

**MEMBER QUESTIONS****SURREY COUNTY COUNCIL'S LOCAL COMMITTEE
(REIGATE AND BANSTEAD)****4TH JUNE 2007**

Two Member Questions have been received

1 Cllr R C Newstead, Member for Reigate Hill, asks the following question:

Commuter Parking - St Alban's Road, Reigate

“What plans does the Highway Authority have to rationalise parking in St. Alban's Road and in what timescale in order to:

- a) Improve road safety especially during the working week as cars are parked on both sides of two thirds of the length of the road, reducing its width to a single file. A bend in the road at this point reduces visibility significantly.
- b) Improve ease of access for residents entering and leaving their own gateways. Cars are often parked so close to entrances to houses and to the two cul-de-sacs that turning in and out is both difficult and dangerous. This is often compounded by cars parked directly opposite.

If there are no current plans to curb this inconsiderate parking residents urge that this matter be brought forward for study and action in the short term, since this road has become a "rat run" for commuters by-passing the level crossing on Reigate Hill and the road is much used by children attending Micklefield School.”

The Local Transport Manager Responds:

“St Albans Road is contained within the North West Reigate Pilot Residents Parking Zone (RPZ) scheme, originally reported to the Local Committee on 18th July 2005 along with a pilot RPZ for the Horley Gardens Estate. The first focus of this work was the consultation, design and implementation of the Horley Gardens Estate RPZ.

The Local Committee report on 18th July 2005 recommended that a local Member task group be convened for the NW Reigate area to steer the development and consultation process for a parking management scheme. Outline proposals were subsequently drawn up and a task group, consisting of the local County and Borough Councillors, held on 10th January 2006. At this meeting it was agreed that further information was required to quantify:

- The likely permit up take by residents and costs associated with operating the scheme
- The likely enforcement implications and costs
- The impact on local businesses
- The impact on the surrounding area caused by displaced parking
- A likely implementation programme

A report was subsequently prepared and discussed with the chair of the task group in April 2006 and as a result it was agreed that a consultation process be undertaken with local residents and businesses to quantify the problems in the area and the acceptability of a residents parking zone including the purchase of permits. The consultation was undertaken on 30th and 31st October 2006 in the form of a letter drop; one to all residents and one to all businesses within the pilot boundary. The results of this survey was as follows:

Residents Survey

Approximately 1053 questionnaires were delivered and 525 (50%) completed responses were returned. Of the returned questionnaires 424 (81%) thought something should be done to improve parking for residents, whilst 353 (67%) would like to have resident permits (although some had caveats).

Business Survey

22 completed responses were returned from the businesses, which represents the majority of businesses in this area. 10 (46%) stated that something should be done to improve parking for residents, whilst 8 (36%) did not and 4 (18%) didn't express an opinion. The majority of businesses were not interested in buying permits.

These results were subsequently discussed with the chair of the task group in January 2007 and in light of these results it was agreed that local parking problems in North East Reigate should also be investigated with a view to include some roads in North East Reigate within the RPZ.

Following further discussions with the chair of the task group it was decided that the whole of Reigate should be considered in determining which areas would be applicable for a RPZ. The Traffic Regulation Order (TRO) covering the Reigate area is to be opened and parking amendments considered during 2007/08. It is therefore proposed that this TRO and the TRO for the existing Reigate CPZ is opened and smaller scale local parking amendments undertaken along with elements of the original NW Reigate RPZ that would not require residents permits. The NW Reigate RPZ would then be considered again in 2008/09 in light of the amendments made and reassess the need for the scheme.

These amendments would need to be developed and local residents consulted but, for St Albans Road, could include no waiting between 8:30am and 6:00pm (weekdays) along the majority of the east side of the road and along sections of the west side and could be implemented in 2007/08. Sections of marked parking bays could also be implemented with unlimited parking. In addition access protection markings could be considered across residents driveways.”



LOCATION PLAN

2 Cllr J Jones, Member for Redhill East, asks the following question:

Safe Route to School – Carlton Road and Gatton Park Road, Redhill

The traffic situation in Carlton Road, Redhill, associated with St Bede’s school, has worsened significantly over the past year. This is for reasons largely outside the school’s control, and is causing increased danger and inconvenience to school children and residents alike. Please would the Local Committee and Local Transport Manager use their position to help remedy the situation in two specific respects:

First, a system was agreed originally whereby school buses would travel only in a single direction, eastwards, along Carlton Road, thereby avoiding buses having to pass each other on the road. This system is not adhered to, despite the school’s best efforts to work with drivers of the contract buses, because the school has no means of persuading drivers of those public service buses which also serve the school, to adhere to the “one way” principle. Given that Surrey County Council ultimately controls both the “school contract” and “public service” buses, could the Local Transport Manager request the relevant County Council department(s) to issue a requirement that all buses adhere to the “one way” system, which is cascaded down to all drivers and is formalised into future re-writes of these contracts.

Second, the issue of buses passing each other in the road is exacerbated by the increase in commuter parking in Carlton Road, which creates bottlenecks in the road, and causes cars and buses to mount the pavement in order to pass each other. Please will the Local Transport Manager give a timescale within which the restrictions in Carlton Road and adjacent roads can be comprehensively reviewed, in consultation with the school and local residents, so that this source of danger can be reduced substantially.

Finally, a related issue is that of the pedestrian crossing of Gatton Park Road, approved by the Local Committee last year and funded mainly by section 106 funds from the Borough Council. Please can a definitive start date for this and the associated works be provided?

The Local Transport Manager Responds:

School and Public Buses

“Following receipt of this question the Local Highway Manager discussed this issue with the County’s Passenger Transport Group (PTG). In addition the County’s PTG Officers have recently been in correspondence regarding this issue with the bursar of Saint Bede’s School.

It is understood that the operators of the **unregistered school buses** (no’s 516, 523, 570 and 571) have been contacted instructing that the school bus operators only travel in from one direction (from A242 Gatton Park Road).

In terms of the **registered public bus services** there are issues in terms of both the direction of travel and the concerns as to how the children are picked up. The County’s PTG Officers have contacted the registered buses to establish how the various services access the school, as shown in the table below:

Operator	Direction of travel AM Peak	Direction of travel PM Peak
London General 820	A242 Gatton Park Road (travelling eastbound)	A242 Gatton Park Road (travelling eastbound)
Metrobus 460	A23 London Road (travelling westbound)	A242 Gatton Park Road (travelling eastbound)
Southdown 649	A23 London Road (travelling westbound)	A23 London Road (travelling westbound)
Cruisers 315	A23 London Road (travelling westbound)	Varies
Surrey Connect 540	A242 Gatton Park Road (travelling eastbound)	A23 London Road (travelling westbound)
Arriva 32 (31)	To be confirmed	To be confirmed
W&H Motors 650	To be confirmed	To be confirmed

The County’s PTG Officers view is that all buses should access the school from A242 Gatton Park Road (travelling eastbound), recognise the urgency of this issue and as a result will be working with the bus operators to seek a resolution of this issue.

Parking

There are 8 Traffic Regulation Orders (TRO) that cover waiting restrictions in Reigate and Banstead. Amendments to parking restrictions involve opening and amending the schedules within these orders, undertaking consultation and preparing and placing advertisements in the local paper. These processes incur costs (the average cost of each advertisement in £2,000) and resources, including legal clerks, which are limited. As a result the County Council developed a priority system whereby one or two TRO's are opened and reviewed per year and amendments made. This priority system, approved at the Local Committee at its meeting on 5th December 2005, takes into account requests for amendments to waiting restrictions, which the County Council records on a database.

The TRO's for Reigate and for Redhill are due to be opened in 2007/08, it is planned to commence the Reigate TRO first followed by the Redhill TRO, which covers Carlton Road and adjacent roads. County Council officers are in discussion with Reigate and Banstead Borough Council's parking enforcement officers and are developing possible options in this area. There are already no waiting restrictions around the school, consideration however, could be given to no waiting restrictions between 11am and 12pm where Carlton Road meets the A23 and at Carlton Green to address the issue of commuter parking. These proposals along with a review of other parking issues in the area would be subject to consultation.

Pedestrian crossing in A242 Gatton Park Road

The original proposals for Gatton Park Road included a mini roundabout at the junction with Wray Lane and a series of speed cushions up to and just beyond Carlton Road. The cushions were proposed to control speeds sufficiently to install a zebra crossing on a raised table immediately west of Carlton Road. During the statutory consultations, however, the fire and ambulance services based at the nearby Wray Park centre objected to the traffic calming features, as A242 Gatton Park Road is the primary route when attending calls from the Merstham area.

An alternative scheme was therefore produced consisting of a traffic signal controlled crossing in place of a zebra supported by several traffic islands without any cushions or tables. This revised layout was agreed by the emergency services and was subsequently approved by the Local Committee at its meeting on 5th March 2007. The detailed design is currently underway and revised cost estimates are being produced. The 30mph speed limit along Gatton Park Road has already been extended well beyond Carlton Road and the remainder of the scheme is currently programmed to commence in September 2007."

