

## Surbiton Neighbourhood Committee

20 March 2019

### Beaconsfield Road and surrounding area Parking Beat results.

Report by Assistant Director Transportation, Highways and Regulatory Services

#### **Purpose**

This report outlines the results of a Parking Beat undertaken in the Beaconsfield Road and local area and to seek a way forward.

#### **Recommendations**

1. To note the results of the Parking Beat Annex 1;
2. Consider whether to progress the request by residents to consult on a parking scheme in these roads as shown in Annex 2.

#### **Benefits to the Community:**

Residents will find it easier to park their vehicles in their own roads.

#### **Key Points**

- A. At the 6 November 2018 Surbiton Neighbourhood Committee a resident presented a petition stating that parking was a problem in the Beaconsfield Road local area and requested a Controlled Parking Zone be introduced. It was decided to undertake a Parking Beat Survey in this area to ascertain the situation.
- B. At the 16 January 2019 Surbiton Neighbourhood Committee a resident asked for an update on the progress of the planned survey. The Committee was informed that this would take place on the 22 January 2019.
- C. The results of the Parking Beat are now available to be discussed and a way forward to be agreed.

#### **Context**

1. A Parking Permit Area is planned in the Browns Road area and another is under review in the Alpha Road area.
2. The main risk posed by the introduction of a new parking scheme is the displacement of vehicles, particularly commuter parking, onto surrounding roads.

## Proposal and Options

3. The results of the parking beat show that at certain times of the day parking spaces are at a premium.
4. The option to set up a working group for residents to discuss possible solutions would seem a positive step if the committee agreed to progress the request.

## Parking Beat survey results:

5. From the results received Beaconsfield Road and Gordon Road at 5am are at 92% capacity which we can presume is residents parking. The other roads have reasonable capacity.
6. This picture changes at 9am when Hollyfield Road, Beaconsfield Road, and Birchington Road are at near capacity. Which indicates parking by non-residents. This is replicated by the 1pm survey.
7. By 5pm onwards capacity in the roads is reasonable with spaces for residents is not seen as a problem.
8. The conclusion of the parking beat indicates non-residents parking between the hours of 9am and 1pm does create a problem for residents in Beaconsfield Road, Hollyfield Road, and Birchington Road.
9. Broomfield Road, Derby Road, and Gordon Road seem less affected by parking overall.

## See table for full results:

Road	Capacity	5am	9am	1pm	5pm	7pm	9pm
Hollyfield	73	19/26%	68/93%	73/100%	45/73%	27/37%	26/35%
Beaconsfield	94	87/92%	82/87%	80/85%	72/78%	71/76%	74/78%
Gordon	31	28/90%	21/67%	21/67%	21/67%	23/76%	23/82%
Birchington	17	14/82%	17/100%	16/94%	10/58%	12/71%	14/82%
Broomfield	80	51/63%	50/62%	44/55%	42/52%	52/93%	55/68%
Derby	56	31/55%	29/51%	25/44%	30/53%	32/73%	36/64%
<b>Total</b>	<b>351</b>	<b>230 (66%)</b>	<b>268 (76%)</b>	<b>259 (74%)</b>	<b>220 (63%)</b>	<b>218 (62%)</b>	<b>228 (65%)</b>

### **Timescale**

10. Residents to be advised of the committee's decision and if the proposal is approved the likely timescale for implementation if funding is approved .

### **Resource Implications**

11. There is no funding been allocated to this scheme if a scheme is approved funding needs to be sought from RBK Capital Programme

### **Legal Implications**

12. None at this time.

### **Risk Assessment**

13. The key issues that would need to be considered are any displaced traffic to surrounding roads which has been addressed by a second consultation to the roads concerned

### **Equalities Impact Assessment**

14. Schemes of this nature are covered by an overarching EQIA, and as such it does not require a specific assessment.

### **Health Implications**

15. None at this stage

### **Road Network Implications**

16. Surrounding roads may be affected by overspill parking when on the edge of a PPA.

### **Environmental and Air Quality Implications**

17. 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**

#### **Survey results and letters.**

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