

**SURREY COUNTY COUNCIL****REIGATE AND BANSTEAD LOCAL COMMITTEE****DATE:** 08 June 2015**LEAD OFFICER:** David Curl, Parking Strategy and Implementation Team**SUBJECT:** Reigate and Banstead Borough On Street Parking Review 2015**DIVISION:** All in Reigate and Banstead**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 2015 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 1 and 2 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) the Parking Strategy and Implementation Team Manager is authorised to progress and implement any further car club bays in consultation with the Chairman and the local county councillor.
- (vi) if necessary the Parking Team Manager will report the objections back to the local committee for resolution.
- (vii) To allocate funding of £15,000 in 2014/15 to implement the parking amendments.
- (viii) To establish a borough wide parking task group (to replace the Redhill Task Group) with the terms of reference set out in Annex 4.

#### **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

Delegating the authority to install car club bays will allow further expansion of the car club scheme, subject to community interest, sustainable growth and in locations agreed with local councillors.

A Borough wide parking task group will help give direction to and prioritisation for on street parking initiatives in the Borough such as residents parking.

## 1. INTRODUCTION AND BACKGROUND:

- 1.1 This is the third borough wide parking review in Reigate and Banstead since 2013. This review as with it's predecessors, includes proposals to improve safety, reduce congestion as well as introduce a small number of residents parking schemes.
- 1.2 A task group was set up in 2013 to look at residents parking issues in Redhill. The group met twice and agreed to carry out a number of residents parking consultations around the Redstone Hill area. In some cases, where we have had a positive response from the consultations, we are proposing to introduce residents parking schemes as part of this review.
- 1.3 Through discussions at the Redhill Task Group however it became apparent that parking in Redhill is influenced by many factors and that Reigate and surrounding areas should be included in the considerations.
- 1.4 As such it is proposed to establish a borough-wide parking task group who will be able to decide priorities for on street parking across the Borough and be in a better position to recommend the direction of the county and borough councils resources as needed.

### **Car Clubs**

- 1.5 Car clubs are increasingly operating in towns and cities across the UK. A car club is a short term flexible car hire scheme, with a mix of users both residents and businesses and is usually located in highly visible on street locations, which are easily accessible. Car club members usually pay a small annual fee to join the car club, and can then book the car sometimes at very short notice, if available. The benefits of the car club include lower emissions vehicles and easing pressure on parking and congestion in the long term as fewer private cars are on the road. More journeys are made by public transport, walking and cycling, whilst a car is still available for trips where other options are not feasible.

**Businesses and employees** – car clubs can help businesses reduce their business travel costs from parking and mileage

**Residents** – membership of a car club can provide a cheaper alternative to car ownership or the need to purchase a second car. Evidence shows that car club members are more likely to defer or avoid purchase of a car altogether.

**Environment** – car clubs cars have lower average CO2 emissions than the average privately owned cars in Surrey. Users have access to higher specification vehicles that are more regularly replaced than those in private ownership. Moreover, car club members are more likely to replace some car journeys with public transport, walking and cycling.

## **2. ANALYSIS:**

- 2.1 In the last 15 months approximately 415 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 80 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 and meetings with stakeholders and councillors as appropriate.
- 2.3 Each feasible request has been 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.
- 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 3.

### **Car Clubs in Redhill**

- 2.5 The County Council has a contract with a car club provider, Co-Wheels, who operate a network of 14 vehicles in Surrey, mainly near to the main Surrey County Council office locations. Switching to the car club service instead of a standard business pool car model has brought financial savings and it offers a better service for staff needs. There are four vehicles in Redhill, all currently sited at Gloucester Road car park, near to Consort House.
- 2.6 The next stage is to re-distribute these to create a network of locations across central Redhill, to improve access to a wider market and to

[www.surreycc.gov.uk/Reigate&Banstead](http://www.surreycc.gov.uk/Reigate&Banstead)

increase visibility of the service. Suitable locations have been identified in consultation with the SCC Parking team and in light of the Redhill Balanced Network, in the areas of Warwick Road and the central location of the High Street. Further opportunities may lie in the areas of Upper Bridge Road/ Grovehill Road to the south of Redhill town centre and Lynwood Road to the north.

- 2.7 The County Council is proposing to create one designated car club bay in the High Street and one designated car club bay in Warwick Road. (Detailed locations are shown in Annex 2) While these vehicles can still be used for county council business travel, they will also provide a valuable service to the wider community and support the council's wider sustainability objectives. The County Council's car club provider, Co-Wheels, will continue to promote the service locally, to ensure increased take-up and benefit from the scheme
- 2.8 Overall there will be a network of five vehicles in Redhill, comprising two vehicles parked on-street, two in Gloucester Road car park and one at Redhill station.
- 2.9 Further on-street parking spaces will be identified in appropriate areas to expand the car club offer to more residents and businesses in Redhill, following evaluation of the first two on-street bays.

### **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 1 and 2 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.

#### **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 1 from their 2014/15 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

- 8.2 A borough wide parking task group will improve the strategic direction for on street parking provision in the borough.

## **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 by March 2016.

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**Contact Officer:** Adrian Harris, Engineer – SCC Parking Team  
David Curl, Team Manager, SCC Parking Team  
**Consulted:** The report details locations for consultation.

**Annexes:** There are 4 annexes.

**Sources/background papers:**

Reigate and Banstead Local Committee, Parking Review, 03 March 2014.

Reigate and Banstead Local Committee, Parking Review, 03 December 2012.

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