



Reigate & Banstead
BOROUGH COUNCIL
Banstead | Horley | Redhill | Reigate

REPORT OF:	HEAD OF CORPORATE POLICY, PERFORMANCE & PARKING
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TO:	EXECUTIVE
DATE:	27 OCTOBER 2016
EXECUTIVE MEMBER:	COUNCILLOR J. DURRANT

KEY DECISION REQUIRED:	NO
WARD (S) AFFECTED:	NORK

SUBJECT:	PETITION: NORK WAY PARKING FACILITIES
<p>RECOMMENDATIONS:</p> <p>(i) That the proposal to develop a new car park at Nork Way, as requested in the petition presented to Council on 28 July, not be supported; and</p> <p>(ii) That the parking concerns raised by the petition, which include parking issues related to residents, commuters, local employees and retail customers, be referred to the Reigate & Banstead Local Committee Parking Task Group to explore options for new/revised restrictions and increased parking capacity.</p>	
<p>REASONS FOR RECOMMENDATIONS:</p> <p>The costs of a new car park at this location are prohibitive when compared to the estimated income.</p>	
<p>EXECUTIVE SUMMARY:</p> <p>At the meeting on 28 July 2016 Council received a petition under the Council's Petition Scheme. The petition of 564 signatures related to parking facilities at Nork Way and asks that the Council "keep parking bays as they are but adding small car parking area which will charge a small fee for our businesses and residents".</p> <p>Council resolved to refer the matter to the Executive for further consideration.</p> <p>This report explores the petition request, including benefits, costs and options.</p>	

Executive has authority to approve the above recommendations.
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STATUTORY POWERS

1. The Council approved a Petition Scheme on 24th June 2010, in accordance with the Local Democracy, Economic Development and Construction Act 2009. The scheme sets out how the Council will respond to petitions.
2. The Localism Act 2011 revoked requirements placed on Councils in relation to petitions. The Executive in May 2013 agreed to retain its Petition Scheme. Council Procedure Rule 11 requires that the Council adhere to its Petition Scheme.

PETITION

3. On 28 July 2016, Councillor B.A. Stead presented a petition to Council in relation to Nork Way.
4. The petition requests that the council should
 - “keep parking bays as they are;
 - but adding small car parking area which will charge a small fee for our businesses and residents”.
5. The first part is a matter for Surrey County Council, as Local Highways Authority, as they are responsible for parking restrictions across the county. The proposed changes to the on street parking restrictions are set out in **Annex 1**. Surrey County Council has confirmed that no formal objections were received during their consultation, and that they are proposing to implement these proposals later this year. Any further changes to on street parking restrictions would need to be considered in the 2017 review. The local County Councillor has been advised of this petition so as to consider any amendments in the review.
6. The second aspect requests that a small car parking area be added, with a small fee for business and residents. The petition proposes a car park be located between Fir Tree Road and Eastgate in Nork. A location map is shown in **Annex 2**.
7. Councillor B.A. Stead presented the petition to the Council meeting on behalf of the petitioners, as the local Ward Member, addressing the key issues of concern about car parking facilities in the Nork area and the problems being managed. Council resolved to refer the petition to the Executive for consideration.

CONSULTATION

8. The Executive Member for Parking, Councillor James Durrant, sought feedback from local Councillors regarding the petition. A summary of the feedback is provided below:
 - There is an acute need for more parking in the vicinity of Nork shopping parade.
 - Parking is busy throughout the entire day, until after 10pm, causing difficulties for both shop customers and local residents.
 - Local shops are thriving, attracting more people. We should encourage local enterprise.
 - Further residential development in the area will mean Nork parade will likely attract more people, compounding the parking issues.

- Providing further parking, in addition to that suggested in the petition, could support users of Banstead railway station.
 - The provision of a car park would lead to a loss of green belt and the size of the site would make finding replacement alternate land difficult to locate.
9. No public consultation has been undertaken to test the support for any new car park. This would be required ahead of any planning application.

