

**EXTRACT FROM THE MINUTES OF THE MEETING OF THE CABINET
HELD ON 24 MAY 2011**

**78/11 REVIEW OF CONSULTATION RESPONSE TO ON STREET PARKING
CHARGES IN ELMBRIDGE (Item 6)**

Amendments and further information concerning the review of the consultation response to on-street parking charges in Elmbridge were tabled at the meeting. (Appendix 7)

Mr John Butcher, local Member for Cobham, was invited to speak. He made the following points:

- A decision concerning the introduction of on-street parking charges should be deferred until all consultation had taken place.
- Cobham had been treated less favourably than Weybridge (although the tabled paper had addressed this).
- The significant number of supermarkets, with free parking, in Cobham.
- The proposals for displacement parking were inadequate
- More detailed information was needed on the estimated income.
- Details about an appeal process should be provided.

There was discussion concerning the estimated income and occupancy rates. The Cabinet Member for Transport confirmed that the next stage was the issue of amendment notices, which would be subject to a six week consultation process.

RESOLVED (as amended):

In East Molesey

- (1) That the proposed medium tariff be retained, but the maximum time limit for pay and display be extended to four hours, with no return within one hour, Monday to Friday between 8am and 6pm.

In Thames Ditton

- (2) That parking charges not be introduced in Thames Ditton at the present time. This, to be reviewed at a later date.

In Esher

- (3) That the proposed medium tariff without a free period for pay and display be retained, that the no return period be amended to 1 hour, and that CPZ/resident permits valid between 9am and 5pm together with other options for residents of the High Street be investigated.

In Claygate

- (4) That a free 30 minute period be introduced for all on-street parking spaces that are part of the current proposals in Claygate, but that the

tariff is raised to the medium level, £1 per hour (50p for 30 minutes) with an amended two hour time limit, and no return within one hour, Monday to Friday between 8am and 6pm.

In Cobham

- (5) That all roads proposed for on-street parking charges, except those mentioned in recommendation 7 should have a free 30 minute period, followed by the medium tariff.
- (6) That the maximum time limit be increased to two hours (from one hour) on these roads.
- (7) That on street charges not be introduced in Cedar Road / Spencer Road. The proposed area of limited waiting in Cedar Road be implemented but without a charge.

In Hersham

- (8) That a free 30 minute period be introduced on Molesey Road and at Burwood Road / Pleasant Place, the existing time limit be amended to two hours, and the no return proposals, as at present, be retained.

In Weybridge

- (9) That all the proposed on street parking regulations be changed, to allow a free 30 minute period followed by the medium tariff, with a two hour maximum time limit and no return within two hours.

In Walton-on-Thames

- (10) That the proposals on Hersham Road, Rydens Road and Station Avenue / Halfway Green be changed, to provide a free 30 minute period here followed by the medium tariff, with a two hour maximum time limit and no return within one hour on Hersham Road and Rydens Road, and a two hour maximum time limit with no return within two hours at Station Avenue / Halfway Green.
- (11) That the proposals at Ashley Road, New Zealand Avenue and in the High Street be left unchanged, whilst Bridge Street and Thames Street increase their maximum time limit to two hours from one hour.
- (12) That on Ashley Park Road and Mayfield Road, the proposed low tariff be removed and replaced with a £5 charge for four hours parking. This will cater for station users.

In General

- (13) That any objections to the subsequent amendment notice be reviewed by the Cabinet Member for Transport prior to any order to introduce charges being made.
- (14) That the on street charging infrastructure and machines be ordered for Elmbridge Borough through the approved supplier as described in the report.

Reasons for decisions:

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 making retail areas more accessible and helping local businesses.
 - 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.
 - Blue badge holders would be exempt from the charges.
- The recommendations in this report have been developed following a widespread consultation and debate about on street parking charges in Elmbridge.

79/11 REVIEW OF CONSULTATION RESPONSE TO ON STREET PARKING CHARGES IN REIGATE AND BANSTEAD (Item 7)

Amendments and further information concerning the review of the consultation response to on-street parking charges in Reigate and Banstead were tabled at the meeting. (Appendix 7)

Mrs Fraser, local Member for Banstead East was invited to speak. She:

- Stated that Reigate and Banstead had been short-changed because other Boroughs / Districts' consultation would have Local Committee input.
- Acknowledged that the report today had taken on board some comments and referred to the proposals for Banstead.
- Referred to the petitions and drew attention to the strength of feeling from residents and businesses.
- Welcomed the free 30 minute parking in Banstead.
- Expressed concern about displacement parking and requested a review of white / yellow lines in the southern part of the village, agreed in June 2010.

The Leader reiterated that the County Council had listened to representations during the consultation period. As a result, the proposals had been amended.

