
<td>Browns Road</td>
<td>22</td>
<td>17</td>
<td>4</td>
<td>17</td>
<td>3</td>
</tr>
<tr>
<td>King Charles Crescent</td>
<td>16</td>
<td>10</td>
<td>6</td>
<td>12</td>
<td>1</td>
</tr>
<tr>
<td>Mayberry Place</td>
<td>6</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Warwick Grove</td>
<td>4</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Alpha Road</td>
<td>6</td>
<td>2</td>
<td>4</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td>Britannia Road</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>South Place</td>
<td>5</td>
<td>5</td>
<td>0</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Middle Green Place</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Totals</td>
<td>62</td>
<td>42</td>
<td>19</td>
<td>40</td>
<td>12</td>
</tr>
</tbody>
</table>

Comments

6. Some Comments received:
   - Why is this still being considered when it has been rejected many times.
   - It would be a shame to introduce permits in one of our few areas in Surbiton that doesn’t require it.
   - I always get a space in the daytime, paying for a permit on a tight budget if it goes ahead the council should pay for it.
   - this will be easy to be abused by non-residents.
   - I find it hard parking but would be unable to pay the cost of the permit as I am on a pension.
   - Please don’t bring this in for King Charles Crescent.
   - I’m desperate to be able to park near my house.
I don’t have a car demolish the Star Centre and make a parking area.
I don’t wish to have permit parking in my area It will not increase parking spaces.
We desperately need a parking permit during the week due to commuters.
Always have a problem it would help massively.
Really worried about the impact on my business not just loss of customers but the cost of 3 permits is completely out of proportion.
There are not spaces for all residents to park it doesn’t solve the problem it will just move it elsewhere.
Looking out on our road every day parked cars belong to residents so I can’t see how permits will help.
Many people park to work or are retired. The same number of cars will be the same.
We are both disabled and find it hard to park hope the scheme improves things.
Because it's perfectly fine as it is.
Because permits do not lessen the number of cars or the demand just push the problem further away.
(For more details please see Annex 3)

**Timescale**

7. If approved the scheme could be implemented by March/April 2019

**Resource Implications**

8. There is no funding been allocated to this scheme, if a scheme is approved a funding needs to be sought from RBK Capital
9. It is expected for the scheme to cost up to £30k but it depends on the type of the scheme introduced.

**Legal Implications**

10. There are no specific legal implications at this stage, however, should the scheme proceed Traffic Management Orders (TMO) would be required to make the proposed changes, and any legal issues arising at that stage would be the subject of a further report to this Committee.

**Risk Assessment**

11. A full risk assessment would be carried out once any approved scheme is agreed. The key issues that would need to be considered are any displaced traffic to surrounding roads.

**Equalities Impact Assessment**

12. Schemes of this nature are covered by an overarching EQIA, and as such it does not require a specific assessment.
Health Implications
13. None known.

Road Network Implications
14. It is considered that the implementation of a PPA scheme will result in an improved local environment, as it is anticipated that there would be significantly less traffic on the road trying to find and secure on-street parking spaces. This traffic is usually stop/start as drivers wait for spaces, and so the local traffic network would be expected to function more effectively.

Environmental & Air Quality Implications
15. The scheme would shift on-street parking pressure to other roads, which do not have parking controls, and it is likely that the traffic would spread over a wider area. It would, however, reduce the amount of local traffic that uses the roads in the controlled area, whilst trying to find a space to park.

Background papers -
Consultation response Papers- Letters received - past consultations and parking surveys Documents

Background papers held by author/other - Younes Hamade, Senior Professional Traffic Engineer, tel 020 8547 5922 email: younes.hamade@kingston.gov.uk