

Parking Strategy

Surrey Transport Plan

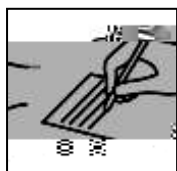


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If you have other needs in this regard please contact Surrey County Council in one of the following ways.



In writing

Surrey County Council
Strategy Group (Room 420)
Environment & Infrastructure Directorate
County Hall
Kingston upon Thames
Surrey KT1 2DN



By fax

020 8541 9447



By phone

03456 009 009
Minicom: 020 8541 9698



Online

Email: surreytransportplan@surreycc.gov.uk
www.surreycc.gov.uk/surreytransportplan

the means of travelling to and from work. The resultant congestion can very often be eliminated by introducing short term parking restrictions of an hour or two duration.

However, such curfew parking cannot be considered in isolation. Firstly there is the problem of displacement. Many drivers will continue to drive and park and move to the nearest alternative location. The curfew parking does not then eliminate the problem, but simply shifts it. Consideration also must be given to the need for the vehicles to be parked somewhere. Although parking restrictions can be a catalyst to changing behaviour and encouraging a shift away from cars and to public transport, in some cases the car is a person's only viable means of travelling to and from work.

Displacement can be countered in two ways. Either the area covered by the curfew parking is large enough that the people who were parking and causing the congestion, change their behaviour. For example, where there is commuter parking near a railway station, there is a limit how far people are prepared to park and walk to the station.

If the curfew parking extends beyond that limit, it is likely that people will either find another way to get to the station, or park somewhere else nearby, such as in a car park, or they will find a different station to use near where they can park for free. This leads on to the other means of countering the problem of displacement, which is making sure that there is an adequate provision of suitable alternative parking. In most cases this would mean off street parking in either council or private car parks. It may also be possible to retain some parking provision with

complement each other. In most circumstances, the purpose of this should be to encourage motorists to park off street, particularly when parking for a long time. Where there is charging for parking, this can be achieved by having a higher tariff for parking at the prime locations, usually on street and closest to the motorists' likely destinations.

3.2.8 Other measures to help ease demand for on street parking

3.5 Delivery of Preferred Strategy

The county council makes changes to parking controls and restrictions, and introduces new ones, by way of regular reviews of parking in each borough and district. This is an established and reasonably well understood process which also serves to save time and money by dealing with multiple locations together rather than individual locations in isolation. Nonetheless the statutory requirement to advertise changes in a newspaper and costs involved with implementation means that they come at a cost.

Funding sources for the delivery of the preferred strategy will be drawn from:

- LTP capital funding;
- Revenue funding; and,
- Other funding sources, including surplus on the parking account, development funding and potential opportunities presented by future central Government grants or challenge competitions.

The county council will work with partners, including the boroughs and districts, to

4. Operating civil parking enforcement efficiently, effectively and economically

4.1 Problems, Challenges and Opportunities

In the Se

Traffic Management Act 2004 (TMA), it says that enforcement authorities should run

s on to say that it is a sensible aim to make the operation self-financing as soon as possible, and that if it is not self-financing, it should be affordable from within existing funding, and that neither national or local taxpayers should meet any deficit.

For the first few years that CPE was operational in Surrey, it ran at a financial deficit, and, as there was no specific alternative source of funding, the deficit was being met indirectly by the taxpayer. However in recent years, through close working with the borough and district councils, who manage on street parking on behalf of the county council through a series of agency agreements, CPE has been managed more efficiently and it now operates at no cost to the county council.

Going forward, particularly in the face of the considerable funding challenges facing local government, it is important that CPE continues to operate at no financial cost to the council. This can be done by increasing income or reducing expenditure, or a combination of the two.

The income to the parking account comes essentially from charges that are made in connection with parking – these are charges for parking permits, charges for other

4.2 Options

4.2.1 Residents' parking permits

In 2011, the county council introduced a standard countywide minimum charge for

the cost of these was standardised countywide in 2011 and the council is committed to periodically review the charge to keep it at a realistic level. In addition the county

both in terms of the cost and the length of stay that they allow.

street spaces which could be better controlled by the introduction of on street charging.

In addition, monitoring the compliance of and enforcing paid for parking is more straightforward and therefore more cost-effective and efficient. Where parking is free an enforcement officer has to note the vehicle registration number of all the cars and the time and then return after the maximum time allowed and see whether any of cars are still there. If they are, the officer can take action, but only if he/she can be sure that the car has been there the whole time. (If the maximum parking time is 2 hours with return prohibited within 1 hour, the officer would need to be sure that the car had not left shortly after the first observation and returned over an hour later and happened to find the same space free to park in again). Also it is possible that when the officer first recorded the registration numbers of all the cars, any number of those cars could have already been parked for a considerable time, but the officer has no way of knowing how long that may have been.

Administration of waivers and suspensions is carried out on behalf of the county council by borough and district parking teams and there is an agreed charging regime in place, which, as with other charges, needs regular review.

