

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE AND BANSTEAD)

DATE: 3 MARCH 2014

LEAD OFFICER: DAVID CURL, PARKING STRATEGY AND IMPLEMENTATION TEAM

SUBJECT: REIGATE AND BANSTEAD BOROUGH ON STREET PARKING REVIEW 2014

DIVISION: ALL REIGATE AND BANSTEAD DIVISIONS



SUMMARY OF ISSUE:

Each year Surrey Highways receives requests to change existing or introduce new parking restrictions. These requests are compiled and reviewed in a district wide process.

To progress the 2014 review the committee is asked to approve statutory consultation for changes to on-street parking restrictions at the locations listed in the report annexes.

RECOMMENDATIONS:

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

- (i) The proposals in Annexes A to L are agreed.
- (ii) That if necessary, adjustments can be made to the proposals agreed at the meeting by the Parking Team Manager in consultation with the Chairman, Vice-Chairman and local Member prior to statutory consultation.
- (iii) the intention of the County Council to make Traffic Regulation Orders under the relevant parts of the Road Traffic Regulation Act 1984 to impose the waiting and on street parking restrictions in Reigate and Banstead as shown in the Annexes (and as subsequently modified by ii) is advertised and that if no objections are maintained, the Order is made.
- (iv) if there are unresolved objections, they will be dealt with in accordance with the county council's scheme of delegation by the parking strategy and implementation team manager, in consultation with the chairman/vice chairman of this committee and the appropriate county councillor.
- (v) if necessary the Parking Team Manager will report the objections back to the local committee for resolution.
- (vi) To allocate funding of £15,000 in 2014/15 to implement the parking amendments.
- (vii) to consolidate (without material change) the Traffic Regulation Orders for the Quality Street / Old Mill Lane 'Restricted Parking Zone'.

REASONS FOR RECOMMENDATIONS:

Changes to the highway network, the built environment and society mean that parking behaviour changes and consequently it is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network.

It is recommended that the waiting restrictions in this report are progressed as they will help to:

- Improve road safety
- Increase access for emergency vehicles
- Help residents park nearer their homes
- improve access to shops, facilities and businesses
- Increase access for refuse vehicles, buses and service vehicles
- Ease traffic congestion
- Better regulate parking

1. INTRODUCTION AND BACKGROUND:

- 1.1 Until 2012 parking reviews in Reigate and Banstead were carried out on an area basis to manage the high demand for changes to parking restrictions. Dividing the borough into areas and reviewing the parking in each on a rolling basis meant that reviews were less frequent, taking longer to cycle around the borough.
- 1.2 In 2012 the Local Committee and the SCC Parking Team decided to improve this situation and carry out borough wide reviews of on-street restrictions on an annual basis. These more frequent reviews are intended to keep on top of changes in travel behaviour and the built environment that often change on street parking patterns.
- 1.3 The first borough wide review was implemented during January/February 2014. Unfortunately the very wet weather delayed road marking work in some locations. As part of this review, the Traffic Regulation Orders (TROs) governing parking restrictions were changed from 'text based' to 'plan based'. This means that they are easier to understand and administer, helping to improve efficiency.

Redhill

- 1.4 In 2013 the committee set up a Redhill Parking Task Group to investigate and prioritise options for residents parking in Redhill in light of the existing demand and the town centre redevelopment proposals.
- 1.5 The task group has met twice and looked at the on street parking issues in the town and made a number of initial recommendations for the parking team to investigate. One is to develop a parking strategy for Redhill. This will look at the overall parking needs of the town, both on and off street and be jointly developed with the borough council. It may also be necessary to consider a parking strategy that includes Reigate due to the close proximity of the town centres. Any such discussions will involve Reigate Members.

- 1.6 Another key priority for the task group has been to start looking at options to improve residents parking around Redhill town centre.
- 1.7 It is planned to bring a separate report on the work of the group and any recommended proposals to the committee at a later date (June or September 2014), however in broad outline it is planned to consult residents about on street parking options in the following areas:
- 1.8 **Lynwood Road** - this road has been subject to long standing requests for residents parking and it is planned to consult about a standalone scheme as part of this review. Residents will receive letters inviting them to comment in more detail prior the statutory consultation period.
- 1.9 **Redstone Hill area** - many of the cul de sacs in this area are heavily parked by non residents during the day. It is planned to consult about residents parking proposals in this area during the spring 2014 in anticipation of the planned town centre development including a new station car park.
- 1.10 **The area between the A23/A25 and Whitepost Hill (SW Redhill).** The majority of properties in this area do not have off street parking. This area has been identified as a high priority, however it needs to be considered as a whole to minimise displacement and as such it is quite a large scheme. The first stage is for the parking team to investigate what type of restrictions might be appropriate and report back to the task group. Subject to the development of satisfactory proposals, a comprehensive and well planned consultation would be needed to find out residents views. The timescales for this will need further planning.
- 1.11 These schemes have been prioritised for progression by the task group based on their relative size and the time/cost involved in taking them forward. They will need to be approved by the local committee prior to statutory consultation.

