



**MR IAN LAKE**  
 County Councillor  
 -Weybridge-  
 c/o County Hall  
 Penrhyn Road  
 Kingston upon Thames  
 KT1 2DN  
 P: 020 8541 7177  
 Email: i.lake@surreycc.gov.uk

Cllr Steve Renshaw  
 Chairman  
 Transport & Environment Select Committee

14 February 2012

Dear Steve

I would like to take this opportunity to firstly thank you and your select committee for the valuable contribution and work you have made in progressing on-street parking enforcement. I am conscious of the time that has passed since your committee looked at parking before Christmas, and this letter should update you.

As the Cabinet Member, I am absolutely committed to working with everyone to devise suitable arrangements that benefit our residents and that are acceptable to the districts and boroughs, the county council and local committees. I do not need to tell you that parking controls can be an emotive subject and it is essential we get the right arrangements in place for the long term.

We need to appreciate just how much has changed and the improvements already in place. Financially the operating deficit has been substantially reduced and excellent partnership working is in place and being further developed. Reigate & Banstead has successfully taken over enforcement in Tandridge, and Guildford is providing a more effective and efficient service in Waverley. The progress we have made should not be forgotten and I am keen to build upon this.

So far I have met with a number of leaders and/or portfolio holders from the districts and boroughs to consider opportunities. Meetings have been diarised with those I've not yet met. While our officers may have been working on detail, I am keen that there is political consensus and buy in. I support consortium working as I believe that there can be real benefits for all, although the only way this can be achieved is for the individual districts and boroughs to develop it together. I am looking for the consortia to come up with proposals that work for all stakeholders. This isn't something the county council can simply impose.

On-street parking enforcement is not a tool to generate additional income. If through sound operational management and appropriate parking strategies a financial surplus is generated, this can be used to benefit our residents as permitted in law. I appreciate that this is a key consideration for Members.

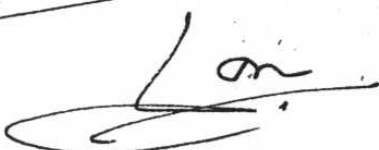
Nevertheless as a framework I would expect any agreement to encompass the following, subject to the agreement of our partners:

- Operating accounts clearly identifying all costs and income (if on-street charging exists, identifying costs/income on a local basis)
- As a minimum cost neutral to the county council
- A percentage "share" of any surplus to the district (or enforcement agent) performance driven to help efficient working practices
- As a cost a limited amount to be returned to the county council to contribute towards maintaining policy, coordination and parking reviews
- The majority percentage (at a minimum 60%+) to be returned to the local committee responsible for the geographical area where the surplus was generated. Final percentage splits of any surplus to be determined by the county's Cabinet. It will be for the local committee, consisting of both county and borough members to determine how this funding is allocated
- Key performance criteria to be agreed and for the local committee to undertake a scrutiny role
- Flexibility for local committees to provide additional enforcement (over and above what would be undertaken by the enforcement agent) subject to the local committee fully funding

As the Highway Authority, the county council is responsible for parking enforcement to manage highway safety and reduce congestion. To improve our areas we undertake discretionary enforcement such as resident permit parking or limited waiting although this is not a statutory function. In the discussions so far, it appears there is general unwillingness for any cross subsidy between consortia/districts. The county council remains responsible and must have arrangements in place to undertake our statutory functions. The local operating detail is for consortia to determine, but based on current discussions we would not seek to introduce cross subsidy outside their agreements, subject to a minimum level of service being provided across the county. This will make it necessary for local committees to ensure they introduce local parking schemes or restrictions, which suit their particular needs.

I hope that this is useful and I am, of course, more than happy to discuss. The Leader has reviewed the contents of this letter.

Yours sincerely



Ian Lake  
Cabinet Member for Transport & Environment