



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

### **ANNUAL REVIEW OF ON-STREET PARKING IN TANDRIDGE**

**2 MARCH 2012**

#### **KEY ISSUE**

To approve consultation for changes to on street parking arrangements in Tandridge District.

#### **SUMMARY**

The Surrey Highways Parking Team have compiled and reviewed requests for changes to on street parking arrangements in Tandridge, and identified proposals that would benefit road safety, reduce instances of obstruction and help residents park nearer their homes. This report sets out proposals for consultation.

A public consultation about parking near Woldingham Station was carried out in December/January and the outcome is detailed in this report.

Approval is sought to install 5 bus stop clearways in Caterham on the Hill and Oxted.

#### **OFFICER RECOMMENDATIONS**

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

- (i) That the proposed amendments to on-street parking restrictions in Tandridge, contained in Annex 1 (Table) and 2 (plans) are agreed.

- (ii) That further consultation about waiting restrictions around Woldingham Station is carried out prior to statutory consultation.
- (iii) That the Parking Team Manager, in consultation with the Chairman, vice Chairman and local member make any necessary adjustments to the proposals and agree detail, based on informal consultation, prior to statutory consultation.
- (iv) That the intention of the County Council to make an Order under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on street parking restrictions in Tandridge as shown in the Annexes are advertised and that if no objections are maintained, the Order is made.
- (v) That the Parking Strategy and Implementation Team Manager will consider and resolve any objections in consultation with the Chairman, Vice Chairman and the relevant County Councillor.
- (vi) to allocate funding to proceed with the introduction of the parking amendments.
- (vii) That a 24/7 bus stop clearway is marked with an enlarged cage at the existing stop in Westway, Caterham as shown in Annex 3
- (viii) That a new bus stop clearway is marked in Westway Caterham for a new bus stop to accommodate service 400 (which was introduced in September 2011) as shown in Annex 4.
- (ix) That a new bus stop clearway is marked in Banstead Road, Caterham as shown in Annex 5.
- (x) That 0700 -1900 bus stop clearways are marked at the two existing bus bays in Station Road East, Oxted as shown in Annexes 6 and 7.
- (xi) That the countywide resident permit charges set out in 5.3 are adopted.

## **1 INTRODUCTION AND BACKGROUND**

- 1.1 Surrey County Council's Parking Strategy and Implementation Team (Parking Team) carry out periodic reviews of on-street parking restrictions across Surrey.
- 1.2 A list comprising over 100 requests for parking restrictions from residents, councillors, emergency services and SCC engineers over the last 18 months were collated and used as the basis for this parking review.

- 1.3 Each feasible request was assessed based on several factors including road safety, localised congestion, effect on emergency services and bus operators. Some of the requests are for residents parking schemes. They are all shown below.
- 1.4 A public consultation about changes to parking arrangements in Church Road, Woldingham was recently carried out. The outcome of the consultation is also detailed below.
- 1.5 Bus stop clearways help to prevent parking at bus stops and make it possible for buses to pull up to the footway. This makes it safer for passengers to board buses. They are only installed in response to complaints from passengers and bus operators.

## **2 BUS STOP CLEARWAYS**

- 2.1 It is proposed to introduce two bus stop clearways in Westway, Caterham. One is required on the existing bus stop with a modification to the cage. The other is for a new bus stand to accommodate bus service 400 that was introduced in September 2011. The locations of these are shown in Annexes 3 and 4.
- 2.2 Banstead Road, Caterham between 7am and 7pm, Mon-Sat opposite the Le Personne Homes. Passengers are forced to hail the bus from the carriageway as parked cars are obstructing the existing bus stop. The location is shown in Annex 5.
- 2.3 It is proposed to introduce two bus stop clearways in Station Road East (adjacent to the Sainsbury supermarket and opposite, adjacent to Pizza Express). Buses are obstructed by vehicles parking within the bus bays. These are shown in Annexes 6 and 7.
- 2.4 The local county councillors have been consulted about these changes that can be introduced if the Committee agrees, without any further consultation or the need to make a Traffic Regulation Order.

