

SURREY COUNTY COUNCIL

CABINET MEMBER FOR ENVIRONMENT

DATE: 5 JULY 2010

REPORT OF: ROGER HARGREAVES, HEAD OF ENVIRONMENT SERVICE



SUBJECT: DEVELOPMENT RELATED PARKING GUIDANCE

KEY ISSUE/DECISION:

The report rehearses the need to review development related parking guidance due to experience of applying the current approach, and the desires of the local and wider Surrey community. It refers to two appendices that recommend revisions to parking guidance. The greatest changes are in respect of residential, and some destination land uses, such as hospitals, where a less prescriptive approach is recommended. The Cabinet Member is asked to decide whether it is appropriate to refer the guidance to Environment and Economy, and Transportation Select Committees, and to the LTP3 Task Group, for these to then in turn decide whether to consult with the Surrey Planning Officers' Association.

DETAILS:

1. Appendix 1, "A Review of Development Related Parking", sets out the reasoning behind there now being a need to look at guidance on this matter. It explains the historical challenges that parking requirements have presented, and that policy is changing to better reflect the economic concerns of the country, and the practical experiences of trying to operate a restraint approach in respect of residential parking.
2. Three options are proposed for consideration, with the recommendation that the option that is sensitive to County Members' concerns and the need to reflect some elements of policy be progressed.
3. Appendix 2, "Review of Parking and Cycle Standards – June 2010" sets out the recommended guidance standards that would be put to the relevant committees / groups for consultation subject to the Cabinet Member's authority.

Consultation

4. The Cabinet Member for Transport has been consulted on the attached appendices and supports the progression of these papers to the next stage in the process as out lined in the key decision.

Financial and value for money implications

5. None arising from the proposal to refer and consult on the guidance. There are unlikely to be financial implications arising from revising the guidance.

Equalities implications

6. The proposals will provide greater parking opportunities for cars, and therefore potentially favour that mode over others. Care will be needed to ensure that as much of the agreed parking as feasible is created off the public realm, within private curtilages and that any remaining parking is designed into the public realm from the start. Through designing parking into an environment from the outset there are likely to be obstructions caused to other modes from overflow/ fly parking. An example of this in recent years has been the obstruction of bus routes through newly built residential areas by parked cars due to insufficient provision. These recommended guidance standards will reduce the likelihood of this occurring.

Risk management implications

7. There are no risk related issues arising from these proposals

Implications for the Council's priorities or Community Strategy/Local Area Agreement targets

8. The Corporate Plan 2010 does not now have priorities, but instead contains the four objectives relating to Residents, Costs, Performance and Staff. The driving force behind recommending these revised guidance standards is to deliver more of that which residents desire. At the local level, these parking standards will make parking easier for those who wish to use cars. It will have impacts in the wider context in respect of other issues, but it is considered that these will be outweighed by the economic and amenity benefits of better meeting demand.
9. The only potential implication relating to the Surrey Strategic Partnership Plan relates to the health of children and young people. If more parking is provided, this might discourage the use of non -car modes, and have some impact on childhood obesity. The positive impact on the economy and public realm of designing parking in from the start must be considered against this negative.

Climate change/carbon emissions implications

10. The County Council attaches great importance to being environmentally aware and wishes to show leadership in cutting carbon emissions and tackling climate change.

It is possible that the increased provision of car parking could increase use of the car for certain journeys where there might be alternatives. It could lead to a corresponding reduction in searching/ trawling for spaces, and its subsequent benefits to localised air quality and congestion.

Legal implications/legislative requirements

11. There are no legal/ legislative requirements.

Corporate Parenting/Looked After Children implications

12. There will be no impact on Corporate Parenting/ or Looked after Children.

Section 151 Officer commentary

The S151 Officer confirms that all material financial and business issues and risks have been considered in this report.

RECOMMENDATIONS:

It is recommended that the Cabinet Member agrees to refer the Review of Parking and Cycle Standards June 2010 to the Environment and Economy Select Committee, and to the Transportation Select Committee, and the LTP3 Task Group with a recommendation that they be taken to the Surrey Planning Officers' Association for consultation purposes.

REASONS FOR RECOMMENDATIONS:

To secure Surrey County Council Member support for taking the revised suggested parking guidance to the 11 constituent Local Planning Authorities for their eventual use in planning decisions.

WHAT HAPPENS NEXT:

If the recommendation were to be supported by the two Select Committees, and the LTP3 Task Group, it is intended to then take the revised suggested guidance standards to the 11 members of SPOA for their views and eventual incorporation within their Local Development Frameworks.

Contact Officer:

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Consulted:

Strategic Director, Head of Transportation Development Control
Cabinet Member for Transport
Transportation Development Control

Informed:

Representatives of the 11 Local Planning Authorities within Planning Working Group and the Development Control Group.

Sources/background papers:

Planning Policy Statement 3: Housing
Planning Policy Statement 4: Planning for Sustainable Economic Growth
Planning Policy Guidance Note 13: Transport
