



**OFFICER REPORT TO LOCAL COMMITTEE
(REIGATE AND BANSTEAD)**

REDHILL – PROPOSED WAITING RESTRICTIONS

8 December 2008

KEY ISSUE

To consider the implementation of additional waiting restrictions and disabled parking bays and amendments to existing restrictions at various sites in Redhill to address safety issues and parking problems.

SUMMARY

Over recent years a database has been kept of requests for alterations and additions to existing waiting restrictions. In order to provide equity to all areas a scoring system was agreed at the Local Committee on 5 December 2005, which allows parking revisions to be considered in a consistent, transparent and easily understood way. A time frame was agreed for the introduction of new parking management schemes within the Borough on an area basis.

The Northern Villages comprising Chipstead, Woodmansterne, Hooley, Tadworth, Tattenhams and Walton on the Hill were subsequently reviewed during 2006/07 and Reigate and Redhill to be considered in 2008/09. Reigate is currently being progressed and Redhill has been identified as the next priority. A review of the parking restrictions in Redhill has now been undertaken details of which are included in this report.

In addition the Traffic Regulation Order detailing all the Disabled Parking Bays within Redhill has been reviewed and a number of additional parking bays have been included.

OFFICER RECOMMENDATIONS

The Local Committee (Reigate and Banstead) is asked to agree that:

1. Following the necessary legal procedure amendments should be made to the following Traffic Regulation Orders as shown in the attached annexes
 - The Surrey County Council (Various Roads in Redhill Controlled Parking Zone)(Prohibition and Restriction of Waiting, Loading and Unloading and Free Street Parking Places) Order 2004
 - The Surrey County Council (Various Roads in Redhill)(Prohibition and Restriction of Waiting and Free Street Parking Places) Order 2004
 - The Surrey County Council (Various Roads in Reigate and Banstead) Free Street Parking Places)(Disabled Persons) (No.1) Order 2004.
2. Delegated powers are given to the East Area Group Manager in consultation with the Chairman of the Local Committee and Local Elected Members to consider and resolve any objections following advertisement of the Traffic Regulation Orders.

1. INTRODUCTION AND BACKGROUND

- 1.1 Following the decision at the Local Committee on 5 December 2005 to review the waiting restrictions in the Borough on an area basis a review of the restrictions in Redhill has been undertaken.
- 1.2 Many of the proposals have been on a database for several years and will address problems of access and obstructive/dangerous parking on important traffic routes.
- 1.3 It should also be noted that due to the rebuilding of the Redhill Bus Station the existing waiting restrictions need to be revoked and new restrictions implemented in line with the new layout.
- 1.4 A request for two new disabled parking bays, one in Redhill Town Centre in Brighton Road and one outside the surgery in Woodlands Road have also been received. Also an additional disabled bay in Lesbourne Road, Reigate can be legalised at this time while the Disabled Parking Bay Traffic Regulation Order is being amended.

2. OPTIONS

- 2.1 It is open to the Local Committee to approve the recommendations.
- 2.2 The Local Committee could amend the recommendations, however, as consultation has been carried out prior to this report being written, it is recommended that the proposals are advertised and any amendments can be made if objections are received. Any amendment will have to be a lesser restriction than that advertised.
- 2.3 The current waiting restrictions could remain unaltered, however, this would not resolve any of the parking problems.

3. CONSULTATION

- 3.1 Meetings took place with County and Borough Councillors (in March 2008) and consultation with Resident's Association representatives (in April 2008) to discuss these proposals, many of which have been areas of concern for many years. A further meeting was held on 12 November 2008 with the County and Borough Councillors for Redhill following consultation and the proposals shown on the Annexes were discussed and agreed at this meeting.
- 3.2 Consultation has been completed in
 - Ravens Close,
 - Ridgeway Road,
 - Upper Bridge Road,
 - Garlands Road,
 - Lynwood Road,
 - Carlton Road,
 - Vandyke Road and

- Carlton Green

The residents in these roads had expressed various concerns regarding parking and it was considered necessary to carry out a full consultation. Amendments have been made to the original proposals as required to balance local concerns. Local County and Ward Members have been contacted to outline the reasons for these changes.

