

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (REIGATE & BANSTEAD)**

**DATE: 8<sup>TH</sup> JUNE 2015**



**LEAD OFFICER: DAVE TAYLOR / PETER BOARDER**

**SUBJECT: CENTRAL CAR PARK, HORLEY**

**DIVISION: HORLEY**

**SUMMARY OF ISSUE:**

In March 2014 Surrey County Council and Reigate and Banstead Borough Council implemented a scheme to reverse the direction of the existing one-way working of the Central Car Park Service Road in Horley. The changes were made by an Experimental Traffic Regulation Order that came into effect on 30<sup>th</sup> January 2014.

This report seeks a decision on whether to make the Experimental Traffic Regulation Order permanent or to reinstate the existing one-way working arrangement in the Central Car Park Service Road.

**RECOMMENDATIONS:**

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

- (i) The Experimental Traffic Regulation Order, which has reversed the one way working of the Central Car Park Service Road, is made permanent.

**REASONS FOR RECOMMENDATIONS:**

- (i) The Experimental Traffic Regulation Order has been successfully operating for the last 15 Months.
- (ii) There have been no formal objections to the Experimental Traffic Regulation Order and there is a general consensus that it has worked well.
- (iii) The revised working avoids conflict between vehicles exiting the Central Car Park and Waitrose Car Park, within close proximity to the signalised junction of Consort Way East and Victoria Road.

<b><u>1. INTRODUCTION AND BACKGROUND:</u></b>
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- 1.1 In 2012 Transport Development Planning presented a report to Reigate and Banstead Local Committee to reverse the direction of the existing one-way working of the Central Car Park Service Road, including new signing, road markings and minor improvements to the kerb line.

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- 1.2 The report and minutes from the meeting held on Monday 18<sup>th</sup> June 2012 are included in Annex 1. Reigate and Banstead Local Committee:
- 1) Agreed that the direction of the existing one-way working in the Central Car Park Service Road be reversed for a maximum experimental period of 18 months.
  - 2) Authorised the advertisement and introduction of an experimental Traffic Regulation Order under the Road Traffic Regulation Act 1984, the effect of which will be to reverse the direction of the existing one-way working in the Central Car Park Service Road on an experimental basis.
  - 3) Agreed that the officers submit a further report to the Local Committee to seek a decision on whether to make the experiment permanent or to reinstate the existing one-way working arrangement in the Central Car Park Service Road.
- 1.3 The experimental Traffic Regulation Order was advertised on 9<sup>th</sup> January 2014 and came into effect on the 30<sup>th</sup> January 2014.
- 1.4 The scheme to implement the experimental traffic Order was jointly funded by Reigate and Banstead Borough Council and Surrey County Council, totalling £15,000 and came into affect in March 2015.
- 1.5 Drivers accessing the public car park are now required to enter and exit from the access adjacent to Horley Tyre and Exhaust. Delivery vehicles are now required to enter from the access behind Collingwood and Batchelor and exit at the access adjacent to Horley Tyre and Exhaust. Please refer to attached plan in Annex 2.
- 1.6 The implementation of this scheme has removed the conflict of vehicles exiting the Central Car Park and Waitrose Car Park, within close proximity to the signalised junction of Consort Way East and Victoria Road.

### **2. ANALYSIS:**

- 2.1 An Experimental Traffic Regulation Order allows the County Council to monitor and assess the impact of a scheme, prior to making permanent alterations to the highway network. The Central Car Park Service Road has been operating successfully for the last 17 months.
- 2.2 It is not possible to lodge a formal objection to an Experimental Traffic Regulation Order until it is in force. Once it is in force objections may be made to the Order being made permanent, within the first six months. No formal objections have been received in relation to the Central Car Park Service Road.
- 2.3 The accident data has been reviewed for the last 12 months and there have been no Personal Injury Accidents recorded during this period at the junctions of the Central Car Park Service Road with Consort Way East.

**3. OPTIONS:**

- 3.1 There are two options available to Reigate and Banstead Borough Council's Local Committee:

<b>Option One – The Experimental Traffic Regulation Order is made permanent</b>	
<b>Positives</b>	<b>Negatives</b>
Permanently removes the conflict of vehicles exiting the Central Car Park and Waitrose Car Park, within close proximity to the signalised junction of Consort Way East and Victoria Road.	Non identified
Avoids unnecessary disruption and confusion to users of the Service Road.	
Avoids abortive works.	
<b>Option Two - The Experimental Traffic Regulation Order is not made permanent and the existing one-way working arrangement in the Central Car Park Service Road is reinstated.</b>	
<b>Positives</b>	<b>Negatives</b>
Non identified	Cost implication in terms of reversing alterations made to the physical infrastructure required in order to facilitate the Experimental Traffic Regulation Order.
	Reintroduces conflict with vehicles exiting the Central Car Park and Waitrose Car Park, within close proximity to the signalised junction of Consort Way East and Victoria Road.
	Reversing the alterations is likely to cause confusion amongst users of the Central Car Park Service Road and be viewed negatively by members of the public.

**4. CONSULTATIONS:**

- 4.1 Consultation was undertaken with a range of stakeholders prior to the implementation of the experimental Traffic Regulations Order.
- 4.2 Transport Development Planning liaised with Traffic Systems, East Area Highways, Passenger Transport Group, Safety Engineering Team, Transport Planning, Horley Town Council, the Borough Council, Horley Town Management Group, East Area Highways, Safety Engineering Team and Reigate and Banstead Borough Council. Surrey Police were also consulted and they raised no objection in principle.
- 4.3 The experimental Traffic Regulations Order was advertised prior to its introduction under the Road Traffic Regulation Act 1984. Neighbouring

businesses were also notified by letter. No objections were made during the advertisement of the order.

- 4.4 Recent consultation has been undertaken with stakeholders to ascertain how the TRO has worked and whether it should be made permanent. This consultation has taken place with local members (Town, Borough and County), local businesses through the Horley Town Management Group, local stakeholders through the Horley Regeneration Forum and key Surrey County Council service areas, including East Area Highways, Safety engineering and Traffic Systems.
- 4.5 The general consensus is that the Experimental Traffic Order has worked well and should be made permanent.

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

- 5.1 There is no cost associated with making the Experimental Traffic Regulation Order permanent, apart from staff time.
- 5.2 If the Local Committee were not to support the Experimental Traffic Regulation order being made permanent, then there will be a cost to the County Council in altering the infrastructure.

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

- 6.1 There are no equality or diversity implications, though it should be noted that some dropped kerbs have been improved as part of the scheme, that has improved access for those whose mobility is impaired and/or for parent and/or carers with pushchairs..

#### **7. LOCALISM:**

- 7.1 The Experimental Traffic Regulation Order was advertised both on-site and in the local newspaper prior to coming into force. The County Council has not received any formal objections to the Experimental Traffic Regulation Order during the past 17 months.

#### **8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
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.

<b>9. CONCLUSION AND RECOMMENDATIONS:</b>
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- 9.1 The Experimental Traffic Regulation Order, which has reversed the one way working of the Central Car Park Service Road, has been in effect for 17 months. There have been no formal objections to the order and there is a general consensus that it has worked well.
- 9.1 It is therefore recommended that the Experimental Traffic Regulation Order be made permanent.

<b>10. WHAT HAPPENS NEXT:</b>
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- 10.1 The Experimental Traffic Regulation Order will be made permanent and the associated alterations to the kerb line, signage and lining will remain in situ.

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**Contact Officer:**

**Consulted:**

- Geoffrey Trott – Surrey County Council, Parking Strategy and Implementation Team
- John Lawlor - Surrey County Council, Area Highways Manager
- Rob Simpson – Surrey County Council, Road Safety Engineer
- Local members – Town, Borough and County
- Local businesses

**Annexes:**

- Annex 1: Report to Local Committee (Reigate and Banstead) dated 18<sup>th</sup> June 2012 and decision.
- Annex 2: Consort Way East Scheme (drawing P0159)
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