



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

BOROUGH WIDE REVIEW OF ON-STREET PARKING

3 DECEMBER 2012

KEY ISSUE

To approve statutory consultation for changes to on-street parking restrictions in Reigate and Banstead.

SUMMARY

The Surrey Highways Parking Team have compiled and reviewed requests for changes to on-street parking restrictions as part of a borough wide parking review. This reports sets out the locations proposed for statutory consultation.

OFFICER RECOMMENDATIONS

The Local Committee is asked to agree:

- (i) That the proposed amendments to on-street parking restrictions in Reigate and Banstead, contained in Annex 1 (table) and 2 (plans) are agreed.
- (ii) 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.
- (iii) 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 Reigate and Banstead as shown in the Annexes (and as subsequently modified

by ii) are advertised and that if no objections are maintained, the Order is made.

- (iv) That the Parking Team Manager will report the objections back to the local committee for resolution.
- (v) To allocate funding of £20,000 in 2013/14 to implement the parking amendments.
- (vi) That bus stop clearways are marked at the existing stops in Chetwode Road , Tadworth and Fir Tree Road junction with Nork Way as described.

1 INTRODUCTION AND BACKGROUND

- 1.1 At the Local Committee (Reigate and Banstead) meeting on 5 December 2005 it was agreed to review waiting restrictions in the Borough on an area basis. This process has continued since that date, the last review covering Banstead and the Southern Villages over the last year.
- 1.2 This approach was taken to manage the high demand for changes to parking restrictions in the Borough, however it has meant that some areas have not been reviewed for a number of years.
- 1.3 Surrey County Council's Parking Team carry out reviews of on-street parking restrictions across Surrey, with each district or borough having a review on a 12 to 18 month cycle. This is intended to keep on top of changes in travel behaviour and the built environment that can often change on street parking patterns. It is now proposed that parking reviews are carried out on the same basis in Reigate and Banstead.
- 1.4 The Traffic Regulation Orders (TRO) governing parking restrictions in the Borough are currently text based. This means the locations of waiting and parking restrictions are written down in the orders. This system is not easy to understand or administer and it is planned to change to a plan based system in conjunction with this review. This will make future reviews easier to manage and administer.
- 1.5 Requests for changes to parking restrictions have been made by residents, councillors as well as emergency and public service organisations. These have been collated and used as the basis for this parking review. In addition the length of time since the last review in some locations has also been taken into account.
- 1.6 The assessment process involved two stages:

- Stage one being an initial “desktop” exercise to eliminate requests for restrictions that were clearly not practical or feasible.
 - Stage two involved site visits to all remaining locations.
- 1.7 Each feasible request was assessed based on several factors including road safety, localised congestion, access to shops and businesses, effect on emergency services and bus operators and Member and public concern/priority.
- 1.8 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.
- 1.9 The locations where officers consider new or amended restrictions maybe of benefit are listed in **Annex 1** and shown on plans where available in **Annex 2**. The proposals for this review have been kept to about 50 locations in order to maintain reasonable progress.
- 1.10 In most cases some 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 1 and 2 can be made after the meeting. These 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.

2 Residents Parking Schemes

- 2.1 There are no plans to introduce residents parking schemes as part of this review. This is because these can be more expensive, involve more consultation and can take longer to implement than waiting restrictions.
- 2.2 There is however considerable demand for residents parking in some parts of the Borough. In recent times the most requests have come from Redhill residents in roads around the college and town centre. Proposals for redevelopment of the town centre give greater impetus to improve residents parking facilities in some roads nearby.
- 2.3 The roads planned for consultation in Redhill this year are:
- College Crescent
 - Claremont Road
 - Alpine Road
 - Ranmore Close
 - Lynwood Road

- Ridgeway Road
- Oakdene Road
- Oakwood Close
- Grovehill Road
- Fengates Road
- Hillfield Road
- Palmer Close
- Garlands Road
- Dome Way
- Carrington Close
- Rutland Close
- Garibaldi Road
- A23 Brighton Road

2.4 The consultation process will be discussed with Redhill Members in the new year prior to its start. A report will be brought to the Local Committee setting out the results of the consultation and proposing a way forward in 2013.

2.5 It will be possible to look at residents parking in other locations during the 2013/14 financial year if the committee agree and funding is available. There have been requests for permit schemes from Reigate and Horley and if required a programme can be developed to tackle these pressures and included in the report mentioned in 2.4.

3 BUS STOP CLEARWAYS

3.1 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.

3.2 In recent months parking problems have been reported at the following locations and the Passenger Transport Team proposes to install bus stop clearways at the following locations.

Chetwode Road, Tadworth

1x adjacent to properties 73-83 Mon-Sun, 7am to 7pm.

1x adjacent to properties Lister and Stoddart Mon-Sun, 7am to 7pm.

Fir Tree Road junction with Nork Way:

1x adjacent to Co-op store and Fir Tree Nursing Home, Mon-Sat, 7am to 7pm.

3.3 It is not necessary to make a TRO to install a bus stop clearway, however, if appropriate, consultation with adjacent properties is carried out beforehand.

4 STEPS TOWARDS IMPLEMENTATION

- 4.1 It is likely there will be further informal consultation about some of the proposals in the Annexes prior to statutory consultation. This can be carried out in December 2012/January 2013 alongside preparation of the plan based TRO. The statutory advertising process involves placing notices in local newspapers and on street where changes are planned and will take place from February in conjunction with the change to map based orders.
- 4.2 Plans illustrating the amended restrictions will also be placed on deposit in local libraries and the Borough Council offices during statutory consultation. The main source of information however is likely to be the county council's parking web page - Parking News and Updates in Reigate and Banstead:
www.surreycc.gov.uk/parking/reigateandbanstead. This will provide the opportunity for any interested parties to view the proposals and lodge objections or make comments.
- 4.3 When the consultation period is over, the objections will be considered to see if changes to the proposals are necessary. It is likely that a further report will be presented to the local committee setting out the objections and the proposed way forward. If there are relatively few then these could be resolved 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.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 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. It is recommended that the Local Committee allocate £20,000 towards the cost of implementing the proposals in Annex 1 and 2 from their 2013/14 revenue budget. Additional funding may be required for residents parking schemes in 2013/14 if these are agreed at a later date.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 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.

7 CRIME AND DISORDER IMPLICATIONS

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

8 CONCLUSION AND REASONS FOR RECOMMENDATIONS

- 8.1 It is recommended that the waiting restrictions are progressed as detailed in Annex 1 and 2. They will help:
- Improve road safety
 - Increase access for emergency vehicles
 - Increase access for refuse vehicles and service vehicles
 - Ease traffic congestion
 - Better regulate parking

9 WHAT HAPPENS NEXT

- 9.1 There is likely to be some further consultation to resolve the detail of proposals in Annex 1 and 2. When this is complete the statutory consultation will take place and the outcome reported back to Members.

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BACKGROUND PAPERS: There are none.