

## Summary of further consultations on parking in Thames Ditton: 4 January 2007

To follow up earlier consultations Ben Ellis convened a meeting of road representatives on 4 January. The timescale had been shortened because of the need to get proposals to Surrey CC Highways Department before the end of January. Peter Hickman noted that Surrey would doubtless have views and comments on practicalities that might result in the proposals being amended. If events proceeded in Thames Ditton as they had recently done in Long Ditton, Surrey would need two or three months before being ready for the next stage – publicising the proposals and undertaking a broad consultation exercise. It would probably be a further two to three months after that before implementation.

The meeting agreed that within the time available the prospects of getting majority agreement on a comprehensive solution for the whole of Thames Ditton were not high. We would therefore concentrate on minimal and essential proposals that would be likely to command support. We would be careful to consider possible knock-on effects from these proposals. It made sense to implement a cautious range of measures at first. If they were indeed adopted and implemented by Surrey, then in the light of their effects in practice, further measures might have to be considered in a future exercise.

The proposals agreed at this meeting are summarised in the tables below:

### Zone 1: the area of Thames Ditton High Street, Ashley Road and Watts Road:

Proposal	Why	Effects
Short stretch of double yellow lines along one side of the neck of Ashley Road, from the neck of Church Lane around the entrance to Harvest Lane continuing to the seat where the exit to Ashley Rd broadens	Parking on both sides of the neck of Ashley Road constricts passage for essential utilities and emergency services. Allowing parking on one side of the neck of Ashley Rd only would remove this constriction. The existing white lines are too limited and are being ignored.	Some 8 spaces currently used for parking would be removed. Ashley Rd car park is the obvious point to absorb these cars.
Some eight spaces for short-term parking (60 mins max; no return within 2 hrs) to be delineated from the end of the above double yellow lines in front of the office entrances.	All day parkers prevent spaces being available for shoppers / deliveries. Shoppers / visitors / deliveries to the offices and shops nearby are currently often double-parked.	Shoppers and other genuine short-stay visitors accommodated. All-day parkers would have to find somewhere else – Ashley Rd car park nearby.

Double yellow lines around the hexagon/tree at the junction of High St / Ashley Rd.	Parking around the hexagon obstructs traffic turning around it, especially large vehicles. The problem would become worse if cars displaced by the above two measures parked all day around the hexagon.	About 2 fewer occasional spaces around the hexagon – which is currently not marked to prohibit parking but, it was felt, should be so marked.
Double yellow lines around the periphery of the Fountain roundabout	Cars should not park around the periphery of that roundabout but do so – often partly on the kerb.	Theoretically, no adverse effect as cars should not be there anyway. Obstructions and illegal kerb parking prevented.
Double yellow lines around the periphery of the mini roundabout at the junction of Giggs Hill Rd / Watts Rd	Cars should not park around the periphery of that roundabout but do so – often partly on the kerb.	Theoretically, no adverse effect as cars should not be there anyway. Obstructions and illegal kerb parking prevented. Library car park nearby is a free parking venue.
Single yellow lines along Watts Rd interspersed with parking spaces at 3-car distances	To prevent cars parking along Watts Rd during the working day from all bunching up nose-to-tail at the High St end, causing cumulative obstruction.	No adverse effect – there is room for all the cars currently parking along Watts rd to continue to do so – but not all at one end. Traffic speeds will remain slow because of the need to negotiate parked cars but it will be easier for cars to pass each other in opposite directions.
Double yellow lines around the neck of Linden Close extending for a very short way along that side of Watts Rd.	To ensure that junction is free, and that a passing place along Watts Rd is available there.	No adverse effects

**Zone 2: area of Thames Ditton station:**

<p>Double yellow lines around the area of the railway bridge, extending a short way up each of Station Rd, Weston Green Rd (there are yellow lines along one side of WG Rd already), Embercourt Rd. and Speer Rd.</p>	<p>To prevent obstructive parking by inconsiderate commuters, and ensure free passage for buses and for pedestrians crossing the road at the humps.</p>	<p>Theoretically no adverse effect as people shouldn't be parking obstructively anyway.</p>
<p>Curfew parking with alternate curfew hours along alternate sides of each road for Basingfield Rd, Home farm Close and Camm Gardens. No residents' parking system, therefore no exemptions.</p>	<p>These roads are narrow cul-de-sacs clogged up by all-day parkers. Alternating the curfew hour will mean that there is always some space for daytime visitors to the locality.</p>	<p>Eliminating all-day parking along them will free some space for cars to pass in opposite directions, and for visitors / tradesmen during the day. There will be adverse knock-on effects in that the displaced all-day parkers will go to Speer Rd, Weston Green Rd and Embercourt Rd. But it was generally conceded that Basingfield Rd, Camm Gdns and Home Farm Close had a particularly strong case for palliative measures.</p>
<p>2-hr restricted parking for commercial vehicles only in the bay at the Speer Rd end of Church walk</p>	<p>Cars park there at present, ignoring the white lines. The bay is intended for deliveries, dustcart, removals vans etc.</p>	<p>Theoretically no adverse effects as cars should not park there anyway.</p>
<p>Lay-by at the junction of Station Rd / Basingfield Rd to be parking for coaches only.</p>	<p>Coaches from three schools pick up and drop off pupils there. There can be havoc when the lay-by is not available through parking by commuter cars (or by drainage problems!)</p>	<p>About 3 commuter cars will be displaced to other parking nearby.</p>

Comment: It was recognised that the limited proposals for this zone might aggravate problems in nearby roads that had no restrictions. But at present it is possible to find spaces in those roads, as a general rule. The case for some easement in Basingfield Rd is particularly strong. It was recognised that instituting restrictions in that road would displace cars to the two other cul-de-sacs Camm Gdns and Home farm Close where there were similar problems (though not currently as bad). The same proposal was therefore extended to those roads.

**Special consideration in response to shopkeepers' request:**

Limited short-stay parking along one side of Summer Rd from the mini-roundabout (junction with Speer Rd) to Queens Rd. 30 mins with no return within two hours.	To support shopper parking outside the group of shops on Summer Rd.	A few long-term parkers will have to find alternative space but this is usually available further out along Summer Rd.
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**Special consideration in response to Weston Green request:**

Single yellow lines interspersed with parking spaces at 3-car intervals along Weston Green Rd where it crosses the Commons.	Nose-to-tail parking by commuters from Esher Station causes congestion, restricts cars passing in opposite directions, results in damaged kerbs and in speeding to 'run the gauntlet'.	Some commuters will have to park elsewhere for Esher Station, possibly even paying in the station car park.
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**Further measures:**

1. Ashley Road carpark should be better signposted but street furniture to draw attention to it should not be grossly out of keeping with the village.
2. Several residents had expressed annoyance that
  - Company employees with parking space allocated in Colets and other car parks were not using that space but parking on the High St instead
  - Offices in the High St area were not using Ashley Rd carpark for their employees, where season tickets could be purchased if necessary.

A representative of the Residents' Association would approach these offices in an attempt to build a constructive approach to these problems. If they could not be solved by reasonable consensus, there would be the future prospect of instituting residents-only parking schemes around the village.

Meanwhile, several residents had expressed support for the idea of residents' parking, but others had expressed misgivings. For the present exercise, we

had avoided a commitment to residents' parking with its associated problems of fees, enforcement, visitors and tradesmen, and street furniture. But residents' parking remained a prospect if problems could not otherwise be eased, or if they worsened, as a result of the proposals put forward here.

**Enforcement:**

The proposals to be put forward would be enforced by existing traffic wardens and (in the case of double yellow lines and obstruction) police.