- 3.3 Following the consultation it was agreed that no amendments would be made to the waiting restrictions in these roads at present due to the varied responses from residents of Ravens Close and Lynwood Road. All these roads asked for Residents Parking Schemes (RPZ).
- 3.4 A RPZ has to be implemented on an area basis to address the possibility of displaced parking and to provide economies of scale for Reigate and Banstead Borough Council who administer the permits and undertake enforcement. As such there is only Local Committee approval to implement RPZ's in two pilot areas (Horley and NW Reigate). In addition as part of the proposed Regeneration and Master Plan study of Redhill there is an ongoing parking study in Redhill being undertaken by consultants. It would, therefore be premature to consider a RPZ in this area until this study is complete.
- 3.5 All sites have been discussed with Surrey Police who are in agreement with the proposed waiting restrictions to improve road safety.
- 3.6 The proposed waiting restrictions have also been discussed with the Reigate and Banstead Borough Council's Car Parks Department, to confirm that there is sufficient staff resource to enforce the restrictions in these areas. In all cases they feel that there is sufficient resource available.
- 3.7 Reigate & Banstead Refuse Service and Surrey Fire & Rescue have also been consulted regarding access problems they perceive in the area.

4 PROPOSED SITES AND JUSTIFICATION

NB – ALL ANNEXES TO BE TABLED AT MEETING

REDHILL EAST

- **Oakdene Road– Annex 1**
Oakdene Road is a very narrow road and there are access problems both at the junction and at the accesses to the Old Tannery and Morriss Court. Double yellow lines are proposed for the junction with Linkfield Lane and a daytime restriction of one side in parts of the road
- **Linkfield Street.- Annex 1**
Commuter parking on the junctions with Fengates Road, Elm Road, Grovehill Road and Charman Road is causing sightline problems. Double yellow lines are proposed for the junctions and a daytime restriction on the one-side of Oakdene Road.
- **Upper Bridge Road - Annex 2**

Commuter and residents parking are causing access problems for refuse vehicles and the emergency services. Residents were consulted regarding the type of restrictions preferred, as many residents do not have off-street parking. The consensus of opinion was for a Monday to Friday restriction on the northwest side with additional double yellow lines at the junction with Grovehill Road. This would assist with access for emergency vehicles and refuse vehicles but still leave some on street parking for residents.

- **Ridgeway Road – Annex 3**
Again, access is a problem due to on street parking, mainly by commuters. Following consultation with residents a Monday to Friday restriction from 8am – 6.30pm on the southeast side was agreed.
- **Mill Street junction with Garibaldi Road - Annex 4**
Due to parking on the approach to the traffic signals at the junction with Brighton Road congestion occurs particularly during rush hour. It is proposed that double yellow lines are implemented at the junction with Garibaldi Road and a restriction from 8am – 6.30 pm Mon – Sat on the northeast side from Garibaldi Road to Garlands Road.
- **Linkfield Lane – Annex 5**
Parking is increasing on the approach to the traffic signals at the junction with A23 London Road, which is blocking the accesses to the properties on the southeastern side of Linkfield Lane. It is proposed that the existing single yellow lines should be changed to double yellow lines. In addition parked cars often obscure the sight lines at the junction with Hurstleigh Drive.
- **Gatton Park Road – Annexes 6 & 7**
Parked cars often block the sight lines at the junction of Monson Road and Colesmead Road causing a safety hazard. In addition the accesses to the parking areas of the new developments at the eastern end of Gatton Park Road are often obscured.
- **Carlton Road – Annex 8 & 9**
 1. A request has come from the Carlton Road Residents Association for double yellow lines on all the accesses to St Bede's School to improve safety.
 2. Curfew parking has been proposed for the southern side of Carlton Road from the junction with the A23 to the junction with Vandyke Close. This will assist with access for the school buses by removing commuter parking but still allow parents to park when necessary. Vandyke Close has been included as displaced cars may start to park here if unable to park in Carlton Road.
- **Carlton Green – Annex 10**
Residents are concerned about access for emergency services due to the number of cars parking in the road. These mainly belong to pupils of St Bede's School. A curfew restriction for one hour both morning and afternoon is proposed. The Carlton Road Residents Association has carried out consultation with the residents.
- **A23 London Road junction with Carlton Road and Linters Court – Annex 11**

A request has been received from SCC's Passenger Transport Group to reduce the length of the parking bay outside Holy Trinity Church and extend the double yellow line. Currently buses have difficulty passing the traffic island due to parked cars.

Residents of Linters Court are concerned about sightline problems at the access.

- **A23 London Road junction with Colesmead Road and junction with Mead Close – Annex 12**

A request has been received from Reigate and Banstead BC Refuse Services for double yellow lines to be installed at the junction to aid access for refuse vehicles.

- **Lyndale Road junction with Monson Road – Annex 13**

A request has been received from Reigate and Banstead BC Refuse Services for double yellow lines to be installed at the junction to aid access for refuse vehicles.

- **North Street – Annex 14**

Congestion occurs along the section of North Street from Park Road to Chilmead due to commuter parking. As some residents use this section of road to park over night it is suggested that an 8am – 6.30 pm restriction from Monday to Saturday would ease the congestion but allow residents some parking during the evening and on Sundays.

- **Garlands Road – Annex 15**

Many requests for residents parking have been received from Garlands Road, however, as this is currently not an option, consultation was carried out suggesting various forms of waiting restrictions including curfew parking or day time parking on one side only. Due to the varied response it was agreed curfew parking from 10am – 11am Mon – Fri should be advertised for the western side as well as a short length of double yellow lines outside nos. 44 & 46 which would assist the access of the refuse vehicles to the flats at Atholl, Glamis and Dunvegan House.

- **Elm Road – Annex 16**

Residents have complained about the parking on the bend causing sight line problems. Double yellow lines are proposed.

- **Huntingdon Road – Annex 17**

A request was received from the Redhill LCAP for the parking bay adjacent to Maple House to have a 2 hr parking restriction as it is currently used by commuters who park there all day.

- **Dome Way & Carrington Close – Annex 18**

A local business at No. 67 Station Road has concerns regarding commuters parking around the access to their car park off Dome Way. Double yellow lines are proposed to protect the access.

Residents of Carrington Close often have difficulty in parking near to their properties. The parking bay currently has a 2hr waiting limit. Although removing this limit will allow residents to park all day in the parking bay they will have to compete with commuters who may start to park all day in the bay.

- **Fairhaven Road & Elmwood Road junctions with Frenches Road – Annex 19**
Due to parking on the junctions, sight lines are obscured. Double yellow lines are proposed for these two junctions.
- **Woodcrest Walk and Windmill Drive – Annex 20**
A request has been received from Reigate and Banstead BC Refuse Services for double yellow lines to be installed at the junction to aid access for refuse vehicles.
- **Park Road – Annex 21**
Commuter parking often obscures sight lines and makes access to properties difficult for residents.
- **Frenches Road & The Frenches – Annex 23**
Additional double yellow lines have been requested by residents for the roundabout junction, the junction with Wiggie Lane and with The Frenches. Commuter parking is causing sight line problems.
- **Frenches Road & Kingfisher Drive – Annex 24**
Additional double yellow lines have been requested by residents for the bend in Frenches Road and the southern end of Kingfisher Drive. Commuter parking is causing sight line problems.
- **Frenches Road, Gordon Road, Osborne Road and Alpine Road – Annex 25**
Reigate and Banstead Borough Council's Refuse Service have requested double yellow lines on the junctions to aid access for refuse vehicles.
- **Danes Hill – Annex 26**
Parking by commuters at the eastern end of Danes Hill is causing access problems. Also cars are parking close to the junctions of Woodfield Way, Woodfield Close, Daneshill Close and Batts Hill. Double yellow lines at the junctions and curfew parking at the eastern end are proposed.
- **Redstone Hollow – Annex 27**
Requests have been received from residents of Rural Way and Palmer Close for restrictions at the northern end of Redstone Hollow. Due to parked cars sight lines are obscured.
- **Redstone Hill – service road – Annex 27**
Commuter parking often blocks the narrow service road at the top of Redstone Hill, it is proposed that a curfew parking restriction from 10am – 11am is implemented for the whole length with double yellow lines on the junctions with the A25.
- **Fenton Close – Annex 28**
Curfew parking has been requested by residents to prevent commuters parking all day in the road which restricts access.
- **Cavendish Gardens - Annex 29**
Residents have requested that the parking bay on the west side of Cavendish Gardens is extended, as there is a lack of parking for residents,

- **Redhill Bus Station – Annex 30**
Due to the re-building of the Redhill Bus Station, the existing waiting restrictions need to be revised in accordance with the new layout.

- **Ladbroke Road – Annex 33**
The residents of Holmesdale Manor, a retirement development at 89 Ladbroke Road, have requested double yellow lines across their access as, despite the existing curfew waiting restriction currently in operation, vehicles park so close to their entrance that site lines are obscured.

