

CABINET MEMBER DECISION

Decision:

(i) Details of decision

REVIEW OF ON STREET PARKING CHARGES

(1) That a statutory consultation and publication of a notice of proposals is carried out in each Surrey district and borough (as appropriate) confirming that the County Council intends:

(a) to make Traffic Regulation Orders the effects of which would be:

- To remove existing voucher parking in Woking and Weybridge and convert it to 'pay and display' parking. A limited number of bays would be converted to resident only parking on the outskirts of Woking
- To convert some existing free parking bays to 'pay and display'
- To introduce new 'pay and display' parking

(b) to set a proposed parking tariff of:

High	£1.40 per hour or 70p for ½ hour
Medium	£1.00 per hour or 50p for ½ hour
Low	£60p per hour or 30p for ½ hour

The proposals in (a) above are detailed on the drawings listed in Annex 1 to the report submitted and the proposed tariffs for the 'pay and display' areas ((b) above) are detailed on the drawings listed in Annex 2 to the report submitted, which were available on the Surrey County Council website from 11 January 2011 and which will be distributed to all Surrey County Councillors and MPs with an explanatory letter.

- (c) that the 11 Local Committees will be consulted as their areas come forward in the programme.
- (d) that the comments and objections for each area are considered by the Leader and Cabinet Member for Transport prior to any Traffic Regulation Orders being made.

(2) That the process to procure on street charging infrastructure such as pay and display ticket machines and a 'cashless' payment system is started and a further report on the tender outcome is brought to a future meeting of the Cabinet Member for approval to proceed.

(3) That a process be devised prior to any final decision that illustrates how any surplus made from individual areas is distributed, i.e. a percentage to be agreed will be retained for highway works where the surplus has been generated.

- (4) That a review be carried out by the Parking Team during 2012/13 (if these proposals go ahead) in consultation with Local Committees to determine whether any other parking restrictions are needed to tackle displacement as a result of the on street charging proposals.
- (5) That Local Committees are able to fund new Controlled Parking Zones (CPZ), or amendments to existing CPZs from their locally determined budgets subject to legal and programming considerations, i.e. any changes would need to fit in with the proposed on street 'pay and display' programme described in the report submitted.

(ii) Reasons for decision

Charging for parking helps the County Council effectively and efficiently manage on-street parking in Surrey and has the following benefits:

- 'Pay and display' makes short term parking easier to enforce and improves turnover of the available parking space.
- Free on street and 'pay and display' off street parking encourages drivers to look for on street parking and increases congestion and CO² emissions in town centres.
- A policy of setting higher charges for on street 'premium' spaces also encourages drivers to go straight to a car park, reducing congestion.
- Any surplus generated from on street charging can be used to maintain or improve highway infrastructure.

(iii) Details of any alternative options considered and rejected

None

(iv) Details of any consultation and representations received not included in the published report

The Cabinet Member considered a report from the Transportation Select Committee (Appendix 1) and tabled a supplementary report (Appendix 2) which responded to the issues raised by the Select Committee. Revised recommendations were also tabled.

Mr David Ivison, the Chairman of the Transportation Select Committee presented the Committee's report and outlined their objections to the proposals as presented to the Committee. He acknowledged that the supplementary report and revised recommendations addressed many of the concerns expressed by the Select Committee and reported that a Task Group to consider the issue of on street parking charges would be established to report to the Select Committee before the planned implementation of any changes. He asked that Local Committees were consulted before their areas came into the programme and advised that their comments would also be fed into the Task Group. Mr Ivison expressed concern at the proposed timeframe for the implementation of the proposals and considered that consultation could be rushed.

The Cabinet Member for Transport confirmed that the intent of the proposals was to erase the deficit and result in a cost neutral position. It was proposed

that a percentage of any surplus would be retained locally for highway improvements. He reported that the drawings referred to in Annexes 1 and 2 to the report had been published on the Council's website on 11 January 2011 and Members would be sent the drawings for their individual areas. The drawings would also be sent to local MPs. If the recommendations were agreed, a six weeks consultation period would commence. All responses received during the consultation period along with those already submitted would be considered prior to any Traffic Regulation Orders being made.

Conflicts of Interest

(Any conflict of interest declared by any other Cabinet Member consulted in relation to the decision to be recorded)

None

Dispensation

(Any dispensation granted by the Standards Committee in respect of any declared conflict of interest to be noted)

None

Decision taken by:

- (i) **Name:** Ian Lake
- (ii) **Portfolio:** Transport

Date of Decision: 12 January 2011

Date of Publication of Record of Decision: 12 January 2011

Date decision effective (i.e. 5 days after date of publication of record of decision unless subject to call-in by the Transportation Select Committee): 20 January 2011

TRANSPORTATION SELECT COMMITTEE

Item under consideration: **Introduction of on Street Parking Charges**

Date Considered: 7 January 2011

1. The Committee considered a report outlining proposals for the introduction of on street parking charges in Surrey. The Cabinet Member for Transport will consider the proposals on 12 January.
2. The Committee made a number of comments about the proposals as set out below:
 - There was no indication in the report what impact the introduction of on street parking would have on the local economy. Members were concerned that the proposals could damage businesses particularly in small villages.
 - Members felt that the full Cabinet should consider such an important and potentially controversial issue and not the Cabinet Member for Transport.
 - It was suggested that if charging is introduced a proportion of any surplus income should be ringfenced for highway work in the local area in order to make the proposals more acceptable to the public. In any surplus funds should be used to increase the budget for highway works and not to supplement it.
 - The Committee noted that no business case for the introduction of on street parking charges had been made in the report.
 - The Committee were disappointed that there were factual discrepancies between the report before it and the report being considered for Cabinet Member decision making
 - Members were generally supportive of the concept of the introduction of on street parking charges, but felt that they should have received more information about where it would be introduced and what tariff would apply in individual areas to enable them to make a more informed decision. Some of this information appeared to have been supplied to some Members and was included in the report to the Cabinet Member, but was not generally available to the Committee.
 - The Committee noted and welcomed the intention to carry out a full consultation with Borough/Districts and Local Committees. It was proposed that the Select Committee should be set up to oversee the proposals for schemes to introduce on street parking charges throughout the County.
 - The Committee felt that the process had been unnecessarily rushed and requested that the Cabinet member for Transport should delay his