2. ANALYSIS:

- 2.1 This is the second borough wide on street parking review. In the last 15 months (since the first review was approved for progression) approximately 400 requests for changes to parking restrictions have been made by residents, councillors and emergency and public service organisations. These have been collated and used as the basis for this parking review, approximately 70 sites have been prioritised.
- 2.2 As mentioned above, requests for changes to parking restrictions are made by residents, councillors as well as emergency services and public service organisations. These are assessed following these two stages:
- an initial “desktop” exercise to eliminate requests for restrictions that were clearly not practical or feasible.
 - site visits to all remaining locations.
- 2.3 Each feasible request has been assessed based on several factors including road safety, localised congestion, access to shops and businesses, effect on

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emergency services and bus operators and member and public concern/priority.

- 2.4 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. These are shown in **Annex L**.
- 2.5 The locations where officers consider new or amended restrictions may be of benefit are listed in **Annex A** and shown on drawings in **Annexes B to K**.

3. CONSULTATIONS:

- 3.1 The proposed changes to parking restrictions will require a traffic regulation order to be advertised as part of a statutory consultation process. When this starts public notices will be displayed in the local press and on streets where changes are planned. The council's website also plays an important part allowing residents to view, download and print plans showing all of the proposals. During the consultation period comments and objections can be submitted online or by letter in response to the proposals and/or the making of the order.
- 3.2 In most cases initial consultation and discussion with Members has taken place. Parking restrictions can affect a great number of highway users, residents and businesses so the recommendations in this report propose that if necessary, further changes to the proposals in Annex A can be made after the meeting, however no new locations can be added. Any changes need to be agreed by the Parking Team Manager in consultation with the Chairman, Vice-Chairman and Divisional Member. This will help ensure that the proposals meet the needs of the community as closely as possible when the statutory advertisement is made.
- 3.3 As part of the advertising process, those areas that have been selected for the implementation of a residents permit scheme will be letter dropped with the full details of the proposals. Individual comments will then be collated and the results taken back to the Chairman, Vice-Chairman and relevant member as part of an objection report before a decision whether to proceed is made.
- 3.4 The current charge for permits is set at a minimum of £50 per year for the first vehicle and £75 per year for any subsequent vehicles. Visitors' permits are set at £2 per day per permit. Reigate and Banstead Borough Council will operate these schemes and involved in their development. Further information is available on the council's website 'parking pages'.

4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 4.1 The cost of carrying out borough/district parking reviews (officer time) is met by the Parking Team. For this review the implementation costs are likely to be £25,000 and are met jointly from the Local Committee and parking team budgets. It is recommended that the Local Committee allocate £15,000 towards the cost of implementing the proposals in Annex A from their 2013/14 revenue budget.

- 4.2 Reigate and Banstead Borough Council carry out the enforcement of on street parking restrictions in Reigate and Banstead Borough and Tandridge District for Surrey County Council.

5. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 5.1 Effective parking restrictions and enforcement can assist accessibility for those with visual or mobility impairment by reducing instances of obstructive parking. Parking restrictions also allow blue badge holders better access to shops and services through the provision and enforcement of disabled bays.

6. LOCALISM:

- 6.1 Many of the proposals in the report have been put forward by members of the community and all will be able to comment and have their say during the statutory consultation process.
- 6.2 Communities are represented by County Councillors and committee members who are involved in the decision making process to change or introduce new parking restrictions.

7. CRIME AND DISORDER IMPLICATION:

- 7.1 There should be fewer instances of obstructive parking as a consequence of the proposals in this report. Surrey Police have been involved in the identification and development of proposals in some locations.

8. CONCLUSION AND RECOMMENDATIONS:

- 8.1 The highway network, the built environment and society mean that parking behaviour changes and consequently it is necessary for a highway authority to carry out regular reviews of waiting and parking restrictions on the highway network. It is recommended that the waiting restrictions in this report are progressed as they will help to:
- Improve road safety
 - Increase access for emergency vehicles
 - improve access to shops, facilities and businesses
 - Increase access for refuse vehicles and service vehicles
 - Ease traffic congestion
 - Better regulate parking

9. WHAT HAPPENS NEXT:

- 9.1 A Traffic Regulation Order will be advertised in and public notices detailing the proposed changes will be displayed in the local press and on site. County Councillors will be involved in the decisions about whether restrictions should go ahead following statutory advertising.
- 9.2 Subject to any objections to the proposals being resolved, a traffic regulation order will then be made and the appropriate signs and lines installed by to allow the restrictions to be enforced. We aim to do this before December 2014.

Contact Officer:

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Consulted: The report details locations for consultation.

Annexes: There are 12 annexes.

Sources/background papers: Local Committee (Reigate and Banstead), Parking Review report, 3 December 2012.