- **Linkfield Lane junction with Ravens Close – Annex 34**
Residents of Ravens Close requested waiting restrictions to prevent vehicles from the Raven Housing Trust blocking their road. Double yellow lines on the junction and between Ravens Close and the entrance to the Raven Housing Trust are proposed to keep sight lines clear and a weekday daytime restriction on the south western side of the close is proposed.

- **Subrosa Drive – Annex 35**
The Residents Association has requested that the whole of the main through road of Subrosa Drive has yellow lines to prevent parking by school buses who park along the narrow road daytime, evenings and during school holidays. Double yellow lines are proposed for most of the road.

- **Hurstleigh Drive – Annex 36**
Curfew parking restrictions have been proposed for Hurstleigh Drive due to the additional waiting restrictions proposed for other roads in the vicinity that may result in commuter parking being displaced into this road.

- **Grovehill Road – Annex 37 & 38**
Curfew parking is proposed for the southern side of Grovehill Road. There are access problems for the Surrey Fire Service in this area. Also the road is often congested by commuter parking.

- **Batts Hill – Annex 39**
Parking by parents dropping off and collecting children from Wray Common School are parking dangerously on the junction of Batts Hill, Coniston Way and Cartmel Close.

- **Brooklands Way junction with Woodfield Way – Annex 40**
Sight lines are obscured at the junction by parked cars.

- **Brighton Road - Annex 41**
Additional parking bays have been requested along Brighton Road. There is room to extend the bay outside Nos. 81 & 83 Brighton Road.

- **Holland Close – Annex 42**
Following the LCAP for this area a request was received for additional parking bays in Holland Close. These will be useful not only for residents but visitors to the Public House and Longmead Adult Education Centre.

- **Ranmore Close – Annex 43**

Ranmore Close is a very narrow road off Claremont Road. Student parking from East Surrey College is damaging the grass verges and obstructing access. It is proposed that a Mon-Fri 8am – 6.30 restriction is implemented.

- **Nash Gardens & Nash Drive – Annex 44**
Commuter parking is blocking access to the footway, garage blocks and the bend in Nash Drive. Double yellow lines are proposed for these areas.

DISABLED PARKING BAYS

- **Woodlands Road - Annex 45**
The Surgery in Woodlands Road have requested two disabled parking bays outside the surgery due to the lack of parking along Woodlands Road and the difficulty in accessing their car park.
- **A23 Brighton Road – Annex 46**
A disabled resident has requested a disabled bay outside his property near the shops at the southern end of Redhill Town Centre. This bay will also be useful for visitors to the shops.
- **Lesbourne Road – Annex 47**
A new disabled parking bay is required for the shops in Lesbourne Road particularly for access to the chemists shop.

6. OPTIONS

- 6.1 It is open to the Local Committee to approve the recommendations.
- 6.2 The Local Committee could amend the recommendations, however, as consultation has been carried out prior to this report being written, it is recommended that the proposals are advertised and any amendments can be made if objections are received. Any amendment will have to be a lesser restriction than that advertised.
- 6.3 The current waiting restrictions could remain unaltered, however, this will not resolve any of the parking problems.

7 FINANCIAL IMPLICATIONS AND VALUE FOR MONEY

- 7.1 It is proposed to fund all costs associated with introducing the proposed waiting restrictions from the 2009/10 Local Transport Plan allocation. This proposal was reported at the 2 June 2008 Local Committee.

8. EQUALITIES AND DIVERSITY IMPLICATIONS

- 8.1 New disabled parking bays are to be installed in Redhill Town Centre and outside the surgery in Woodlands Road to assist the disabled.

9. CRIME AND DISORDER IMPLICATIONS

- 9.1 There are no crime and disorder implications.

10. REASON FOR RECOMMENDATIONS

10.1 It is recommended that the proposed waiting restrictions are implemented for the following reasons;

- to improve road safety
- to assist with access for emergency vehicles
- to aid access for refuse vehicles
- to ease congestion and improve the environment for residents
- to improve parking facilities for the disabled

11. WHAT HAPPENS NEXT

11.1 It is proposed that following this review of the waiting restrictions in Reigate, amendments should be made to the Decriminalised Parking Enforcement Traffic Regulation Orders in relation to the roads listed in paragraph 4.

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BACKGROUND PAPERS: