



**SURREY COUNTY COUNCIL'S  
LOCAL COMMITTEE (TANDRIDGE)**

**MEMBER QUESTION**

**28 June 2013**

**On the subject of the results of the parking arrangements in Farningham Road, Caterham Sally Marks Divisional Member for Caterham Valley asks:**

‘Please let us know what the results were from the Consultation on Parking arrangements in the Farningham Road area and if no consensus was reached what can be done to improve the appalling difficulties presently experienced by many residents?’

**Officer Response**

Please see below the analysis and outcome of the Caterham Valley Parking Consultation.

**SUMMARY**

During November 2012 to January 2013 we carried out a consultation with residents of a number of roads in Caterham including:

- Commonwealth Road
- Farningham Road
- Farningham Crescent
- Mount Pleasant Road
- Colin Road
- Croydon Road
- Beechwood Road
- Beechwood Gardens
- Elgin Crescent
- Trenholm Court

Letters were posted to address, along with a set of frequently asked questions that explained how a typical permit scheme could work.

## ANALYSIS

The table below shows a summary of the number of responses received, and the level of support for a scheme.

| Road                | Correspondence |            |                   | In favour |            | Not in favour |            | Not sure  |           |
|---------------------|----------------|------------|-------------------|-----------|------------|---------------|------------|-----------|-----------|
|                     | Sent           | Responses  | Response Rate (%) | no        | %          | no            | %          | no        | %         |
| Commonwealth Road   | 109            | 30         | 28                | 8         | 27         | <b>16</b>     | <b>53</b>  | 6         | 20        |
| Tanhouse Road       | 0              | 1          | n/a               | 0         | n/a        | <b>1</b>      | <b>100</b> | 0         | n/a       |
| Farningham Road     | 126            | 62         | 49                | 20        | 32         | 14            | 23         | <b>28</b> | <b>45</b> |
| Croydon Road        | 77             | 15         | 19                | 6         | 40         | 2             | 13         | <b>7</b>  | <b>47</b> |
| Beechwood Gardens   | 65             | 13         | 20                | 1         | 8          | <b>9</b>      | <b>69</b>  | 3         | 23        |
| Beechwood Road      | 109            | 47         | 43                | 9         | 19         | <b>32</b>     | <b>68</b>  | 6         | 13        |
| Mount Pleasant Road | 20             | 9          | 45                | <b>7</b>  | <b>78</b>  | 1             | 11         | 1         | 11        |
| Colin Road          | 11             | 1          | 9                 | <b>1</b>  | <b>100</b> | 0             | 0          | 0         | 0         |
| Caterham Road       | 0              | 1          | n/a               | 0         | n/a        | <b>1</b>      | <b>100</b> | 0         | n/a       |
| Elgin Crescent      | 11             | 2          | 18                | 0         | 0          | <b>1</b>      | <b>50</b>  | <b>1</b>  | <b>50</b> |
| Boswell Row         | 0              | 3          | n/a               | 0         | n/a        | <b>2</b>      | <b>67</b>  | 1         | 33        |
| <b>Totals</b>       | <b>528</b>     | <b>184</b> | <b>35</b>         | <b>52</b> | <b>28</b>  | <b>79</b>     | <b>43</b>  | <b>53</b> | <b>29</b> |

### Summary:

- Overall response rate was 35%, with 28% of respondents in favour, 43% not in favour, and 29% not sure.
- For Commonwealth Road, Farningham Road and Mount Pleasant Road, the consultation achieved a 40% response rate, with 35% in favour, 30.7% against, and 34.7% not sure.

As shown in the table there is no overall consensus in favour of a permit scheme; the only roads which were in favour of a scheme were Colin Road (where only one response was received), and Mount Pleasant Road. As there are only approximately 4 parking spaces in Mount Pleasant Road, it would not be realistic to introduce a scheme in this road in isolation.

Consequently, we do not propose at this time to introduce any permit schemes in this area.

We have analysed the feedback from the 'free text' responses, and identified some common themes, mainly from Commonwealth Road, Farningham Road and Mount Pleasant Road (where parking is considered most problematic). These are listed below, with responses where appropriate.

- **Existing yellow lines need better enforcement.**
  - Enforcement is carried out by Reigate and Banstead Borough Council. We will ask them to ensure that the existing controls are enforced appropriately.
- **Some additional sections of yellow lines are required.** (Various locations, particularly where vehicles are parked entirely on the footway, or where vehicles parked on the carriageway force traffic onto the footway to get past).
  - We will consider any suggestions for additional sections as required in the next review of parking in Tandridge.
- **Some sections of yellow lines should be removed.**
  - We will consider any such suggestions in the next review of parking in Tandridge.
- **Additional homes being built in the area are exacerbating the parking problems.**
  - Planning decisions are made by Tandridge District Council – which must be in accordance with planning guidance set out by central government.
- **People don't use garages for cars.**
  - We can't force residents to use their garages/off street parking space. In locations where permit schemes are in operation it does encourage greater use of off street space as these must be used before permits are issued – clearly if the space is not large enough for a vehicle, it would not be 'counted'.
- **Parking bays would reduce space.**
  - We said in our consultation letter that we would not intend to mark parking bays for this reason.
- **Residents shouldn't have to pay for permits.**
  - All permit parking schemes in Surrey are charged for, in line with the Council's parking strategy. This is to cover the cost administration and enforcement of these schemes, and is common practice for many local authorities.
- **Additional off street parking should be made.**
  - Off street car parks are owned and managed by borough/district councils. The county council does not provide off street car parks.
- **Why can't residents be issued with one or two re-usable visitor permits to give to their visitors rather than the one day permits?**
  - The one day permits are used as this give us better controls over the number of people parking in the scheme. It also prevents potential misuse of the visitor permits – e.g. if a re-usable permit were issued it could easily be 'sold off'.
- **How does parking in front of dropped kerbs work?**
  - Civil Enforcement Officers (CEOs i.e. parking wardens) are able to issue tickets to vehicles parked in front of dropped kerbs without the need for road markings. This only happens on the instruction of the resident being blocked in/out of their off street area – this is to ensure that tickets are not issued to residents parking in front of their own dropped kerb.
  - The police are also able to ticket any vehicle parked dangerously/obstructively without the need for road markings.
  - We do not routinely apply yellow lines to individual accesses – this only takes place as part of a wider traffic management scheme.
  - If a 'zonal' permit scheme were introduced (as described in our original consultation of November / December 2012) a residents would need a permit to park in-front of their own drives.

- **Some of the disabled parking bays could be removed**
  - We can check whether the disabled bays are still required and remove them if necessary.

## RECOMMENDATIONS

Given the response to the consultation, we recommend:

- Not to proceed any proposals for a resident permit scheme.
- To consider any suggestions for introduction / removal of yellow lines as part of the next review of parking in Tandridge.

As there is no consensus for a permit scheme; some residents believe it would be very beneficial, but some think that there are simply too many vehicles belonging to residents for the road space available or that the problems are worse overnight than during the day. Consequently we are not able to proceed with any such proposals.

Parking in these roads remains challenging due to the nature of the roads in question. We will keep the current on street parking controls under review and optimise their provision as necessary to provide as much space as possible whilst considering safety concerns of residents.