

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (REIGATE AND BANSTEAD)**

**DATE:** 2<sup>nd</sup> MARCH 2015  
**LEAD OFFICER:** JOHN LAWLOR, AREA TEAM MANAGER



**SUBJECT:** MARK STREET, REIGATE  
 PROPOSED ONE-WAY WORKING

**RESULTS OF CONSULTATION**

**DIVISION:** REIGATE

**SUMMARY OF ISSUE:**

Concerns have been raised by users of Mark Street regarding the congestion and access in Mark Street, Reigate. Funding was allocated in December 2013 for design and implementation of a short length of one-way working at the southern end of Mark Street.

Public consultation has been carried out on the proposals. The consultation also invited any other comments to be raised.

This report presents the results of the public consultation. The Local Committee is asked to note the results of the consultation and to make a decision on how they wish to proceed.

**RECOMMENDATIONS:****The Local Committee (Reigate and Banstead) is asked to:**

- (i) Note the results of the public consultation as set out in this report, particularly that there is no strong level of support for the proposals presented for public consultation, although there is support for measures to improve safety and access ;
- (ii) Agree not to proceed with the proposals as presented for public consultation;
- (iii) Note that the parking issues raised during the consultation, be considered as part of the next scheduled parking review for Reigate and Banstead

**REASONS FOR RECOMMENDATIONS:**

To inform the Local Committee of the results of the public consultation and to investigate measures that take the views of those consulted into consideration.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 Mark Street is a narrow residential street in Reigate, near to Reigate station. A location plan is attached as **Annex 1**.
- 1.2 Mark Street links Warren Road in the north to Holmesdale Road to the south. The northern part of Mark Street has a footway on each side. The properties on the west side have off-street parking whereas those on the east side do not. The southern end of Mark Street is narrow, with a footway to the east side, only allowing vehicles to pass in one direction at a time. As well as residential properties, Mark Street provides access to the Reigate Day Nursery.
- 1.3 Concerns have been raised by users of Mark Street regarding congestion and access. Funding was allocated in December 2013 for design and implementation of a short length of one-way working at the southern end of Mark Street.
- 1.4 The South East Area Highways Team undertook feasibility studies, including site visits. This led to an outline design for one-way working, with associated signs in accordance with legislation and guidance.
- 1.5 A consultation letter and drawing of proposed measures were delivered in January 2015 to residents and businesses in Mark Street.
- 1.6 Copies of the consultation drawing and letter, and questionnaire are attached as **Annexes 2 and 3** respectively. A plan showing the consultation area and details of additional consultees are attached as **Annex 4**.
- 1.7 This report presents the results of the public consultation.

## **2. ANALYSIS:**

### **Responses**

- 2.1 There was a total of 15 letters delivered to residents.
- 2.2 Letters were also delivered to Reigate Day Nursery and emergency services (police, fire, ambulance).
- 2.3 There was a total of six responses received from residents, plus responses from Reigate Day Nursery, Surrey Police and East Command Fire Safety.
- 2.4 Further details on the responses received are attached as **Annex 5**.

### **Summary of responses and comments made by residents**

- 2.5 The general view expressed by residents is that they are not against the principle, but feel that the proposed one-way working alone will not address their concerns
- 2.6 Of the responses received from residents, a number of common issues emerged, which are summarised below, along with officer comments:
  - Access for emergency vehicles is restricted
  - Concerns about damage to residents' vehicles

- Traffic for the nursery causes Mark Street to be blocked in the morning and afternoon and at lunchtime
- Parking restrictions or controls would be more effective in improving safety and traffic flow (resident-only parking also suggested)
- Larger vehicles sometimes can only access Mark Street from the Holmesdale Road end, due to parked vehicles
- The width of Mark Street and parking restricts access for larger vehicles, including deliveries and refuse collection

*Comment: parking on each side of Mark Street results in limited width. The parking around the junction of Warren Road to the north and the layout of the junction with Holmesdale Road to the south restrict turning movements for larger vehicles. The comments received will aid the assessment of any future parking amendments.*

- Do not agree that safety or traffic flow will be improved as most traffic comes in from the Warren Road end
- Conflicts between opposing vehicles in the narrow section are rare
- Suggestion that Mark Street could be widened by narrowing existing footways

*Comment: review of available collision data shows there are no recorded personal injury accidents in Mark Street, including its junctions with Warren Road and Holmesdale Road. Anecdotal evidence suggests safety issues and vehicle damage are due to restrictions caused by parking. The comments received will aid the assessment of any future parking amendments.*

### **Other consultees**

- 2.7 Additional individuals and organisations were also consulted (see Annex 4).

#### Emergency services

- 2.8 Surrey Police and East Command Fire Safety each responded to state they had no objections.

#### Reigate and Banstead District Councillors

- 2.9 Cllr Roger Newstead: expressed support of the proposals.

#### Reigate Day Nursery – support proposals

- 2.10 Expressed support of the proposals. Additional comments in support of parking restrictions.

### **3. OPTIONS:**

3.1 A number of options, together with Officer comments, are given below, based on the results of the consultation.

3.2 **Option 1:** Proceed with detailed design and implementation of measures, based on the proposals presented for public consultation.

*Comment: There is no overwhelming level of support for the proposals due to the view that the introduction of one-way working as presented will not address the concerns. These concerns would need to be assessed and reviewed as part of wider proposals.*

3.3 **Option 2:** Proceed with investigation of other measures. Mark Street to be included in the next parking review.

*Comment: There is support for parking controls to address concerns. The next parking review for Reigate and Banstead could assess the feasibility of parking controls.*

3.4 **Option 3:** Do not proceed with detailed design and implementation of measures or further investigation and assessment, i.e. 'do nothing'.

*Comment: The existing arrangements in Mark Street would remain.*

### **4. CONSULTATIONS:**

4.1 Proposals to provide a short length of one-way working at the southern end of Mark Street have been the subject of public consultation, the results of which are presented in this report.

4.2 Reigate and Banstead Borough Council and the emergency services have also been consulted.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 There is funding allocated from the Local Committee's Integrated Transport Schemes (ITS) budget this financial year for measures in Mark Street.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

### **7. LOCALISM:**

7.1 The Highway Service is mindful of the localism agenda and engages with the local community as appropriate before proceeding with the construction of any highway scheme

**8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
Sustainability (including Climate Change and Carbon Emissions)	Set out below
Corporate Parenting/Looked After Children	No significant implications arising from this report
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report
Public Health	No significant implications arising from this report

**8.1 Crime and Disorder implications**

A well-managed highway network can contribute to reduction in crime and disorder.

**8.2 Sustainability implications**

The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

**9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 There is no overwhelming level of support for the proposed measures for Mark Street to be implemented as presented for public consultation. However, there are degrees of support for the proposed measures, with suggestions that additional or alternative measures would be more effective in improving safety and traffic flow.
- 9.2 Concerns have been raised regarding restricted access due to parked vehicles, as well as damage to residents' vehicles.
- 9.3 The Local Committee is asked to note the results of the public consultation as set out in this report.
- 9.4 Taking into consideration the views expressed by respondents to the consultation, it is recommended that Option 2, as set out in para. 3.3, be progressed. The recommendations of the parking review will be the subject of further consultation with the divisional Member, emergency services and the businesses and residents directly affected.

**10. WHAT HAPPENS NEXT:**

- 10.1 Mark Street, and the issues raised during the consultation will be considered as part of the next scheduled parking review for Reigate and Banstead

**Contact Officer:**

Peter Shimadry, Engineer, South East Area Team, 03456 009 009

**Consulted:**

As detailed in the report

## ITEM 11

### **Annexes:**

Annex 1: Location plan

Annex 2: Plan showing proposed one-way working

Annex 3: Consultation letter

Annex 4: Consultation delivery area

Annex 5: Responses received

### **Sources/background papers:**

- Responses to public consultation