PROPOSED CAR PARK

Location

10. The petition requests that the Council provide a car park to support businesses and residents in and around Nork Way. The location proposed in the petition is land between Fir Tree Road and Eastgate in Nork, as shown in **Annex 2**.
11. As the photo shows, this land is currently undeveloped, with grass, trees and bushes. It is owned by the Council and could be brought forward for development. This would require planning permission.
12. The land is designated as Metropolitan Green Belt.
13. The land shown in the petition is approximately 3,500 square metres. Subsequent discussion with local ward Members has suggested a smaller car park could be provided, utilising only the grassed area, and leaving the trees and bushes in place. This area is estimated to be 340 square metres. These options are set out in **Annex 3**.

Estimated cost

14. Recent car park works have been undertaken by the Council to extend and tarmac the car park on the Red Cross site in Reigate. The cost of these works were approximately £132,000. The works included new lighting, sustainable drainage and surfacing. The site is approximately 360 square metres, similar to the smaller suggested car park.
15. It is therefore estimated that the cost of constructing a new car park would be of a similar scale. Additional budget would also be required for fencing, signage and pay and display machine(s).

Estimated income

16. The petitioners have stated that they would anticipate the car park being a pay and display car park, with residents and businesses paying 'a small fee'. Local Ward Members have suggested a tariff similar to the car park at Tattenham Corner would be appropriate.
17. The current tariff structure at Tattenham Corner is as follows:

Race days	£15 flat fee
Non race days	Up to 3 hours: Free Over 3 hours: £3

18. In 2015/16 a total of £13,000 income was received from Tattenham Corner car park, which has 49 car park spaces. This equates to £265 per year, per space.

19. Alternatively the following tariff is utilised at Linkfield Corner in Redhill, which is close to a small shopping parade. It is designed to support short term stays for shopping / business:

Up to 20 minutes	£0.40
Up to 1 hour	£1.20
Up to 2 hours	£2.10
Up to 3 hours	£2.60
Up to 4 hours	£3.50
Up to 5 hours	£4.00
Up to 10 hours	£6.00

20. In 2015/16, a total of £58,000 income was received from Linkfield Corner car park, which has 56 car park spaces. This equates to £1,036 per year, per space.
21. It is difficult to estimate income, as locations are different. It is anticipated that the income would be lower at Nork than in Redhill.

Financial analysis

22. The following table analyses the different options. An income of £650 per space, per year, is estimated (based on the median point between Tattenham Corner and Linkfield Corner car parks). This would be at a higher tariff than Tattenham Corner car park. Construction costs are estimated based on the cost per square metre for the recent Red Cross car park.

	Spaces	Est Construction	Est Income per year	ROI (years)
Option A: Larger car park (as per petition)	60	£1,283,000	£39,000	32.9
Option B: Smaller car park (as suggested by Ward Members)	10	£130,000	£6,500	20.0

23. These are only indicative estimates and detailed work would be required to test the options, with a further report to approve capital funding.

OPTIONS

24. The following options are available to the Executive:
- That the petition request to develop a new car park at Nork Way not be progressed. The business case for the development of a car park is very limited and there are green belt restrictions. Instead, the Executive can refer the matter to the Local Committee Parking Task Group for further exploration, as the Local Committee is responsible for parking restrictions (**This is the recommended option**).
 - Support the petition and request further work be undertaken to develop proposals for a new car park (either option A or B). A further report would be

required to approve final capital funding. **(This option is not recommended).**

- iii. Support the petition but request further work be undertaken on an alternative proposal. **(This option is not recommended).**

FINANCIAL, RESOURCE AND RISK IMPLICATIONS

25. The financial implications are set out within the report.
26. The income estimates are based on assumptions regarding usage and tariff. Residents may choose to continue parking on street, meaning income levels would be lower.
27. It is anticipated that enforcement activities for any new car park would be undertaken within existing resources.

LEGAL IMPLICATIONS

28. The statutory position is set out at paragraphs 1 and 2 of this report.

ENVIRONMENTAL IMPLICATIONS

29. The car park location proposed within the petition (and set out in **Annex 2**) is designated as Metropolitan Green Belt. The provision of a car park in this location would be contrary to these designations.

