



OFFICER REPORT TO LOCAL COMMITTEE (TANDRIDGE)

ADOPTION OF THE TANDRIDGE PARKING STRATEGY

6 March 2009

KEY ISSUE

To recommend the adoption of the Tandridge Parking Strategy, whilst noting the points raised below.

SUMMARY

Tandridge District Council have produced a Parking Strategy that will guide the short, medium and long term plans for their parking service for the next five years. This Strategy is designed to address and enhance the district's viability and vitality as well as meeting fiscal, planning/development strategies, aspirations and expectations of residents and local businesses.

As the Highway Authority it is the responsibility of Surrey County Council to ensure that the Tandridge Parking Strategy will not only enhance the parking service in the district but also that it meets the aims and aspirations of the county as a whole; that it is compliant with the second Local Transport Plan; has positive effects on the road network and has no disbenefits to the county in either financial or operational terms.

OFFICER RECOMMENDATIONS

The Local Committee (Tandridge) is asked to agree that:

- (i) the points detailed below are noted, and
- (ii) the Tandridge Parking Strategy is adopted.

1 BACKGROUND

- 1.1 Tandridge District Council operates the enforcement of on-street parking restrictions under an agency agreement with the County Council. Any new or amended restrictions are introduced by Surrey County Council for the District Council to enforce.
- 1.2 The parking strategy (**Annex A**) is split into 10 objectives each of which have time scales placed against them. These are then broken down further in to individual actions – all of which have resource and budgetary implications.
- 1.3 As the County Council has no involvement with off-street parking other than a statutory consultee on Traffic regulation Order changes it will not need to seek any alterations to these areas of the report except to highlight that where off-street control alterations will have a direct influence on on-street parking trends (e.g. price increases and capacity) consultation must be undertaken in order to minimise the effects on the highway network.

2 POINTS OF NOTIFICATION

- 2.1 Some of the time scales for delivery may need to be extended to allow for budgetary pressures and commitments.
- 2.2 The scale and scope of some of the review areas will need to be considered in conjunction with other programme pressures. This may result in a staggered review process with a resultant knock-on effect for the district's (aspirational) delivery timescales.
- 2.3 The Strategy mentions the use of Controlled Parking Zones (CPZs) widely across the District. Whilst these are useful tools, latest Department for Transport advice (Traffic Signs Manual Chapter 3, 2008) states that it is not essential to introduce a CPZ where parking controls are required and that large schemes can present significant disadvantages in terms of operational size and driver comprehension of the restrictions in force.

3 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 3.1 There are no specific financial implications as it is noted that the timescales against which the tasks in the Strategy have been placed may be subject to modification to suit budgetary pressures or commitments and that the scope of reviews will be determined the aforementioned budgetary constraints.

4 EQUALITIES AND DIVERSITY IMPLICATIONS

- 4.1 There are no specific equalities or diversity implications for this report.

5 CRIME AND DISORDER IMPLICATIONS

- 5.1 Failure to comply with parking restrictions can result in the issue of a penalty charge notice.

6 CONCLUSION AND RECOMMENDATIONS

- 6.1 The parking strategy should be adopted by the Local Committee (Tandridge) with the points raised above duly noted. The scope of the proposals detailed in the Strategy may have the timescales extended to allow for resource and budgetary allocation to be determined.

7 REASONS FOR RECOMMENDATIONS

- 7.1 As above.

8 WHAT HAPPENS NEXT

- 8.1 Subject to the decision of the Committee, the Strategy will be adopted with the points of clarification noted.

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BACKGROUND

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Tandridge Parking Strategy

Traffic Signs Manual, Chapter 3 – Regulatory Signs (TSO, 2008)