## **3 CHURCH ROAD, WOLDINGHAM**

- 3.1 In September 2011, the Committee approved a public consultation about changes to on street parking in Church Road, Woldingham. The consultation, about parking charges and how to manage parking along Church Road was carried out with station users and residents in December and January. Notices were put up near the station, local properties letter dropped and parked vehicles 'flyposted'.
- 3.2 There were 46 responses, with the majority against parking charges and a few in favour, however many respondents many felt that changes were needed to the parking arrangements in the road.

## 3.3 By postcode the responses came from:

CR3 (Caterham/Woldingham)	38
CR6 (Warlingham/Chelsham/Farleigh)	4
TN16 (Biggin Hill/Westerham)	4

## 3.4 The summarised response from Church Road residents to the proposals is as follows:

- Road needs to be maintained better, it's muddy and potholed. Drainage needs attention.
- Commuter parking sometimes cause access problems, particularly for farm machinery. The road shouldn't be narrowed and more passing places needed.
- Don't want vegetation to be cut back too much.
- Parking makes using Church Rd more difficult for horses/walkers and cyclists.

## 3.5 The summarised response from Woldingham residents and the Parish Council is as follows:

- Not easy to get to station by foot in the dark, lack of lights and the hill.
- Displacement will be a problem (Long Hill)
- The passing places will reduce the number of spaces available at the station. Need to maintain as many spaces as possible.
- Currently there are no spaces left for station users after 9.30 am.
- £2.50 is too expensive, should be free for Woldingham/Tandridge residents. 'just a money raising exercise'
- 'proposals will help me find a space after 9.30 am'

## 3.6 Comments from other commuters/station users were:

- It should be free to park in Church Road. 'It's always been like that.'
- 'It's a county lane leading to a farm – it's muddy, what do the residents expect ?'
- No phone signal and one machine not enough.

- Lack of lighting and security.
- 'Too expensive - I'll go some where else'

### **Proposed way forward**

3.7 During the consultation process, it was unexpectedly confirmed that Church Road would be on the countywide major maintenance programme for 2012/13 and very likely to be funded. This means that many of the concerns raised during the consultation about the condition of the road will be tackled without the need for a more comprehensive parking management scheme. Consequently it is planned to:

- Feed concerns about drainage problems and the condition of the road into the design of the major maintenance scheme. Also look at how the verges could be protected from traffic.
- Retain free parking in the verge nearest the rail line but provide passing places to make it safer for pedestrians and equestrians and allow farm machinery to travel more easily. Prevent parking near the farm and bridge at the southern end of Church Road to improve access.
- Provide a limited amount of 'no parking 0800-0930' restriction to improve access and allocate parking after 09.30.
- Investigate restrictions in nearby roads where displacement could be a problem.

3.8 The recommendation in this report seeks approval to carry out further consultation about the detail of these proposals, and implement subject to approval of the Chairman and local member.

## **4 TANDRIDGE PARKING REVIEW 2012**

4.1 The review was carried out in two stages: -

Stage one being an initial "desktop" exercise, which involved eradicating requests for refreshment of existing restrictions only and requests for restrictions which were either clearly not practical or feasible.

Stage two involved site visits to all remaining locations.

4.2 Following stage two of the review, some suggestions and requests were not progressed due to there being insufficient evidence to suggest there was parking a problem which warranted restrictions, or where no feasible or practical solution was found.

- 4.3 The locations where officers consider new or amended restrictions maybe of benefit are shown in Annex 1.
- 4.4 In most cases the proposals have been discussed and developed in consultation with members.

## **5 TANDRIDGE PERMIT SCHEMES AND CRITERIA**

### **Resident Permits**

- 5.1 In accordance with Surrey's Parking Strategy, adopted in April 2011, resident permit criteria is as follows:
- The number of resident permits that can be applied for would be the sum of the number of vehicles registered to residents of the household minus the number of off street parking spaces for that property. For example: 3 registered vehicles and 2 off street parking spaces would mean the members of the household could apply for 1 resident permit. This would apply to all existing and new resident parking schemes unless it was agreed otherwise.

### **Visitor Permits**

- 5.2 In accordance with Surrey's latest Parking Strategy, visitor permit annual allocation limit is increased from 30 permits to 120 permits per household per year. This would apply to all resident parking schemes currently in Tandridge.

### **Permits Costs**

- 5.3 In March 2011 charges for residents and other parking permits in Surrey were agreed as follows.
- Cost of first resident permit: £50 per annum.
  - Cost of any subsequent resident permit: £75 per annum.
  - Cost to replace a resident permit: £15
  - Cost of each daily visitor permit: £2
- 5.4 In 2010 the Local Committee agreed to implement a residents parking scheme in the lower part of Hillbury Road. Due to the uncertainty about the costs of operating residents parking schemes in the District it was agreed to charge £75 for all permits. From 2012/13 it is proposed to bring this into line with the countywide permit charges described above.

## **6 STEPS TOWARDS IMPLEMENTATION**

- 6.1 It is likely that there will need to be some informal consultation about some of these proposals, particularly the residents parking areas. This can be carried out in the spring of 2012. Subject to approval and budget provision being made available for 2011/12, it is anticipated that the statutory advertising process involving notices in local newspapers and at proposed locations, will take place in the summer of 2012.
- 6.2 Plans illustrating the amended restrictions will also be placed on deposit in local libraries and the Tandridge District Council offices during this time. The main source of information however is the Council website. This will provide the opportunity for any interested parties to lodge objections, if they do not agree with the proposals.
- 6.3 The Parking Strategy and Implementation Team Manager will consider and try to resolve any objections. If there are unresolved objections, they will be dealt with, in accordance with the county council's constitution, by the Parking Team Manager in consultation with the Chairman, Vice Chairman and the relevant County Councillor.
- 6.4 Subject to approval, notices will then appear in local newspapers confirming that the County Council has made the Traffic Regulation order.
- 6.5 Finally, the new and amended parking restrictions and road markings and associated time plates should be installed by April 2013.

## **7 OBJECTIONS**

- 7.1 Once the amendment order is advertised, people have 28 days to lodge views and objections.
- 7.2 Objections can relate to the introduction of a new restriction. In cases where there is a coherent argument for not introducing a proposed restriction, it may be omitted, and the traffic order can proceed to be made for the other restrictions without the need to re-advertise.
- 7.3 If restrictions are to be added to those initially advertised, regulations require that these new restrictions must be advertised afresh with the relevant time delay and costs being incurred. For this reason no additional restrictions can be added through the objection process and would be added to the next review.

## **8 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 6.1 The cost of carrying out borough/district parking reviews (officer time) is met by the Parking Team. However, implementation costs are met from Local Committee budgets. The Local Committee will need to allocate £25,000 of their 2011/12 revenue budget towards the cost of

progressing and implementing the parking review proposals in this report.

- 6.2 The cost of installing bus stop clearways will be met by the Passenger Transport Group.
- 6.3 Apart from waiting restrictions, proposals for Church Road, Woldingham will be funded from the major maintenance budget.

## **9 EQUALITIES AND DIVERSITY IMPLICATIONS**

- 9.1 There are no specific equalities and diversity implications for this report.

## **10 CRIME AND DISORDER IMPLICATIONS**

- 10.1 There should be fewer instances of obstructive parking as a consequence of the restrictions.

## **11 CONCLUSION AND REASONS FOR RECOMMENDATIONS**

- 11.1 It is recommended that the waiting restrictions are progressed as detailed in Annex A. They will make a positive impact towards:-

- Road safety
- Access for emergency vehicles
- Access for refuse vehicles
- Ease traffic congestion
- Better regulate parking
- Improve parking for residents

## **12 WHAT HAPPENS NEXT**

- 10.1 Subject to approval of the committee, consultation and budgetary provision being made available, the Traffic Regulation Order will be advertised and the restrictions implemented.

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