EQUALITY IMPLICATIONS

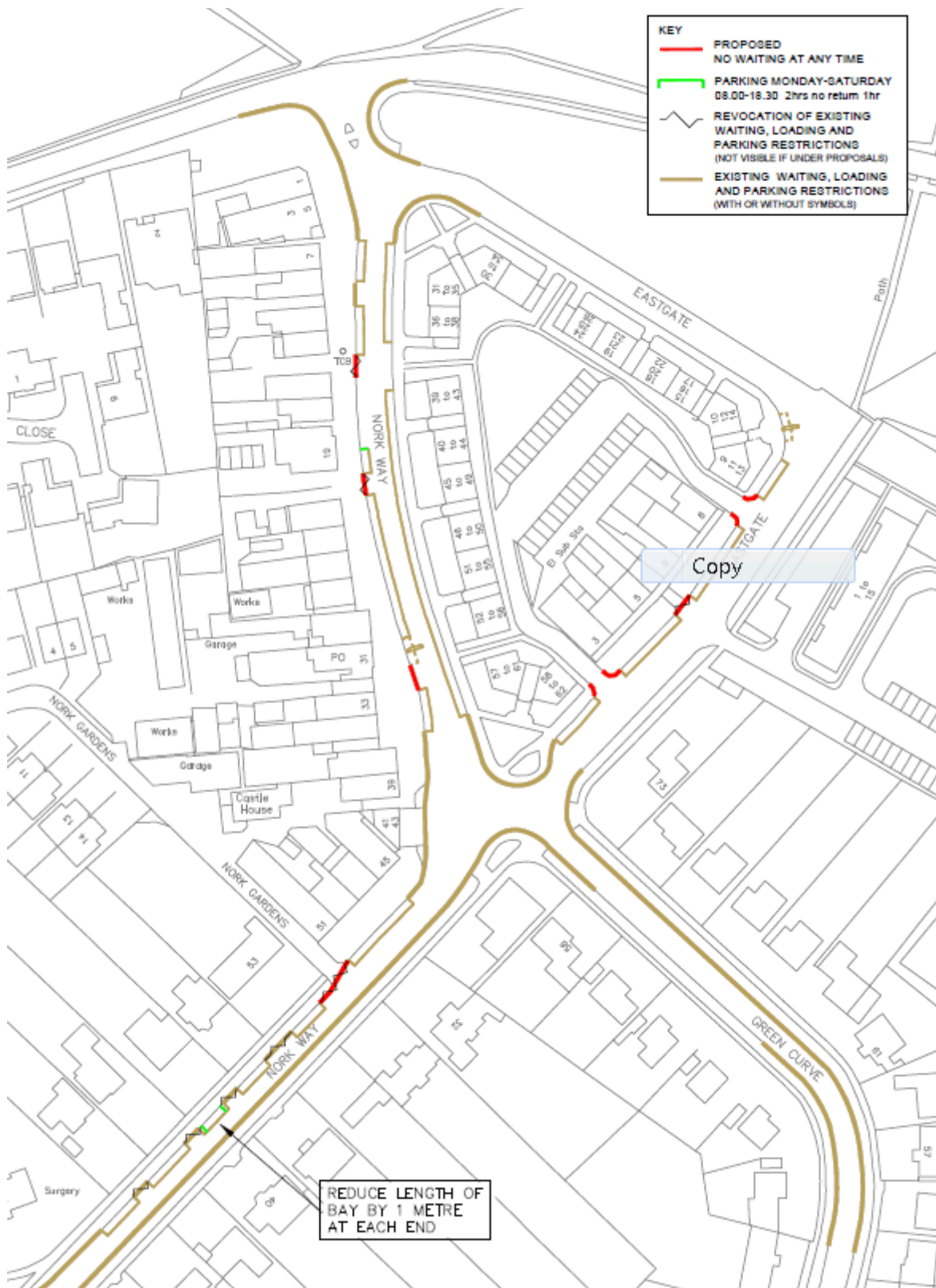
30. There are no equality implications directly related to the petition.

