



**OFFICER REPORT TO LOCAL COMMITTEE
(TANDRIDGE)**

**TANDRIDGE PARKING REVIEW 2009 – PART II LOCATIONS
ANNEX A**

2 JUNE 2010

1. INTRODUCTION

This Annex should be read in conjunction with the main report and outlines recommendations for schemes identified at the 2 October 2009 Local Committee.

A summary and recommendations is included overleaf in Section 2 of this annex. The results of the consultation exercises in Amy Road, Beatrice Road and Ellice Road are outlined in Section 3, and those from Lingfield outlined in Section 4.

Section 2 – Summary & Recommendations		
Location	Description of Location and summary of work Parking Team asked to undertake	Officer Recommendation & Drawing Reference
1	Amy Road, Beatrice Road and Ellice Road, Oxted Consult with residents/businesses regarding the possibility of introducing a controlled parking zone.	Residents and businesses were asked if they would support the introduction of a controlled parking zone with resident permit holder bays (and mixed use parking bays) as outlined on drawing number TAN/0610/05. The results are inconclusive and there is not the level of support that we would expect for a scheme of this nature. It is therefore recommend that a residents parking scheme is not introduced and the existing controls are left unchanged.
2	Johnsdale, Oxted Consult with residents regarding the possibility of introducing a controlled parking zone.	Residents were asked if they would support the introduction of a residents permit holders only bays throughout the end of the cul-de-sac (as outlined on drawing number TAN/0610/06). There was an overwhelming 'No' response received from respondents (91% No, 5% Yes), and a very high response rate (86%). It is therefore recommended that a residents parking scheme is not introduced and the existing controls are left unchanged.
3	Chichele Road, Oxted To undertake work to find a solution to access difficulties especially around school pick-up times.	Vehicles parked along Chichele Road have been causing an obstruction, causing localised congestion (especially at school pick-up times) and affecting sightlines. It is considered necessary to introduce no waiting at anytime at strategic locations along the road in order to create passing places. In addition it is considered necessary to formalise the parking in the road by introducing no waiting at anytime on the western side from the existing restrictions near number 7, in a mainly northwards direction to the existing restrictions near number 39. Please see drawing number TA/0610/030 for clarification. It is also recommended that letters outlining the proposals are distributed to all properties in Chichele Road at the time that the proposals are advertised.

4	Review of operating times of existing restrictions in Greenhurst Lane, Oxted to make them more resident friendly.	<p>Whenever parking controls are introduced the operating times will not suit all individuals. It is often the case that if we change times to suit one set of individuals that we then inconvenience a new set of individuals. There have been a small number of people across Oxted who have requested a change in the existing (7.30-9.30am) operating times.</p> <p>National and professional guidance would recommend that all similar curfew controls across Oxted are amended to the new time to avoid confusing the motorist. There would also be a significant cost to amend the Traffic Regulation Orders and to replace all the signage. I would therefore recommend that the operating times are not amended at this time.</p>
5	Commonwealth Road and Farningham Road, Oxted To introduce double yellow line waiting restrictions in selective locations to aid traffic flows and safety.	<p>Vehicles parked in Commonwealth Road are causing an obstruction to the flow of traffic and frequently cause a total or partial obstruction of the footway. Vehicles parked in Farningham Road have been causing an obstruction and affecting sight lines at the bend near to the public footpath. Vehicles parked near to the junction of Commonwealth Road and Mount Pleasant Road have been causing an obstruction and affecting sight lines.</p> <p>It is therefore considered necessary to introduce no waiting at anytime for the selected lengths <u>as outlined on drawing TA/0610/01.</u></p>
6	Harestone Valley Road, Caterham Consult with the district council licensing department regarding potential changes to the existing arrangements.	<p>An assessment of the current arrangement (regarding the location of taxi bays) has been undertaken, and consultation has been conducted with the district council. No noticeable congestion problems were witnessed during any of the assessments, and the current arrangements appeared to</p>

