

# Crawley Borough Council



## Report to Cabinet 3 December 2014

### Residential Parking Improvement Programme

Report of the Head of Strategic Housing and Planning Services – SHAP/42

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#### 1. Purpose

- 1.1 The Council's residential parking improvement programme was introduced in 1992. It aims to alleviate the safety, visibility and obstruction issues that can be caused through inappropriate parking through the provision of additional parking spaces while protecting and enhancing the immediate local environment. The current programme approved in 2012 completes this financial year 2014/2015. Feasibility work on the reserve schemes also approved by Cabinet on 21<sup>st</sup> March 2012 (Minute 87 refers) for inclusion in the programme subject to the availability of funding is now being progressed and these schemes are capable of delivery during 2015/16 subject to final approval from the Cabinet Member for Environmental Services under delegated powers.
- 1.2 This service will be included in an holistic review of the Council's approach to delivering parking improvements which is programmed for Autumn 2015. Given scheme lead-in times, work needs to begin on identifying new schemes to be delivered during 2016/17 in early 2015 if the delivery programme is to be maintained uninterrupted during the review period. This report seeks Cabinet approval to take forward feasibility work for a further list of schemes identified as priority areas for improvement to extend the existing programme by a further year into 2016/17.

#### 2. Recommendations

- 2.1 The Cabinet is recommended to:
  - a) Approve the priority list of schemes set out in paragraph 5.4 of the report to form the delivery programme for 2016/2017
  - b) Authorise officers to progress these schemes for final approval by the Cabinet Member for Environmental Services in accordance with existing delegated powers

#### 3. Reasons for the Recommendations

- 3.1 To provide a mechanism to maintain an uninterrupted programme of delivery pending the outcome of review work.
- 3.2 To preserve the integrity of the scheme selection process.

3.3 To ensure proportionate use of resources.

## 4. Background

4.1 The Council has implemented 32 parking improvement schemes since the residential parking improvement programme was introduced in 1992. The current programme derived from a list of priority areas for improvement approved by Cabinet on 21st March 2012 comes to an end in 2015/16.

4.2 The aims of the programme are to

- provide additional parking and reduce the obstructions and visibility or safety issues caused by inappropriate parking
- enhance access and circulation, particularly for emergency vehicles and large service vehicles
- protect and enhance the immediate environment and to reduce damage to kerbs and grassed areas

4.3 The following factors are taken into account in assessing suitability of areas to include in the programme

- The extent of parking problem – are there parking spaces available? How many cars are parked inappropriately?
- The general condition of the area – are verges/greens/kerbs damaged?
- Vehicle circulation – is there space to manoeuvre and access and egress? Is there poor visibility around bends?
- Do the above parking problems affect pedestrian safety?

The overall severity of the parking problems are rated from high to low for each street based on the above criteria but also considering the following wider criteria:

- Is there suitable space available to increase the amount of parking spaces?
- Is there the possibility of WSCC highway works in the area to enable a comprehensive scheme and cost savings to be achieved through joint working?
- Does the street/area comprise a high quality environment undermined by inappropriate parking, e.g. parking on a green space with mature trees, or a poor quality environment that would benefit from improvement?
- Would an improvement scheme support resident action to improve their street/area e.g. Let's Face it requests?
- Are parking opportunities in the area restricted by fear of car crime/antisocial behaviour because they are not overlooked and can this be resolved by parking and street scene improvements?
- Is there any opportunity for other areas of concern e.g. poor lighting / fear of crime, to be resolved at the same time as street scene improvements, possibly using COMSIP funding and achieving staffing and cost savings through joint working?

4.4 The consultation and survey work from which the current programme is derived took place during late 2011/early 2012 and led to the approval of schemes to be delivered during 2013/14, 2014/15 and 2015/16.

## **5. Description of Issue to be resolved**

- 5.1 To maintain the delivery programme post 2015/16 officers would normally at this point be embarking on a new round of consultation and survey work leading to the working up of a proposed programme for 2016/17, 2017/18 and beyond. This work is resource intensive and has been identified as a service area for review as part of the Council's Transformation programme. This review work is programmed for autumn 2015 as part of a broader review of the Council's approach to responding to parking problems. It will inevitably lead to a redesign of the way in which this service is approached to achieve efficiencies and outcomes which best meet residents' needs within future programmes.
- 5.2 Given scheme lead-in times work needs to begin on new schemes to be delivered during 2016/17 in early 2015 if the delivery programme is to be maintained uninterrupted during the review period. To embark on a resource intensive process to generate a one year programme at this stage would be disproportionate. A pragmatic approach to extend the current programme by one year is therefore proposed.
- 5.3 Initial surveys and feasibility assessments have been carried out for the remainder of the schemes identified as high to medium priority during the last borough wide survey to assess their suitability to recommend to Cabinet for inclusion in the 2016/17 programme. A table summarising these findings is provided in paragraph 6.3.
- 5.4 Based on this work the following schemes have been identified as priorities for progressing to form the delivery programme for 2016/17

Lavant Close, Gossops Green  
Camber Close, Pound Hill  
Fisher Close, Southgate  
Scallows Close, Three Bridges

with the following as reserve schemes should issues identified during detailed feasibility work and Ward Member and resident consultation lead to an officer recommendation to, and subsequent decision by, the Cabinet Member for Environmental Services not to proceed on cost, planning, consultation feedback or other unforeseen constraints to delivery.

Findon Road, Ifield  
Baker Close, Southgate

## **6. Information & Analysis Supporting Recommendation**

- 6.1 The proposed approach is considered the best option for the following reasons:
- it maintains the integrity of the scheme selection process
  - it is proportionate in the use of resources
  - it enables the current delivery programme to be maintained
  - it provides scope for quick wins in delivery improvements to be incorporated without interruption to the programme
  - it avoids raising residents' expectations which would then have to be managed should the Council's approach to delivery of the programme change as a result of the review work

6.2 It is recognised that the original consultation and survey work may be considered out of date and that other areas not included in this may be facing parking pressures. However, without repeating the comprehensive consultation and extensive survey work it is not possible to evidence the same transparency in approach for the selection of schemes that has been embodied in the programme to date. The survey work recently undertaken by officers indicates that the remaining areas from the 2011/12 work identified as high to medium priority still merit consideration for intervention.

6.3 Officers' findings underpinning the priority list of schemes that Cabinet are being recommended to approve are set out in the table below

<b>Area</b>	<b>Problems identified</b>	<b>Opportunities</b>	<b>Assessment</b>
Lavant Close Gossops Green	Parking on grass verge and pavement	Potential to provide an additional 4 bays in planted areas	Easy to implement Low risk impact of underground services Would resolve current problem and provide potential to future-proof by providing for additional demand
Gossops Drive/Medway Road Gossops Green	Parking on footpath	Possible option to provide 6 space lay-by	Significant cost implications due to identified underground services Potential highway safety issues may impact what is achievable
Highams Hill Gossops Green	Narrow with few passing spaces Parking on verge and footpath	Potential for up to 12 additional spaces on open space adjoining flats	Larger scheme complex to deliver Leaseholder agreement required Gains from smaller 2 bay scheme will not address issues
Findon Road Ifield	Over parking leading to visibility issues on corner	Potential to extend additional parking area by up to 12 spaces and carry out adjustments to kerb line to improve visibility	Risk of significant cost implications due to underground services Provides potential to resolve current issues
Amberley Close Pound Hill	Cars block parked Obstruction and manoeuvring issues	Potential to provide 2 additional end bays and/or up to 12 additional bays through partial/complete removal of green	Small scale scheme easy to implement with low risk impact of underground services. Would alleviate but not resolve current issues High risk impact of underground services for larger scheme
Camber Close Pound Hill	Fully parked. Little space to manoeuvre	Potential for small scale 2 bay scheme or larger scheme up to 10 bays utilising	Easy to implement Low risk impact of underground services Provides potential to

		existing green space	resolve current issues
Baker Close Southgate	Parking on grass verge and footpath Manoeuvring issues	Potential for up to 4 bays with turning head	Easy to implement Low risk impact of underground services Provides potential to resolve current issues
Fisher Close Southgate	Fully but not over parked Extensive damage to green area due to vehicle run over	Potential for smaller scheme of 4 end on bays or larger 8 bay scheme	Easy to implement Low risk impact of underground services Potential to future-proof by providing for additional demand
Shepherd Close Southgate	Parking on verge and footpath. Block parking	Potential for 3- 9 bays would improve but not resolve issues	High risk impact of underground services Insufficient scope to resolve all issues
Scallows Close Three Bridges	Parking on hardstanding in turning head. Manoeuvring issues	Potential for 3-10 spaces	Low risk impact of underground services Potential to resolve all current issues
Irving Walk Tilgate	Cars parked on hardstanding at turning head. Manoeuvring issues	No scope for improvement works without significant construction costs and impact on mature trees Site falls within Flood Zone 2	Not recommended as a viable improvement scheme

6.3 More recently identified parking pressure areas which currently cannot be considered as part of this programme may be considered for their suitability for other forms of intervention, such as the grass verge improvements and other “quick wins” being taken forward through the work of the Community Services Division led by the Head of Community Services.

6.4 During the previous consultation all members were given the opportunity to comment on the schemes set out in the table above together with the schemes that have since been taken forward and also those assessed as having a lower priority. No specific issues were raised in connection with the schemes listed here. Further consultation with Ward Members would be carried out as part of the more detailed feasibility assessment for the approved priority list of schemes and Ward Members will also be engaged in the detailed design and public consultation process for schemes approved for delivery.

## 7. Implications

### 7.1 Staffing

Resources are in place to manage the delivery of a programme of up to four schemes per year. There are therefore no staffing implications associated with these recommendations. Any expansion to the programme would require additional resources or a different delivery mechanism. Resources will be addressed as part of the planned review work beginning in late 2015. However, should members wish to

see a comprehensive borough wide consultation and survey process undertaken at this stage to inform the 2016/17 programme this will require the commissioning of external resources given the existing capacity constraints arising from the work associated with the Local Plan submission and public examination and the capital projects currently being driven forward.

7.2 Financial

A total of £506,000 has been allocated within the Capital programme for the delivery of the reserve schemes approved by Cabinet in 2012 – The Birches, Ifield Drive and parking pressure alleviation measures in Tilgate – which, subject to final approval by the Cabinet Member for Environmental Services, will form the 2015/16 programme. A further £1m has been allocated within the Capital programme for 2016/17 and future years. There are no additional financial implications associated with the recommendations contained within this report. However generating sufficient capacity to implement a comprehensive borough wide consultation and survey process would have revenue implications for which there is currently no budgetary provision.

7.3 Legal

There are no legal implications arising from this report

**8. Background Papers**

Report SHAP/022 Residential Street Scene and Parking Improvement Programme  
Programme for Projects from 2012 Onwards  
Minutes of meeting of Cabinet held on 21 March 2012

Report author and contact officer:

Diana Maughan Head of Strategic Housing and Planning Services  
Direct Line 01293 438234