POLICY FRAMEWORK

31. There are no policy framework considerations arising from this report.

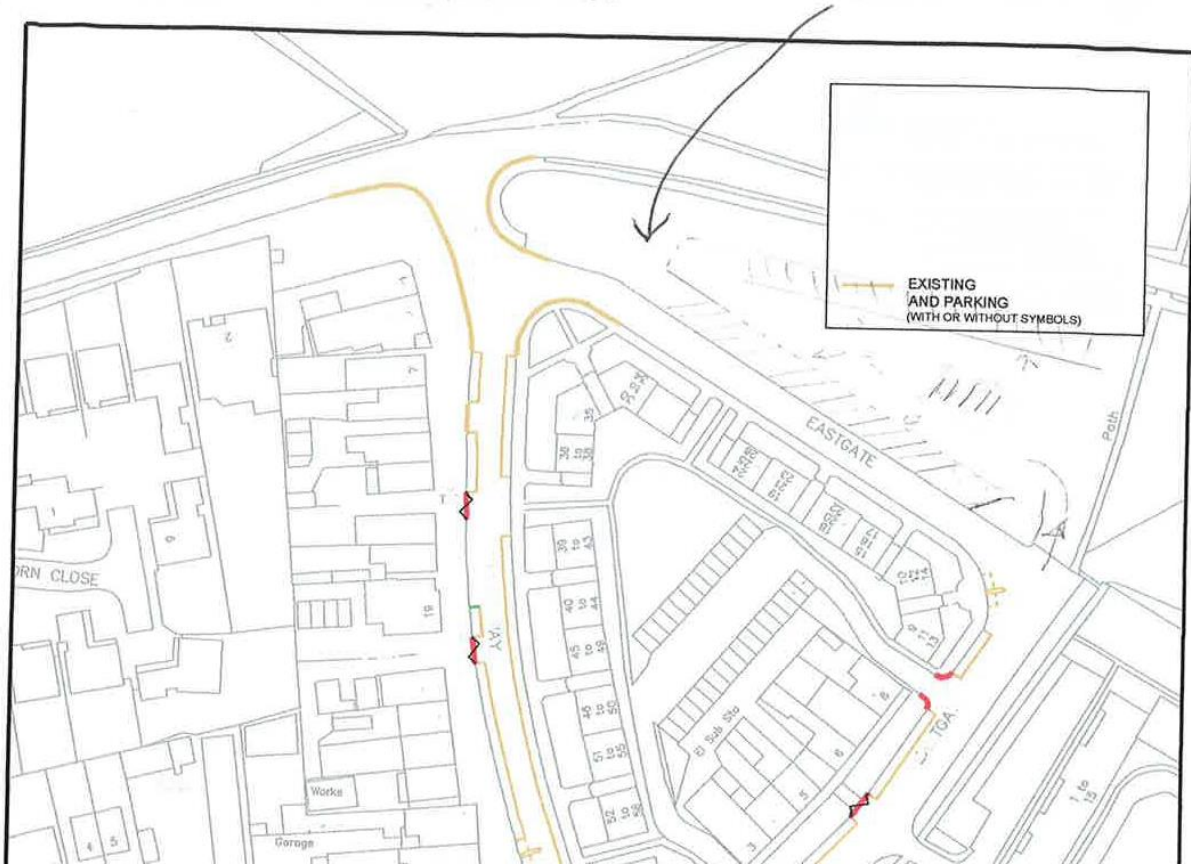
Background Papers: Reigate and Banstead Petition Scheme
<http://www.reigate-banstead.gov.uk/info/20228/petitions>
Petition submitted
<http://petitions.reigate-banstead.gov.uk/Nork-Parking/>

On street parking restriction proposals



Annex 2

Petition – proposed parking location



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Potential car park locations

Option A: Larger car park (as per petition)



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Option B: Smaller car park (as suggested by Ward Members)



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