		<p>operate well and as designed. There have been no requests from the public, commuters or taxi drivers to change the existing arrangements. The district council licensing department is also happy with the current arrangements and does not wish to amend the controls.</p> <p>I am unable to suggest a better arrangement, and therefore would recommend that no amendment is made to the existing controls.</p>
7	<p>Hillbury Road, Whyteleafe</p> <p>Investigate the feasibility of introducing waiting restrictions to deter commuter parking and to increase the safety for pedestrians.</p>	<p>There is evidence that commuters are affecting amenity for residents on Hillbury Road between the railway bridge and Tithepit Shaw Lane. Parked vehicles in places have also been causing obstruction to the flow of traffic and affecting sight lines. It is recommended that a residents permit holders only parking bay is introduced Monday to Friday 10.00am to 12noon, and no waiting at anytime restriction is introduced, as outlined on drawing number TAN/0610/02. It is also recommended that letters outlining the proposals are distributed to all properties in the immediate area of the bays in Hillbury Road at the time that the proposals are advertised.</p> <p>As this is the first residents only parking bay proposed within the district it is necessary to outline the recommended operation of the bay in accordance with current countywide policy, which is as follows:-</p> <ul style="list-style-type: none"> a) The first permit per residential dwelling is charged at £50.00 per annum b) That subsequent permits are charged at the rate £75.00 per annum. c) That the entitlement of permits is such that if there is no off-street parking at the residential dwelling a resident will be entitled to two resident permits. If there is off-street parking for one vehicle the resident will be

	<p>entitled to one resident permit. If there is off-street parking for two vehicles the resident will not be entitled to any permits.</p> <p>d) All residents (regardless of whether they own a vehicle or are entitled to a residents permit) will be entitled to 30 visitors permits per annum at the charge of £1 per permit.</p> <p>e) The proposals are for one parking bay, extending across accesses with 'access protection markings' (white H-bar markings) to indicate where there is an access. This arrangement maximises parking provision for residents and their visitors as it allows a resident or their visitor to park across their own access. It is recommended that the Council reserves the right to revoke a resident's permit where a resident parks across another resident's access during the operational time, and reserves the right to revoke any remaining resident visitor permit/s (or remove or reduce the entitlement for a subsequent year) where there is the evidence a resident's visitor has obstructed another resident's access. <i>In practice it is highly unlikely the Council would have to use this condition, however, this would provide a mechanism for the Council to take action should there be any anti-social parking.</i></p> <p>f) The residents of the following dwellings be entitled to apply for permits:-</p> <ul style="list-style-type: none"> • All residents of Roundbarrow Close • 23 Hillbury Road • Odd numbers 47 to 77 Hillbury Road • Even numbers 12 to 104 Hillbury Road <p>N.B The resident and visitor permit allocations are currently under</p>
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		review and may change in future.
8	<p>High Street, Godstone Road and East Grinstead Road, Lingfield.</p> <p>Begin informal consultation with all stakeholders and properties regarding the introduction of limited waiting in all parking bays/possibly 3 hours limited waiting.</p>	<p>Residents and businesses in the centre of Lingfield were asked for their opinions on the parking situation and whether they would support the introduction of new parking controls or limited waiting parking bays in the High Street.</p> <p>The results were inconclusive, however, businesses were generally supportive of limited waiting parking bays in the High Street.</p> <p>Respondents were generally not supportive of extensive parking controls, although most recognised the benefits of a limited number of restrictions.</p> <p>It is recommended that parking controls are introduced as outlined on drawing number TAN/0610/04.</p>

Section 3 CONSULTATION RESPONSE - Amy Road, Beatrice Road & Ellice Road

3.1 A total of 70 properties (residential and commercial premises) were asked if they would support a controlled parking zone, as outlined on drawing number TAN/0610/05. A summary of the responses is outlined in the following table.