decision until further consultation had taken place. The Committee was informed that any delay in the decision would affect the amount of income that could be generated in the coming year and consequently reduce the amount of highway maintenance that could be carried out.

Recommended (to Cabinet Member for Transport):

The Committee did not feel able to endorse the proposals in the report at this stage as insufficient information was available to them on the detailed proposals and requested that the Cabinet defer the report to allow for further consultation.

David Ivison – Chairman of Transportation Select Committee

INTRODUCTION OF ON STREET PARKING CHARGES - SUPPLEMENTARY REPORT

BACKGROUND

The Transportation Select Committee met on 7 January and considered a report entitled 'Introduction of On Street Charges'. The report was substantially the same as that being considered by the Cabinet Member on 12 January, the main difference being a more detailed recommendation in the report to the Cabinet Member. The Committee made a number of comments about the proposals set out in bullet points below. A response to each is given.

SELECT COMMITTEE COMMENTS

- There was no indication in the report what impact the introduction of on street parking would have on the local economy. Members were concerned that the proposals could damage businesses particularly in small villages.

Response

The proposals have been developed taking into account the nature of a community where the parking bays are located. In some places it would not be cost effective to install the infrastructure necessary for on street charging. Three tariff levels are also proposed and these are planned to be set at a level that would not deter visitors to an area. The introduction of on street parking charges is subject to a detailed consultation in each area and this will help determine the appropriate charge.

If implemented it is planned to review the impact of the proposals in each area during 2012/13. In this way problems caused by displaced parking can be reduced or eliminated.

- Members felt that the full Cabinet should consider such an important and potentially controversial issue and not the Cabinet Member for Transport.

Response

The Leader has the powers to make and delegate decisions about the introduction of Traffic Regulation Orders. In this case, with such a large countywide project this would be the most efficient way of reporting objections and gaining approvals through the consultation process.

As part of the consultation process all the proposal plans will be available on the SCC website. The Parking Team will formally write to the Local Committee Chairman, Chief Executive, District/Borough Transport Portfolio Holder and all Surrey County Councillors and MPs prior to statutory consultation. In addition the Parking Team will consult and update the Local Committees as the implementation programme develops.

- It was suggested that if charging is introduced a proportion of any surplus income should be ring-fenced for highway work in the local area in order to make the proposals more acceptable to the public. In addition any surplus funds should be used to increase the budget for highway works and not to supplement it.

Response

Income from parking must be used in accordance with Section 55 of the Road Traffic Regulation Act 1984, as amended by the Traffic Management Act. This stipulates that local authorities must use income from parking and on street charging for highway and environmental improvement works as well as parking schemes.

It may be possible to ring fence any surplus from parking charges that are generated in each District and Borough. Further consideration will be given to this as well as ways of publicising how the income will be used ie for the improvement of the highway network.

- Members were generally supportive of the concept of the introduction of on street parking charges, but felt that they should have received more information about where it would be introduced and what tariff would apply in individual areas to enable them to make a more informed decision. Some of this information appeared to have been supplied to some Members and was included in the report to the Cabinet Member, but was not generally available to the Committee.

Response

It was intended that the Select Committee would comment and discuss the principles for the introduction of on street charges whilst the Cabinet Member has the authority to approve the detailed proposals. Consequently the detailed plans were not available for the Transportation Select Committee.

Reigate and Banstead and Elmbridge are the two first areas in the proposed programme for the introduction of on street charging. Consequently the Local Committee Chairman, Chief Executive and District/Borough Transport Portfolio Holder for these areas have been already been preliminarily consulted. All the detailed proposals were published on the Council website on 11 January.

- The Committee felt that the process had been unnecessarily rushed and requested that the Cabinet Member for Transport should delay his decision until further consultation had taken place. The Committee was informed that any delay in the decision would affect the amount of income that could be generated in the coming year and consequently reduce the amount of highway maintenance that could be carried out.

Response

The report, if approved, will give the go ahead for a large-scale consultation with members, partners, businesses and Surrey residents. Further reports will be brought back to the Cabinet Member outlining the results of the consultation and seeking approval to continue or make changes to the proposals. The sooner on street parking charges are introduced, the sooner the parking deficit can be eliminated to the benefit of Surrey residents.

SUMMARY

Following the Select Committee meeting on 7 January the following additional areas, as described in detail above should be considered as part of the process for introducing on street charges:

- More consultation with local committees

- Investigate whether any surplus from parking could be ring fenced and spent in the district in which it originated.
- Consider and communicate how the surplus will be spend at a local level
- Review the impact of the proposals after a 'settling down' period to tackle any displacement problems.

Revised recommendations have been provided to the main report to reflect these comments.

Contact Officer:

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Sources/background papers:

Review of On Street Resident Parking Permit Charges - Cabinet Member for Transport, 15 September and 15 December 2010