The Cabinet Member for Transport appreciated the concern from residents and businesses in Reigate & Banstead and Elmbridge but said that on street parking charges were already in place in Guildford and Woking. He acknowledged difficult decisions were being made.

He considered that the recommendations before the Cabinet reflected many of the task group's recommendations. Finally, he said that there would be ample opportunity for both Boroughs to comment through the formal consultation period after the issue of the amendment notices.

RESOLVED (as amended):

In Banstead

- (1) That a free 30 minute period on all on-street parking spaces that are part of the current proposals in Banstead be adopted, with a revised two hour time limit and no return within one hour.
- (2) That on street spaces in The Horseshoe have a longer term daily rate of £4.50. However, a free 30 minute period is also provided.
- (3) That the single yellow line on the southern side of Greenhayes Gardens be extended to prevent obstructive parking (0830-1830 Mon Sat).
- (4) Agreed not to proceed with charges in Avenue Rd and change these to a 4 hour limit.

In Reigate

- (5) That the proposed medium tariff (£1 per hour) with a free 30 minute period in Church Street and the High Street be agreed, with a maximum time limit of 2 hours in both roads.
- (6) That the no return period for Upper West Street be changed to one hour, to reflect the proposals in Church Street and the High Street.
- (7) That a free 30 minutes followed by the medium tariff in Bell Street, with a time limit of two hours and no return within one hour, be changed.
- (8) That the tariff be changed from medium to low (60p per hour) in Castlefield Road.
- (9) That the operational hours of restrictions in Rushworth Road be reduced to 10am to 4pm Monday to Friday and have a long stay charge of £4.50.
- (10) That the charges be reviewed, in following implementation to maintain a differential over off street spaces.

In Redhill

- (11) That the proposed tariff in Brighton Road be changed from 60p per hour to a free 30 minutes followed by the medium tariff (£1 per hour), with a revised time limit of two hours and no return within one hour.
- (12) That the tariff in Chapel Road be changed from low to medium (£1 per hour), and change the no return period to one hour, to reflect other similar locations in Reigate and Banstead.
- (13) That a longer term tariff of £5.50 over 5 hours be provided in London Road as well as the medium tariff (£1 per hour).
- (14) That the on street tariff as part of the review process to maintain a differential over off street parking charges (which are subject to reasonably regular tariff changes) be reviewed.

In Merstham

- (15) That the current proposals be retained. That the tariff and effects of displaced parking on roads such as Rockshaw Road, Ashcombe Road and Church Hill after implementation be reviewed. That the Banstead and Southern Villages parking review be implemented at the same time.
- (16) That the on street tariff as part of the review process to maintain a differential over off street parking charges be reviewed.

In Horley

- (17) That the medium tariff on the High Street and Victoria Road be changed to provide a free 30 minute period followed by the medium tariff, and the time period to two hours instead of one hour be revised.
- (18) That the provision of a long stay tariff (over 5 hours) of £5.00 in Station Approach be agreed. There is no two hour limit.
- (19) Russell Crescent be recommended to be free for up to five hours, with a long stay tariff (over 5 hours) of £5.00.
- (20) Agreed not to proceed with proposals for charges in Station Road.

In General

- (21) That any objections to the subsequent amendment notice be reviewed by the Cabinet Member for Transport prior to any orders to introduce parking charges being made.
- (22) That the on street charging infrastructure and machines be procured for Reigate and Banstead Borough through the approved supplier.

Reasons for decisions:

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 making retail areas more accessible and helping local businesses.
 - 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.
 - Blue badge holders would be exempt from the charges.
- The recommendations in this report have been developed following a widespread consultation and debate about on street parking charges in Reigate and Banstead.

**CABINET MEETING
24 MAY 2011**

Amendments and further information

Item 6 - Review of consultation response to on street parking charges in Elmbridge

1) Claygate.

The proposals in the report recommend that parking charges in Claygate should only operate Monday to Friday. This is because the off street car park is also free on a Saturday.

Annexe 2 to the report incorrectly shows the operational time for Claygate to be Monday - Saturday. This should be Monday - Friday.

The estimated income for Claygate has been calculated assuming restrictions apply Monday -Saturday. Consequently if they were applied Monday - Friday then this would reduce the income by 1/6. This reduces income for Claygate to £12,000.

It has also been claimed (but not confirmed) that there will be one less space than shown on plans due to a new drop kerb access. This would further reduce income by 1/37 to £11,600. It should be noted that the income estimates for Claygate only assume 40% occupancy rates in the spaces available, although in practice it should be higher.

2) Cobham

Cobham High Street currently has unrestricted parking, meaning vehicles can park all day. The report proposes a 2 hour parking restriction in Cobham with no initial free period. The argument for a free 30 minutes for on street parking in the town is finely balanced, as there are two supermarkets nearby, however the majority of shops in the town have a different retail offer to the supermarkets. It could also be argued that the Waitrose in town brings customers in who also use other shopping facilities. The introduction of a free 30 minutes would mitigate concern that customers would be driven to use nearby supermarkets rather than shop in the town.

Should the Cabinet wish to consider a free 30 minutes in Cobham, the financial impact is estimated to reduce the income from £84,000 to £62,000. This, and the changes in Claygate are shown in the table below.

Location	Estimated cost of installing on street charging equipment	Possible income from on-street parking charges per year	Operating costs for pay and display machines per year
Claygate	£11,000	£11,600	£7,500
East Molesey	£22,000	£89,000	£15,000
Esher	£25,000	£61,000	£17,500
Walton-on-Thames	£60,000	£110,000	£45,000
Hersham	£8,000	£5,500	£5,000
Weybridge	£42,000	£48,000	£27,500
Cobham	£55,000	£62,000	£35,000
Total	£223,000	£387,100	£152,500

3) The following amendments are proposed to the report to clarify the powers under which the County Council is proposing these changes.

Paragraph 126 should read “The County Council has the necessary legal powers to operate parking enforcement through the Traffic Management Act 2004 and introduce or amend orders to designate parking bays and introduce parking charges through the Road Traffic Regulation Act 1984”.

In paragraph 127, the first sentence should read “The legal mechanism for introducing on street parking charges is through an order made under sections 45 and/or 46(1A) of the Road Traffic Regulation Act 1984 (as amended)”, and the last sentence should read “The introduction of such an order is subject to a statutory consultation and public notification process”.

Recommendation 13 should read “that any objections to the subsequent amendment notice are reviewed by the Cabinet Member for Transport prior to any order to introduce charging being made”.

Item 7 - Review of consultation response to on street parking charges in Reigate and Banstead

4) Reigate

Reigate has a 1 hour parking restriction in the High Street and a 2 hour restriction in Church Street. The case for a free 30 minutes in Reigate is not as strong as smaller shopping centres in Banstead or Horley, however there

is considerable concern from the business community in the town that parking charges will harm trade. The Morrisons store in the town centre offers free parking for 2 hours and there is some feeling that without a free parking period, customers will be attracted to use it rather than local shops. This is possible, however the supermarket also attracts visitors to the town who then also may go on to shop elsewhere. If introduced with parking charges, a free ½ hour would help reduce the concern from local businesses and should still cover the costs of operating the pay and display machines.

The table below has been updated to show the financial implications of a free ½ hour in Reigate (High Street, Church Street and Bell Street) to assist the Cabinet. If a free initial ½ hour is agreed then the maximum parking time allowed should be extended to 2 hours in the High Street and Church Street.

Location	Estimated cost of installing on street charging	Possible income from on-street parking charges per year	Operating costs for pay and display machines per year
Banstead	£52,000	£90,000	£35,000
Reigate	£40,000	£106,000	£27,500
Redhill	£22,000	£75,000	£17,500
Merstham	£25,000	£20,000	£5,000
Horley	£30,000	£50,000	£20,000
Total	£169,000	£341,000	£105,000

5) Banstead

The attached Annexe 2 shows Banstead High Street to be Monday - Saturday, 0830-1830, 2 hours no return for 2 hours. This should be 'no return for 1 hour' and is correct in the report recommendations. This is to maintain consistency with other restrictions in Banstead.

6) Horley

The proposed tariff in Station Approach is Monday to Friday, 0800-1800, Medium tariff upto 5 hours (£1 per hour) or £5 for over 5 hours.

The proposed tariff in Russells Crescent is no charge for up to 5 hours or £5 for over 5 hours, 0830-18.30, Monday - Friday. There is no 2 hour time limit.

7) The following amendments are proposed to the report to clarify the powers under which the County Council is proposing these changes.

Paragraph 118 should read “The County Council has the necessary legal powers to operate parking enforcement through the Traffic Management Act 2004 and introduce or amend orders to designate parking bays and introduce parking charges through the Road Traffic Regulation Act 1984”.

In paragraph 119, the first sentence should read “The legal mechanism for introducing on street parking charges is through an order made under sections 45 and/or 46(1A) of the Road Traffic Regulation Act 1984 (as amended)”, and the last sentence should read “The introduction of such an order is subject to a statutory consultation and public notification process”.

Recommendation 21 should read “that any objections to the subsequent amendment notice are reviewed by the Cabinet Member for Transport prior to any order to introduce parking charges being made”.

Ian Lake
Cabinet Member for Transport
24 May 2011