Do you support a controlled parking zone as outlined on the plan?		
No. of Responses	Yes:	51%
35	No:	40%
Response rate on total consultation	Yes:	26%
	No:	20%
No. of Responses	No. of properties consulted	Response Rate
35	70	50%

3.2 Two respondents were against the proposals because they were concerned about the location of one of the parking bays outlined on the plan, but were not against the scheme in principle. In addition there was one business respondent who is in favour of the proposals but incorrectly believes that the employees would be entitled to residents parking permits.

3.3 There were five respondents (14%) that stated that there are no parking problems, and a total of 17 respondents (49%) against or not sure if the scheme was necessary.

3.4 The response rate was also lower (50%) than we would expect from a scheme of this size and nature.

3.5 Because all residents and businesses within the zone would be affected by the imposition of any potential controls, it is desirable that there is clear support from those directly affected of any proposal.

3.6 If the Council were to undertake the work to introduce the legal traffic regulation orders for any such scheme, it is often the case that objections would be received from other stakeholders (for example, those living just outside the zone and those people that currently use the roads to park). The justification and basis for introducing any such scheme would be to benefit the residents in the roads affected, so clear support from those directly affected is necessary.

3.7 As there is not clear support from the residents of Amy Road, Beatrice Road and Ellice Road, it is therefore recommended that the controlled parking zone is not introduced and that the existing controls remain in these roads.

Section 4 CONSULTATION RESPONSE – Lingfield – High Street, Godstone Road and East Grinstead Road

4.1 The Parking Team was asked to engage with the residents and businesses in Lingfield about the possibility of introducing limited waiting parking bays with perhaps a 3 hours limited waiting restriction.

4.2 Letters were distributed to 201 properties (residential and commercial) in the following roads.

Roads consulted (if text is bold all properties in road were consulted)		
East Grinstead Road Godstone Road High Street	Newchapel Road Old School Place Plaistow Street	Stanfords Place Talbot Road

4.3 The following two questions were put to the residents and business owners, and in addition a free format area was provided to consider any additional comments.

- Do you feel that new parking restrictions are necessary in the High Street area?
- If so, would you support the introduction of limited waiting parking bays in the High Street and possibly other roads in the vicinity?

4.4 The tables overleaf outline the results of the consultation. The response rate was not high (32%) but was in line with what would be expected for a wider area engagement exercise. The majority of respondents would support new parking controls and there was also a marginally majority support for limited waiting parking bays in the High Street. 88% of respondents made additional comments and there were a large number of different opinions voiced, however, there was only one respondent that felt that more extensive controls should be introduced across the village.

4.5 Businesses that responded are strongly in favour of parking controls and limited waiting parking bays (73% in favour). There is no consensus between the businesses on the limited time period allowed if limited waiting parking bays were introduced. The two business respondents that oppose the introduction of new parking controls are concerned that there will be yellow lines restricting parking for customers and remove all day parking for employees.

Response to survey questions			
		Do you support the introduction of parking controls?	Do you support limited waiting parking bays in the High Street?
No.of Responses 64	Yes :	64%	52%
	No :	28%	34%
Response rate on total consultation (201 properties)	Yes :	20%	16%
	No :	9%	11%

Businesses response to survey questions			
		Do you support the introduction of parking controls?	Do you support limited waiting parking bays in the High Street?
No.of Responses 11	Yes :	73%	73%
	No :	18%	18%

4.6 The Parking Team have considered all the comments and developed a proposal for parking bays in the High Street with the restriction 1 hour limited waiting, no return within one hour. The proposal also includes a disabled parking bay restricted to 3 hours limited waiting no return within one hour. In developing the proposals we have been mindful of the desire of the majority of respondents that no extensive controls should be introduced. The proposals will provide approximately 10 amenity spaces designed primarily for the use of customers to the local businesses. It is acknowledged that this will remove some of the current long-term parking occurring in the High Street, and the proposals have deliberately been kept modest to mitigate the negative impact of displacement.

4.7 The proposals are consistent with the existing parking controls within the village with Gun Pit Road car park owned by the district council continuing to offer parking for longer periods.