

Clarification on Cabinet decision following item 5 (b) of the report dated 24 May 2011

Following on from Cabinet decision on 24 May 2011 on item 5(b), a number of Councillors, Officers and members of the Public have requested clarification on what the decision process entails.

The Cabinet has already agreed on the principle for on street parking enforcement throughout Surrey. **There is no change to the principle of charging for on street parking in order to cover costs of enforcement and maintenance.** It was also agreed that parking charges in the Tandridge area would centre on commuter parking issues only.

For clarification, therefore the process to be followed is:

- SCC officers complete the formal arrangements for the on street parking public consultations in the remaining nine Districts and Boroughs. The decision on the TROs (Traffic Regulation Orders) will lie with the Local Committees;
- The criteria for the Local Committees to agree any changes to the proposals after public consultation has to be clearly defined. These include:
 - Proximity to free parking either borough and district off-street car park(s) or supermarket/superstore;
 - To encourage use of municipal car parks, on street car parking charges should not be lower than municipal car parks;
 - Enforcement improvement;
 - Reduction of local traffic congestion;
 - Improve churn;
 - Vacancy rate of a parade of shops to support the local retail economy;
 - Must ensure the financial viability of the local parking operation.

Local Committees can also:

- Set the costs for residents parking permits above the minimum charge of £50 for the first car and £75 for the second;
- Commission and fund new parking reviews in response to the needs of local residents and businesses;
- Following on from the Leader's agreement with the Surrey Federation of Small Businesses, commission reviews of yellow lines outside shops;
- Scrutinise the performance of on street parking enforcement arrangements;
- In the eventuality that a surplus is generated and, if all or part is allocated to the Local Committee, decide which highways or transport schemes to fund based on local needs.

The Cabinet naturally reserved the right to call in a decision of a Local Committee who fails to follow the guidelines or where a decision would impose a cost on the County Council.

The Cabinet also recognised that, where Local Committees fail to agree on street parking charges in specific areas within the agreed programme and reasonable timeframe, they can request Cabinet to make the final decision.

If a Local Committee prefers the Cabinet to make the decision without further Local Committee discussion, then the Chairman can refer the item back to Cabinet for formal decision. (This could be for a part area or whole area)

Finally, the decision of the Cabinet and the process outlined above promotes the County Council's localism agenda by devolving power to Local Committees to make decisions that are best suited to local circumstances.

David Hodge
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