4.2.7 Paper-free permits

In most areas in the county, permits, waivers and paid for parking all involve the

4.4 Preferred Strategy

The county council should:

run its civil parking enforcement operation in line with government guidance

consider options for encouraging more sustainable travel options

introduce on street charging for short and long term parking where demand is highest

explore all enforcement options with a view to providing the most efficient regime possible

5. Parking provision and policies

5.1 Problems, Challenges and Opportunities

With the ever increasing numbers of vehicles on the road and consequent demand for parking space, the county council is mindful of the need to manage the use of the

Nonetheless the council receives a large number of request for APMs when the presence of a driveway is perfectly clear, but people choose to park inconsiderately, which can make use of the drive difficult. On some occasions the installation of an APM can help encourage more considerate parking but it cannot be guaranteed to do so. As an APM is of potential benefit only to the resident who applied for it, it is reasonable that the cost of implementing it should not be borne by the general taxpayer, and so the county council will introduce a charge for assessing an application and a charge for installation of an APM, in the event of a positive assessment.

5.2.4 Disabled parking bays

Wherever on street parking is controlled, disabled bays should be provided for the use of blue badge holders. The Department for Transport provides guidelines on the location of such bays (in Traffic Advisory Leaflet 5/95), but in summary they should be provided within 50 metres of the likely destinations (e.g. bank, post office, larger shops). It is also essential that these bays are regularly patrolled by enforcement officers in order to ensure that they are not misused by those who do not need them.

As well as providing disabled parking bays in areas where parking is controlled, there are a number of bays in areas where parking is unrestricted, in order to make it easier for disabled people to park close to their home. Although these bays have no legal standing, they are in general respected by other drivers and left for the use of

the meaning of the sign is clear. However, the DfT is not keen on permitting non-prescribed signs to be used and will only do so with solid justification.

Similarly with road markings, there are some variations contained in the TSRGD, such as for the width of parking bays, in order to allow some accommodation of particular local circumstances, but the bays still have to conform to prescribed maximum and minimum dimensions. The widths of the lines used for bay markings should normally be 50 millimetres, although they can be 75mm if greater emphasis is needed, or 100mm in very specific circumstances in block-paved areas. Apart from a few specific types of bay, such as a taxi rank, all the road markings for parking bays are white.

There are three prescribed widths for yellow lines. They should normally be 75mm in roads with a speed limit of 40mph or less and 100 mm in roads with a higher speed limit. They may however be only 50mm wide in roads "in areas regarded as environmentally sensitive".

The colour of the yellow for these lines is also prescribed with standard yellow being used on all occasions, except in environmentally sensitive areas, where paler yellow (so call

5.4 Preferred Strategy

The county council should:

encourage the provision of suitable amounts of off street parking on new developments

encourage the maximum use of off street parking by residents and businesses

provide disabled parking bays and access protection markings where appropriate

only use discretionary road signs and markings sparingly and in accordance with the relevant guidelines

5.5 Delivery of Preferred Strategy

Funding sources for the delivery of the preferred strategy will be drawn from:

LTP capital funding;

Revenue funding; and,

Other funding sources, including surplus on the parking account, development funding and potential opportunities presented by future central Government grants or challenge competitions.

The county council will work with partners, including the boroughs and districts, to seek to secure funding to deliver this strategy.

The following will be of particular importance:

Control of the use of discretionary road markings to guard against over use

Engagement with borough and districts and developers with regard to parking provision on new developments

6. Strategy Toolkit

Measures and Interventions related to the Parking Strategy:

Circumstances in which the cancellation of a Penalty Charge Notice (PCN) will be considered (marked)

Contravention
Code

<p>Blue badge holders No badge and or clock displayed - fallen from windscreen, displayed incorrectly (details face down) or obscured - PCN will normally be cancelled on the first occasion if proof of a valid Blue Badge is provided</p>	<p>Loading/unloading Information is needed to</p>
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27	Parked adjacent to a dropped footway (parked in front of access to a driveway or a dropped kerb at a junction)						
30	Parked for longer than permitted						
35	Parked in a disc parking place without clearly displaying a valid disc						
36	Parked in a disc parking place for longer than permitted						
40	Parked in a designated place without clearly displaying a valid disabled (badge is not displayed, obscured or invalid)						

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49	Parked wholly or partly on a cycle track						
55	A commercial vehicle parked in a restricted street in contravention of the Overnight Waiting Ban (applies to vehicles heavier than the maximum weight specified on signs)						
56	Parked in contravention of a commercial vehicle waiting restriction						
57	Parked in contravention of a coach ban						
61 62	Parked with one or more wheels on any part of an urban road other than a carriageway (footway parking)						
99	Stopped on a pedestrian crossing and/or area marked by zig-zags						

Appendix 2: Size of off-street parking spaces in relation to on-street permit schemes

These measurements are guidelines and like the parking standards in Appendix 2, there should be some flexibility in their application depending on the local circumstances. For example if a resident has a very small car, they would be expected to use an off street parking space if it were possible to do so, even if it was smaller than the sizes discussed below.

It is also important to note that these guidelines relate only to existing off street spaces, where a resident permit scheme is in operation or about to be introduced, and they have no link to the dimensions required for a new vehicle cross over, which are judged using different criteria.

A standard car parking space is 4.8 metres long by 2.4 metres wide, and is a starting point for consideration. The average length of a car today is about 4.5m with a width of about 1.8m, with larger family cars being about 4.8m long. A garage length of 5.0m should therefore be able to comfortably accommodate the vast majority of cars on the road. The width of cars varies less than