

SURREY COUNTY COUNCIL**REIGATE AND BANSTEAD LOCAL COMMITTEE****DATE: 2 NOVEMBER 2020****LEAD OFFICER: RIKKI HILL, PARKING PROJECT TEAM LEADER****SUBJECT: REIGATE AND BANSTEAD PARKING REVIEW 2020****DIVISION: ALL (REIGATE & 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 2020 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 described in Annex 1 is formally advertised, and subject to statutory consultation.
- (ii) That if necessary, minor adjustments can be made to the proposals by the parking team manager in consultation with the chairman, vice- chairman and relevant 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.

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 for a number of reasons, including that 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 list 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 2019 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, but not limited to, road safety, localised congestion, access to shops and businesses and member and public concern/priority. Those that were considered the most important to introduce are described in Annex 1 and shown in the drawings in Annex 2.
- 2.4 There were a number of requests for large scale parking controls, such as resident permit parking schemes or curfew parking restrictions, and the situation in many parts of the borough, particularly in the larger towns and near transport hubs, is reaching a critical stage because of the intense pressure on parking by all road users. In many of these places, residents are finding it increasingly hard to cope with the daily influx of visitors using parking spaces all day.

- 2.5 However, little more than safety features have not been included in the proposals because such larger schemes would cause displacement to other nearby roads, which already suffer from similar parking pressures and they would have pushed the cost way beyond the available funding. Also, a piecemeal approach to these issues is not a suitable way forward and so there is now, more than ever, a need to find a way to deal with these issues as a whole, and in particular, if possible, find funding to provide more off street parking and introduce complimentary on street parking controls.

3. CONSULTATIONS:

- 3.1 The proposed changes to parking restrictions will require amendments to traffic regulation orders 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. Following the advertisement there will be a 28 day period during which 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 minor 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, which will be funded from the parking team's budget.

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 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 for a number of reasons, including:

- 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 formally advertised and public notices detailing the proposed changes will be displayed in the local press and on site. This will be followed by the 28 day period for people to let us have their views. The intention is to have completed this part of the process by the end of this year.

9.2 County councillors will be involved in the decisions about whether restrictions should go ahead in their areas following consideration of all the feedback received in response to the advertisement.

9.3 Once all the comments and objections have been considered and the final decisions made, 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. If all goes according to plan, these works will have been ordered before the end of the financial year.

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Sources/background papers: