



**OFFICER REPORT TO LOCAL COMMITTEE
(Mole Valley)**

Hookwood on street parking proposals

12 September 2012

KEY ISSUE

To review the response to resident survey about on street parking problems in Hookwood and agree statutory consultation about changes to parking restrictions.

SUMMARY

A public consultation was carried out with Hookwood residents during December 2011 and January 2012 to seek their views about possible parking charges and residents parking. This report outlines the response to the consultation and proposes to carry out statutory consultation after further informal consultation about detailed proposals.

OFFICER RECOMMENDATIONS

The Local Committee (Mole Valley) is asked to agree:

- (i) Further consultation in Hookwood and with Mole Valley District Council about detailed proposals including:
 - a) Changes to the parking restrictions in Povey Cross Road possibly including parking charges and residents parking provision.
 - b) The introduction of residents parking schemes or curfew parking in Forge Place, Malcolm Gardens and Withey Meadows

- (ii) That the Parking Team Manager in consultation with the Chairman and Local Member agree the detailed proposals for statutory consultation.
- (iii) That the County Council's intention to make a Traffic Regulation Order (TRO) under the Road Traffic Regulation act 1984 is advertised and, if no objections are maintained, the order is made;
- (iv) That a further report outlining the response to the statutory consultation is brought to the Local Committee to for approval to implement any proposals.

1 INTRODUCTION AND BACKGROUND

- 1.1 A public consultation was carried out in December 2011 and January 2012 to determine residents views about parking issues in Hookwood. The village is adjacent to Gatwick Airport and has longstanding problems with commuter and holiday parking.
- 1.2 Residents in the village were sent a letter, questionnaire and prepaid envelope in order to send their views to the Surrey Parking Team. A plan showing the village and consultation boundary is shown in Annex 1. The summarised response to the consultation is shown in Annex 2.

2 ANALYSIS

- 2.1 The questionnaire sent to residents had 3 questions. These are shown in Annex 2 along with the responses. 74.4% of resident considered that there was a parking problem in the village and that something should be done.
- 2.2 Only 40% however felt that a Controlled Parking Zone or residents parking scheme was needed.
- 2.3 There was however, 74.4% support for parking charges in Povey Cross Road.

Povey Cross Road.

- 2.4 Residents complained about airport and taxi parking and not having enough space for their own vehicles and visitors. Residents in this road were marginally in favour of a residents parking scheme.
- 2.5 The existing parking bay in Povey Cross Road (PCR) has a 4 hour time limit with a 'no return for 1 hour'. The short 'no return' period makes this restriction difficult and time consuming to enforce for the Mole Valley Civil Enforcement Officers (CEO's). A 'no return 4 hours' would make the existing restriction much easier to enforce and improve compliance with this restriction.

- 2.6 The parking bay is used throughout the day and night and residents were also concerned about the noise this creates.
- 2.7 Some of the parking bays at the Horley end of the road are also un-restricted and cars are often left for weeks in these spaces.
- 2.8 The introduction of parking charges is possible in this location, however the income from charges would need to be carefully balanced against the cost of operating and maintaining pay and display machines. A pay by phone system is a possible lower cost alternative. The costs and income would need to be discussed with Mole Valley District (who would operate the equipment) in order to determine the viability of charges in this location.
- 2.9 The parking bays could also be amended to allow use by resident permit holders. (whether parking charges are introduced or not). The change described in para 2.6 could however free up more space for residents and their visitors making this un-necessary.
- 2.10 The proposals for Povey Cross Road are therefore to amend the existing 'no return period' to 4 hours to improve enforceability and consult further about the need for residents permits and parking charges.

Forge Place

- 2.11 There was a low response rate to the questionnaire from Forge Place residents, however they were in favour of resident parking. It would be possible to introduce 'resident permit parking beyond this point' at the entrance to Forge Place.
- 2.12 Other comments made requested extending yellow lines partially into Forge Place to deter all day parking and this is also an option but would be less convenient for the residents. A 1 hour restriction maybe enough but given the proximity to the airport a longer period might be needed. If parking charges were introduced in PCR it would be necessary to make sure there wasn't displacement at other nearby locations like Forge Place.
- 2.13 The proposals for Forge Place are therefore to consult further about a curfew parking restriction or a resident permit scheme and then carry out a statutory advertisement on the preferred proposals.

Malcolm Gardens

- 2.14 Five of eight households responded and felt something should be done but there wasn't a majority in favour of resident permit parking.

- 2.15 There are reports of access problems in and out of Malcolm Gardens caused by obstructive parking or loading/unloading. The double yellow lines at the entrance to the road need extending further, however prevention of obstructive parking in this narrow road is essential.
- 2.16 As with Forge Place a 1 hour restriction might be ok but consultation is needed to find a restriction that would be least inconvenient for residents. 'Residents only beyond this point' could also be an option and resident might favour this if explained.
- 2.17 The proposals for Malcolm Gardens are therefore to consult further about a curfew parking restriction and resident permit scheme, then carry out a statutory advertisement on the preferred option.

Withey Meadows

- 2.18 There is commuter/holiday parking at the entrance of this road. Most of the residents have private parking near their homes and were not in favour of a resident parking scheme. The main need is to stop long term obstructive parking at the entrance to the road.
- 2.19 A 1 hour restriction in this area would achieve this and wouldn't inconvenience residents too much. Double yellow lines were suggested by some respondents and these are already in place near the junction with Reigate Road. Another option is to create a 4 hour bay in this location that could be used by residents and their visitors or provide some overflow parking for Reigate Road residents, where the current restriction is no waiting 0830-18.30 Mon-Sat.
- 2.20 The proposals for Withey Meadows are therefore to consult further about a curfew parking restriction or parking bay (4 hours, no return 4 hours) and carry out a statutory advertisement on the preferred option.

Reigate Road

- 2.21 Reigate Road residents generally supported charges in Povey Cross Road. They didn't seem to have any strong views about changing restrictions in Reigate Road but there was some support for residents parking and comments that the current restrictions didn't allow much on street parking for residents.
- 2.22 It is not proposed to change the existing restrictions in Reigate Road, however it may be possible to provide additional parking at the entrance to Withey Meadows as described above and it is proposed to consult further on this.

3 CONSULTATIONS

- 3.1 The proposals take into account preliminary discussions with the MVDC enforcement team and the views of residents.

- 3.2 There will be further consultation with the Parish Council and MVDC and statutory consultation about agreed proposals.

4 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 The advertising of the TRO and the necessary works will be funded from the Parking Team budget.
- 4.2 The administration and enforcement of resident parking schemes if funded from by the sale of resident and visitor permits. These are charged at £50 per year for the first permit and £75 for subsequent permits. Visitor permits are £2 per day.

5 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 There are no specific equality and diversity implications arising from this report

6 CRIME AND DISORDER IMPLICATIONS

- 6.1 Parking controls that meet the needs of the local community and that can be easily enforced help improve compliance of parking restrictions.

7 REASONS FOR RECOMMENDATIONS

- 7.1 Obstructive parking can be dangerous and lead to congestion as well as preventing access for public service vehicles. Long term parking should take place in car parks with residential roads prioritised for resident parking.
- 7.2 Residents have indicated that there are parking problems in Hookwood and further consultation is needed to refine the proposals in this report.

8 WHAT HAPPENS NEXT

- 8.1 Further consultation about the proposals in this report and where agreed the county council will carry out the necessary legal process to advertise the TRO.

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