

SURREY COUNTY COUNCIL**REIGATE AND BANSTEAD LOCAL COMMITTEE****DATE: 4 MARCH 2019****LEAD OFFICER: RIKKI HILL, PARKING PROJECT TEAM LEADER****SUBJECT: REIGATE AND BANSTEAD ON STREET PARKING REVIEW 2019****DIVISION: ALL (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 borough wide process.

To progress the 2019 review the committee is asked to approve the formal advertisement of the county council's intention to make the changes to on-street parking restrictions at the locations listed in the report annex.

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

- i. That the county council's intention to introduce the proposals in Annex 1 is formally advertised, and subject to statutory consultation.
- ii. That if necessary, adjustments can be made to the proposals by the parking team manager in consultation with the chairman, vice-chairman and county councillor prior to advertisement.
- iii. That if no objections are received when the proposals are advertised, the traffic regulation orders are made.
- iv. That if there are unresolved objections, they are dealt with in accordance with the county council's scheme of delegation by the parking team manager, in consultation with the chairman/vice chairman of the committee and the appropriate county councillor.
- v. That if necessary the parking team manager will report the objections back to the local committee for resolution.
- vi. And to note that funding in 2019/20 would be required to implement the parking amendments, subject to availability – see paragraph 4.1

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

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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
- Increase access for refuse vehicles, buses and service vehicles
- Ease traffic congestion
- Better control parking

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Parking Strategy and Implementation Team maintains a database of the requests for additions or amendments to the parking controls in the borough of Reigate & Banstead.
- 1.2 These requests are considered every 15 months by way of a borough-wide parking review
- 1.3 Since carrying out the 17/18 parking review the team has received over 350 new requests for changes.

2. ANALYSIS:

- 2.1 Following an initial desktop review of the requests, a number of them were rejected as either just requests for refreshment of existing restrictions, or duplicates of other requests on the list, or requests that were impractical or unfeasible or were already in place. The parking team then undertook assessments of the remaining locations.
- 2.2 Following the assessments, further requests were rejected, as there was no feasible or practical solution or it was not considered a priority to implement at this time.
- 2.3 Each feasible request has been assessed based on several factors including road safety, localised congestion, access to shops and businesses and member and public concern/priority. They are described in Annex 1.
- 2.4 There were a number of requests for large scale parking controls, such as resident permit parking schemes or curfew parking restrictions. However these have not been included in the proposals because they would cause displacement to other nearby roads, which already suffer from similar parking pressures. There is undoubtedly intense pressure on parking by all road users, particularly in the main town centres, but these need to be dealt with as a whole rather than in a piecemeal fashion. Unfortunately at the moment there is no resource to take forward the development of a strategy to look at controlling parking over a wide area in town centres, rather than individual roads in isolation, but such extensive controls need to be deferred until such a resource is available.

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. Notices will also be delivered to all properties that front directly on to new restrictions. 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 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.

4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 4.1 The cost of carrying out parking reviews (officer time) is met by the parking team. For this review the advertising and implementation costs are likely to be about £10,000. This is likely to take place in 2019/20 subject to funding being available once budgets for the new financial year have been finalised and approved.

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 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 when the proposals are advertised.
- 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.

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

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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
- Increase access for refuse vehicles and service vehicles
- Ease traffic congestion
- Better regulate parking

9. WHAT HAPPENS NEXT:

- 9.1 The county council's intention to make the necessary traffic regulation orders will be advertised 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 in their areas following the advertisement.
- 9.2 Once any objections have been considered, the traffic regulation orders will then be made (with or without modifications) and the appropriate signs and lines installed to allow the restrictions to be enforced. Assuming funding is available, we will aim to do this by the end of the year.

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Sources/background papers: