

Reigate & Banstead Borough Council

Redhill Town Centre Parking Options

Stage 1: Review and list of options



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EXECUTIVE SUMMARY

Reigate and Banstead Borough Council (RBBC) commissioned Hyder Consulting (UK) Ltd to undertake a Parking Options Study to inform policy development in the preparation of the Redhill Town Centre Area Action Plan (RTCAAP). Redhill has long been recognised as an area of strategic importance and is at the heart of the Borough's New Growth Point proposals. This growth may see increased parking pressures in Redhill and it is essential that a comprehensive plan is produced to respond to changes in parking demand. This report forms part of the evidence base that will be used to inform policy development and the preparation of a Redhill Parking Management Plan. Stage 1 of the study aimed to address the following:

- Establish the study context;
- Review previous studies;
- Update parking studies using 2008 and pre-recession data;
- Identify parking issues and options.

Parking Policy

Key national and local policies influencing parking in Redhill were reviewed. Relevant policies include Planning Policy Guidance (PPG), Surrey Local Transport Plan, and the Redhill Town Centre Area Action Plan (RTCAAP). Throughout national and local policy there is recognition of the need to minimise the adverse impacts of private car use and promote alternative, more sustainable modes of travel. Controlling parking provision is recognised as one of the key tools to achieve this aim. For example, Planning Policy Guidance 13 – Transport (PPG13) states, "The availability of car parking has a major influence on the means of transport people choose for their journeys. Some studies suggest that levels of parking can be more significant than levels of public transport provision in determining means of travel (particularly the journey to work) even for locations very well served by public transport".

Current Parking Provision

Overall, there is a significant amount of spare parking capacity in Redhill Town Centre, with approximately 1,056 of the 4,095 available parking spaces unused during the peak parking periods. 36% of the sampled off-street parking spaces are unused during the peak parking period (12:00-14:00) in 2008. Similarly, 34% of available on-street parking spaces within 800m (10 minute walk) of the town centre were unused. This surplus in car parking spaces could be used to help manage any increases in parking demand as a result of new development.

The most recent set of parking data from 2008 was compared to data going back to 2002. Between 2007 and 2008 there was a drop in parking demand of 16% in the car parks surveyed, with the most significant drop observed before 9:30. Likewise, the number of season ticket holders has also dropped. Further analysis showed that parking demand at council run off street car parks peaked in 2004-05, when it was twice as high as current levels, and then started to decline long before the recession started.

A 50/50 split of short stay and long stay customers exists in Redhill. However, the proportion of long stay and short stay customers varies from car park to car park. Car parks are well located in relation to their designation as short or long stay car parks. Long stay car parks (e.g. Gloucester Road) are located on the outskirts of Redhill Town Centre whilst short stay car parks (e.g. Marketfield Way) are located in Redhill Town Centre.

Parking charges have increased by an average of 32% between 2008 and 2011. This is likely to be suppressing parking demand. However, due to the wide range of factors that influence parking demand it is not possible to precisely determine the impact this has had. Gloucester Road is the only designated parking facility in Redhill used for overnight lorry parking. However, with no visible signage, poor access from the A23 and limited manoeuvrability on site when cars are parked, Gloucester Road car park has poor suitability for overnight HGV parking.

Parking Demand Forecasts

Using updated development figures for Redhill for the four scenarios below, we have shown that it is extremely likely there will be sufficient spare parking spaces to accommodate demand over the lifetime of the RTCAAP to 2027 as long as some demand management measures are implemented. The following likely development scenarios were considered as part of this study:

- Scenario 1: Supermarkets on Warwick Quadrant, Cromwell Road, Queensway, Liquid & Envy with a small supermarket on Station Road car park
- Scenario 2: Supermarkets on Warwick Quadrant, Cromwell Road, Queensway, Liquid & Envy with a large supermarket on Station Road car park
- Scenario 3: Supermarkets on Warwick Quadrant, Cromwell Road, Queensway, Liquid & Envy and Reading Arch Road with a small supermarket on Station Road car park
- Scenario 4: Supermarkets on Warwick Quadrant, Cromwell Road, Queensway, Liquid & Envy and Reading Arch Road with a large supermarket on Station Road car park

These scenarios represent likely development scenarios across all town centre sites. The scenarios have been used to explore how parking could be affected if various developments across the town centre do or do not take place. Two parking demand forecasts for each scenario were produced. The first assumes that parking demand is in line with the RTC parking standard, which reflects that the good public transport links in the town centre are likely to minimise demand for parking. This is labelled as the Redhill Town Centre (RTC) Standard. The second assumes that parking demand is in line with parking levels observed at similar locations in the UK, taken from the TRICS database. In addition, sensitivity tests were carried out to test the impact of 25% higher and lower growth in each scenario.

Table i: Redhill Town Centre Parking Forecasts – Spare Spaces

Scenario	Existing		2010-16		2017-21		2022+	
	RTC	TRICS	RTC	TRICS	RTC	TRICS	RTC	TRICS
1	1056	1056	1874	1331	1371	416	1371	416
2						481		481
3						416	1656	612
4						481		677

As shown the table above, the forecasts show it is extremely likely there will be sufficient spare parking spaces to accommodate demand over the lifetime of the RTCAAP to 2027, although if there is 'unfettered' parking demand (TRICS forecast) then there is likely to be some parking stress starting in 2017-21.

Scenarios 1 and 2 are likely to result in the least amount of spare parking capacity in 2022+, with scenarios 3 and 4 resulting in a larger amount of spare capacity due to the availability of public parking at the Reading Arch Road development.

Implications

There is currently a significant amount of spare parking capacity in Redhill Town Centre. This spare capacity could be used to accommodate increased parking demand as a result of development. If the anticipated additional spaces associated with development are likely to be provided, there will be a substantial over supply of parking in Redhill Town Centre.

A comparison of the RTC Standards and TRICs estimates of parking demand shows there are large differences between land uses. This difference suggests that simply using 25% of the Borough Standard to obtain the RTC Standard may be too simplistic, as the TRICS estimates show that some land uses require a larger amount of spaces, even in a town centre location with good public transport accessibility. As such, the parking provision at each site will need to be more carefully considered in their associated Transport Assessments.

There is currently a 50/50 split of short stay and long stay customers. In both RTC and TRICs forecasts it is clear that there is likely to be a larger demand for long stay spaces than short stay spaces in the future. As such, Reigate & Banstead Borough Council should ensure that there is adequate provision of long stay spaces, which can easily be provided by utilising existing and forecast spare capacity across the town centre, without needing to build additional car parks. Of the spare capacity available between 160 and 461 need to be allocated for short stay use, and between 350 and 710 need to be allocated for long stay use.

The redevelopment of the Marketfield Way site in 2010-16 will lead to the loss of 97 off-road parking spaces at this location. In addition, the redevelopment of the Gloucester Road and Station Road sites in 2017-21 will lead to the loss of 503 off-road parking spaces. However, additional public parking will be made available at Warwick Quadrant and Cromwell Road, which could be used as a replacement for the lost parking. Overall, there will be an increase of 292 publically available parking spaces across the whole time period in scenarios 1&2, and an increase of 639 spaces in scenarios 3&4. There is a peak in public parking provision in 2010-16 as additional parking is made available at Warwick Quadrant and Cromwell Road, before parking at Gloucester Road and Station Road is lost in 2017-21. Additional parking could be provided at The Belfry and Redstone Hill. However, based on the findings of the parking forecasts there is no clear cut need to do so.

Parking Issues and Options

Preliminary parking issues and concerns acknowledged in previous consultations and reports were collated in a single table for analysis. A stakeholder workshop was held, revealing parking stress, parking signage and balancing sustainable transport with car parking provision to be the most pressing car parking concerns. Reoccurring issues and concerns, combined with possible solutions to the problems will inform development of the matrix of options in the Stage 2 study.

Various parking options were identified from previous studies and stakeholder consultation. The parking options are placed into a matrix of parking options and examined in greater depth in Stage 2 of the study.

1 INTRODUCTION

Reigate and Banstead Borough Council (RBBC) commissioned Hyder Consulting (UK) Ltd ('Hyder') to undertake a Parking Options Study to inform policy development in the preparation of the Redhill Town Centre Area Action Plan (RTCAAP). The objectives of this study are:

- To provide a matrix of bespoke and flexible parking options that support the projected growth in Redhill Town Centre and form the basis for a Parking Management Strategy for Redhill Town Centre;
- To provide the evidence base to support the development of a parking policy for the RTCAAP.

The following elements are included in the present report:

- Establish the study context;
- Review of previous studies;
- Update of information contained in previous parking studies using more recent (2008) data;
- Update of parking numbers (estimates of future parking demand) using 2008 data;
- Identification of parking issues and options.

Redhill is a relatively new town which developed significantly throughout the 1950s - a time of continued growth in demand for the private car. As a consequence, the needs of the driver were placed before those of pedestrians and cyclists. In a 'Visioning Day' held as part of the Redhill Town Centre Area Action Plan (RBBC 2009), traffic congestion was identified as a priority issue in Redhill, especially around the Redhill station area.

Redhill has long been recognised as an area of strategic importance and has been identified as a centre for significant change and transport hub in the South East Plan. This growth will see increased parking pressures in Redhill and it is essential that a comprehensive plan is produced to accommodate parking. This report forms part of the evidence based that will be used to develop the Redhill Parking Management Plan.

2 STUDY CONTEXT

2.1 Introduction

Reigate & Banstead Borough Council is currently developing the Redhill Town Centre Area Action Plan (RTCAAP). The RTCAAP will provide the planning policy framework required to support the growth agenda. The RTCAAP Preferred Options Document (RBBC 2009) states:

“Redhill Town Centre is at a turning point. Opportunities are emerging to transform perceptions of the town, addressing its negative image and setting high standards for the future. The town benefits from being one of the most accessible locations in the region and is at the heart of the Borough’s Growth Point proposals. New development sites are coming forward and organisations are keen to invest in the town centre and its infrastructure. New town centre homes will bring in new people and their money, to support existing and the provision of, additional, services and facilities”.



Figure 1: Map of Redhill

The heart of Redhill Town Centre is encompassed by the A25/A23 gyratory of Station Road, Queensway, London Road, Princess Way, Marketfield, High Street, Cromwell Road, and St. Matthews Road. Pedestrian movement for drivers and their passengers who park outside the gyratory (i.e. within the Gloucester Road, Clarendon Road, etc. car parks) is restricted due to the need to cross the A25. There are 10 pedestrian crossing points on the A23/A25 core area, all of which are activated on a regular basis. The pedestrian movement study was undertaken by RBBC to identify whether these crossing points can be rationalised, thereby reducing driver delay.

Public transport facilities in Redhill Town Centre, including the new Fastway service on the A23 corridor, need to be taken into account along with pedestrian and cycle routes into the town centre core. Redhill Bus Station is situated on the eastern side of the town centre core. Adjacent to the bus station, on the opposite side of Princess Way, is Redhill railway station. Both Southern and First Great Western services use this line, providing services to London Victoria, London Bridge, Chichester, Tunbridge Wells, Horsham, Gatwick Airport, Reading, Guildford and Bognor Regis stations. The high provision of public transport in Redhill Town Centre indicates that sustainability can be promoted without compromising economic viability.



One of the strategic proposals of the emerging RTCAAP is the development of robust and flexible parking options that can support the proposed level of growth projected over the plan period. This study will develop these options and build on previous studies completed by Atkins and Hyder.

In order to support the parking policy development in Redhill Town Centre for the Submission Version of the RTCAAP, Reigate and Banstead Borough Council require a parking study which:

- Provides a matrix of bespoke and flexible parking options that supports the projected growth in Redhill and form the basis for a Parking Management Strategy for Redhill.
- Provides the evidence base to support development of a parking policy for the RTCAAP.

The main output from this parking study is the production of a matrix of flexible parking options that takes into consideration the anticipated phasing of development in Redhill Town Centre and includes short, medium and long term recommendations accordingly in relation to the RTCAAP. Indicative costs and possible locations for providing additional parking spaces will also be investigated.

The findings of this study will feed into the future development of a Parking Management Plan for Redhill. As noted in the Design and Parking review (Atkins 2008), the Surrey County Council Parking Strategy defines the role of Parking Management Plans as setting out a coordinated approach to all aspects of on-street and off-street parking management and acknowledging the different roles and responsibilities at Borough and County levels. The Parking Management Plan provides the opportunity to pull together all the disparate strands of policy and activity related to parking, and to define a clear, co-ordinated approach. Parking Management Plans set out other elements in the 'package' of parking controls that will be appropriate including:

- Information dealing with the supply and demand of all types of parking in the study area;
- Identification of priorities for short stay parking and parking that impacts upon town centres and economic policies (e.g. on-street car parking, private car parking etc);
- Measures of controlling parking charging, car park regulation and management;
- The identification of transport policies required to implement parking measures; and
- A timetable that takes account of public transport improvements in the study area.

Atkins recommended that the Parking Management Plan should be progressed in two parts – the first setting out the principles of parking management and explaining how the various elements of parking control fit together, and the second being a regularly updated action plan.

2.2 Policy Context

2.2.1 National Policy

On 25th July 2011 Government published the draft National Planning Policy Framework (DCLG 2011) for consultation. The framework is a key part of government reforms to make the planning system less complex and more accessible, and to promote sustainable growth. It will condense over 1,000 pages of national planning policy into a user-friendly and accessible document which can be understood and used by everybody who has an interest in shaping the development of their area. Major changes include a presumption in favour of sustainable development, and decentralisation of the planning system supported by the Localism Bill. The consultation period is due to run until October 2011, with a final document some time after that.

Until the National Planning Policy Framework is finalised, national policy will continue to be contained within Planning Policy Guidance notes (PPGs) and Planning Policy Statements (PPSs). The key documents relating to this study include: PPS1: Delivering Sustainable Development (ODPM, 2005); The Supplement to PPS1: Planning and Climate Change (DCLG, 2007); PPS3: Housing (DCLG, 2006); and, PPG13: Transport (DETR, 2001).

PPG13: Transport

Published in March 2001, PPG13 remains the current national policy guidance on transport. On 3rd January 2011 the Government issued a revised PPG13. The update removed restrictions on parking spaces for residential developments, and removed the requirement to set high parking charges. In addition, maximum parking standards for non-residential developments were withdrawn by PPS4 in 2009. Maximum parking standards are now due to be set by local authorities. The removal of national maximum parking standards is not anticipated to have an impact on the present study. This is because the study compares an ‘unfettered’ parking demand rate with the parking standard recommended by Surrey County Council, which is unlikely to change in the short-term.

The sections of PPG13 that remain intact state that local authorities should consider a range of factors when developing parking policies, including:

- Encouraging shared parking, particularly in town centres and as part of major proposals;
- Ensuring that levels of parking provision, as part of a package of planning and transport measures to be implemented, promote sustainable transport choices (e.g. cycling);
- Where appropriate, introduce appropriate on-street traffic control, traffic management and traffic calming measure in areas adjacent to major traffic generating developments;
- Ensuring incentives for development away from town centres do not exist. While opportunities exist to reduce parking for developments in locations with good accessibility



by non car modes, local authorities should be cautious in prescribing different levels of parking between town centres and peripheral locations unless they are confident the town centre will remain favoured.

PPS3: Housing

Published in 2006, PPS3 takes a somewhat different approach to PPG13, reflecting experience relating to under-provision of car parking in a range of development scenarios. PPS3 does not provide a standard for parking. Instead, PPS3 states that Local Planning Authorities should, with stakeholders and communities, develop residential parking policies that account for:

- The expected levels of private car ownership;
- The importance of promoting excellent design;
- The need to utilise land in an efficient manner.

PPS3 ignores accessibility criteria when determining residential parking provision. However, the requirement to use land in an efficient manner implies high density developments with lower parking provision. Key issues to consider include integration with a high quality public realm and designing streets that are pedestrian and cycle friendly whilst accommodating cars.

2.2.2 Regional Policy

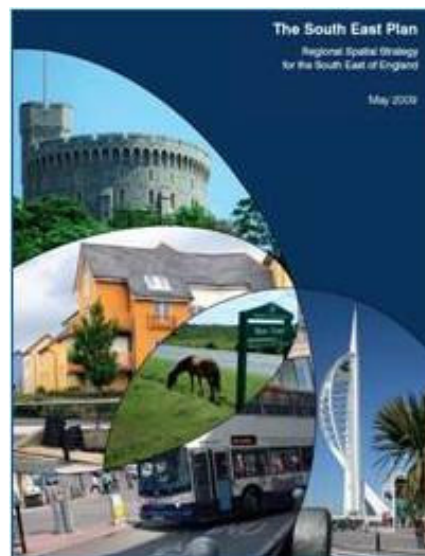
The South East Plan, issued in May 2009, was revoked by the Secretary of State for Communities and Local Government on 6 July 2010, and temporarily reinstated on 10 November 2010. The South East Plan once again constitutes part of the development plan, although the intention to abolish the South East Plan remains. The Government is pursuing the abolition of the South East Plan through the Decentralisation and Localism Bill.

South East Plan

The South East Plan sets out the vision for the South East region up until 2026. Addressing a variety of demographic, economic, environmental and transport challenges facing the region, the South East Plan sets out changes needed to improve quality of life in the South East region.

Published in May 2009, the South East Plan replaces Regional Planning Guidance 9 – the previous Regional Spatial Strategy for the South East. The South East Plan aims to ensure the South East remains economically successful and an attractive place to live in the future.

The theme of flexible residential parking standards is reiterated in the plan, requiring that Local Development Documents and Local Transport Plans should apply PPS3 guidance. Therefore, residential parking standards should reflect local circumstances (e.g. public transport access).



POLICY T7: PARKING

Local Development Documents and Local Transport Plans should work in conjunction to:

- Apply guidance set out in PPS3 on residential parking standards (see above).
- Set maximum parking standards for B1 land uses within the range 1:30 m² and 1:100m².

- Set maximum parking standards for other non-residential land uses in line with PPG13, reducing parking provision below this standard in areas with good public transport.
- Adopt restraint-based maximum parking provision for non-residential developments, linked to an integrated programme of public transport and accessibility improvements.
- Include policies and proposals for the management of parking stock within regional transport hubs that are consistent with the maximum parking standards applied.
- Ensure the provision of sufficient cycle parking facilities as part of new developments including secure cycle storage facilities for new flats and houses without garages.
- Where appropriate, support an increase in car parking provision at rail stations.

2.2.3 Sub-Regional & Local Policy

Relevant Sub-regional and local policy includes:

- Surrey Local Transport Plan 3 (SCC, 2011)
- Building Design into the Surrey Hills (Surrey Hills Partnership, 2005)
- Reigate and Banstead Borough Local Plan (RBBC, 2005)
- Reigate and Banstead LDF Core Strategy (RBBC, forthcoming)
- Redhill Town Centre Area Action Plan (RBBC, 2008-)
- Local Distinctiveness Design Guide (RBBC, 2004)

Particularly relevant policies are further outlined below:

Surrey Local Transport Plan (SCC, 2011)

The Surrey Transport Plan is the third Local Transport Plan (LTP) for the county. It replaced the second LTP on 1 April 2011. The plan sets out a vision to help people to meet their transport and travel needs effectively, reliably, safely and sustainably within Surrey; in order to promote economic vibrancy, protect and enhance the environment and improve the quality of life. Based on this vision there are four objectives for the Surrey Transport Plan:

- **Effective transport:** To facilitate end-to-end journeys for residents, business and visitors by maintaining the road network, delivering public transport services and, where appropriate, providing enhancements.
- **Reliable transport:** To improve the journey time reliability of travel in Surrey.
- **Safe transport:** To improve road safety and the security of the travelling public in Surrey.
- **Sustainable transport:** To provide an integrated transport system that protects the environment, keeps people healthy and provides for lower carbon transport choices.

A number of transport strategies were reviewed or developed as part of the Surrey Transport Plan:

- Air Quality Strategy
- Climate Change Strategy
- Congestion Strategy
- Freight Strategy
- Parking Strategy
- Passenger Transport Strategy Part 1 Local Bus
- Passenger Transport Strategy Part 2 Information
- Travel Planning Strategy

The need to promote sustainable travel and reduce reliance on private cars is a common theme throughout all of the strategies. The parking strategy is the most relevant to this study, and is

outlined below. In addition, several other strategies have a bearing on parking in Redhill Town Centre including:

- Freight strategy, which aims to reduce incidences of lorries diverting along unsuitable lower category roads when not being used for access, which will have implications when choosing appropriate freight parking locations.
- Passenger Transport Strategy Part 1 Local Bus – notes the important role buses can play as an alternative to the car, and supports park and ride.
- Passenger Transport Strategy Part 2 Information – seeks to promote a shift towards sustainable modes of travel and improve passenger transport information.

In addition, a number of transport strategies will be reviewed/competed as part of the Surrey Transport Plan after April 2011:

- Accessibility Strategy
- Cycling Strategy
- Rights of Way Improvement Plan
- Road Safety Strategy
- Surrey Transport Asset Management Plan 2
- Walking Strategy
- Other Passenger Transport Strategies covering issues such as community transport, rail, interchanges and taxis



Surrey Transport Plan: Parking Strategy (SCC, 2011)

The strategy recognises the high level of car ownership and use in Surrey relative to other counties in England. It sets out the county council's vision for parking, "provide parking where appropriate, control parking where necessary". The objectives of the parking strategy are:

1. Reduce congestion caused by parked vehicles
2. Make best use of the parking space available
3. Enforce parking regulations fairly and efficiently
4. Provide appropriate parking where needed

To achieve these objectives and realise the vision for parking, work will be channelled through three main areas:

- Management of on street parking – manage on street parking space to ensure optimum use
- Operation of civil parking enforcement – fair and cost effective processes to reduce inappropriate parking
- Parking provision and policies – new development to have appropriate levels for their function and location

The remainder of the document sets out guidelines and requirements for a range of issues including footway parking, disabled parking, and loading arrangements. The document also notes that car clubs, car sharing, park and ride, and travel plans can significantly ease demand for on street parking.

The preferred strategy is that the county council should:

- Introduce parking controls where necessary to make best use of the space available
- Encourage the use of off street parking
- Work closely with schools and other agencies to ensure the development and implementation of robust and effective school travel plans
- Ensure adequate loading and unloading and disabled parking provision in all new parking schemes
- Consider sustainable travel measures to reduce demand for on street parking, particularly in busy town centres

The Parking Strategy replaces *A Parking Strategy for Surrey (Surrey County Council, 2003)* which included maximum parking standards for the county. Relevant parking standards are now defined by *Parking Standards for Development (Reigate and Banstead Borough Council, 2003)*.

A Parking Strategy for Surrey (SCC, 2003)

Although it has now been replaced by the LTP3 documents, the broad approach contained in 'A Parking Strategy for Surrey', which covers all parking aspects across the county, remains a useful way of assessing accessibility and conceptualising parking control within the Borough.

A 'Parking Strategy for Surrey' requires Local Authorities to classify urban areas into one of four different "Parking Package Areas" (PPAs). The criteria for PPAs are as follows:

- PPA 1 – A regional or major town centre, with excellent access to public transport.
- PPA 2 – Larger town centres/Area 1 periphery with good access to public transport.
- PPA 3 – Small town centres / urban fringes with moderate access to public transport.
- PPA 4 – Outer residential areas /isolated urban areas with low access to public transport.

Annex A of 'A Parking Strategy for Surrey' explains that PPAs should be discrete, homogenous areas according to physical or policy boundaries. PPAs are defined by the following criteria:

- The position of the associated town centre in the retail hierarchy;
- The level of pedestrian accessibility to the town centre in question;
- Public transport accessibility (Public Transport Accessibility Level (PTAL)).

Since 'A Parking Strategy for Surrey' was published, methods of determining public transport accessibility have changed. Previously, the PTAL model was used to estimate access to the public transport network. Today, public transport access to local facilities is used instead. A PPA assessment of Redhill Town Centre is included in the Landscape and Townscape Character and Development Potential Assessment (LTCDPA), resulting in the majority of Redhill Town Centre being classified PPA 1, with the remaining periphery areas classified PPA 2.

'A Parking Strategy for Surrey' sets out the maximum parking standards for a range of development types in Surrey. For example, residential parking standards in Surrey are based on the size of the dwelling:

- 1.0 car space per 1 bedroom dwelling unit;
- 1.5 car spaces per 2 bedroom dwelling unit;
- 2.0 car spaces per 3 bedroom dwelling unit or more.

Percentage reductions are then applied to maximum parking standards for new residential developments based on their PPA classification. The percentage reductions are as follows:

- PPA1 0-25%;
- PPA2 25-50%;
- PPA3 50-75%;
- PPA4 75-100%

A maximum parking standard of 1.5 car parking spaces per dwelling applies to residential developments of 20 dwellings or more per hectare. This standard takes public transport accessibility, historic car ownership and residential characteristics of Surrey into consideration.

A Parking Supplementary Planning Document is to be developed alongside the Reigate and Banstead Core Strategy. This approach seeks to take a more strategic approach to parking strategy in Redhill, thereby helping to cater for different types of end user.

Borough Local Plan (Reigate and Banstead Borough Council, 2003)

With the abolition of parking standards in *PPG13 - Transport* and the replacement of *A Parking Strategy for Surrey (SCC 2003)*, relevant parking standards for Reigate and Banstead are now defined by the Borough Local Plan. The parking standards are based on those in *A Parking Strategy for Surrey* and reference is made of the need to use "Parking Areas" to obtain relevant parking standards for different parts of the borough.

Redhill Town Centre Area Action Plan (RBBC, forthcoming)

The emerging Redhill Town Centre Area Action Plan (RTCAAP) is a development plan document which forms part of the Local Development Framework. The Area Action Plan will establish key themes and a vision for future development.

The Preferred Options (Jan 2009) Redhill Town Centre Area Action Plan Policy provided the following parking guidance:

The parking strategy in Redhill will seek to create a balance between providing sufficient parking in appropriate locations, whilst strongly encouraging greater use of public transport by:

- Increasing the incentives to use public transport – by making public transport more attractive to use and implementing car parking charges to discourage all-day car parking and peak period arrivals and departures in Redhill Town Centre;
- Consolidating car parking provision to only allocate parking to meet specific needs in the most suitable location – this includes ensuring that short-term parking for shoppers is provided close to the shops, longer-term parking for commuters is closest to the railway station, and that there are options for resident parking in Redhill Town Centre;
- Providing accessible car parks to reduce congestion – car parks should be focused in strategic locations at the edge of the town centre where access to the town centre is still convenient. Alongside this, an integrated approach to encourage drivers to choose the nearest, rather than the cheapest, car park - such as car parking information systems with real time space availability and clearly signed 'parking routes' to indicate the nearest car park– should be implemented and will help to reduce congestion in the town centre.

2.2.4 Best Practice Guidance

A range of parking related 'best practice' guidance is issued by other agencies including:

- Design and Access Statements: How to write, read and use them (CABE, 2006).
- Urban Design Compendium: Urban Design Principles and Delivering Quality Places.
- Partnerships and Housing Corporation.
- Better Places to Live by Design: A companion guide to PPG3 (ODPM, 2004).
- By Design, Urban Design in the planning system: towards better practice (CABE, 2000).
- Car Parking, What Works Where (The National Regeneration Agency, 2006).
- Manual for Streets (Department for Transport, 2007)

- Manual for Streets 2 (Chartered Institution of Highways and Transportation, 2010)

2.2.5 Previous Studies

Redhill Parking Strategy (Hyder Consulting 2008).

Hyder was instructed by Reigate & Banstead Borough Council to review parking provision, parking utilisation, and to devise a Car Parking Strategy for Redhill Town Centre, Surrey.

Phase 1: Examine the current parking situation in Redhill Town Centre. Key report findings were:

- 25% of people surveyed travel to Redhill Town Centre on foot.
- 25% of people surveyed travel to Redhill Town Centre by bus.
- Only 4% of people surveyed travel to Redhill Town Centre by bicycle.
- The train is predominantly used by commuters travelling out of Redhill.
- Interrogation of Surrey County Council's Redhill Town Centre Vehicle Model revealed 66% of AM Peak traffic, and 61% of PM Peak traffic in Redhill Town Centre is through traffic.
- Redhill Rail Station car park demand currently exceeds parking provision/supply.
- In comparison to its competitors (i.e. similar towns in Surrey), Redhill has the lowest car park provision for retail use.
- 30% of off-street spaces in Redhill Town Centre were used by season ticket holders.
- Areas of high parking stress coincide with areas identified for future development. Most residential parking concerns correlate with parking complaints received by local residents.
- On a typical weekday, off-street car parking demand is highest between 09:30 – 14:00 hours, whilst on-street car parking demand is highest between 14:00 – 16:00 hours.
- On-street parking demand is greatest at 15:15 hours, when the majority of streets with on-street parking are 75-100% occupied. Several roads have no parking availability.
- There are a total of 2,212 off street parking spaces provided in Redhill Town Centre. Furthermore, 1,795 on-street spaces are provided within 10 minutes walking radius.
- There are a total of 2,855 private car parking spaces in Redhill Town Centre associated with office development. This equates to 1 parking space per 35m².
- Without Controlled Parking Zones (CPZ) or similar enforcement, overflow on-street car parking is likely to occur following the proposed development of 1276 new residential units in Redhill Town Centre (based on figures supplied by Reigate and Banstead Council).
- Surrey County Council's Redhill Town Centre Vehicle Model revealed that 35% of drivers enter Redhill from the East, where public parking facilities are limited (see Appendix B). Construction of a multi-storey car park at Redstone Hill would help meet demand from the Northeast. The study recommended further traffic surveys to determine the origin of commuters parking on residential streets.
- Overall, existing parking provision, both on-street and within existing public car parks, is more than adequate to cater for the existing parking demand. However, areas of on-street parking stress exist to the North, East and South of the town centre.
- Congestion, parking stress, favourable bus patronage statistics and an encouraging number of people travelling on-foot create a considerable potential to promote modal shift away from the private car towards more sustainable modes of transport.

Phase 2: Identify parking initiatives and establish a parking strategy. Key report findings were:

- Existing public car parking provision is sufficient to cater for existing development.
- Existing public car parking provision is insufficient to cater for future development.
- Proposed development will likely aggravate areas of existing parking stress in Redhill.

Furthermore, Phase 2 of the Redhill Parking Strategy recommended potential measures to help tackle existing and future parking supply in Redhill Town Centre. The measures were aimed at providing travellers with a range of transport modes and information and allowing them to make informed travel choices (e.g. minimise car journeys, car sharing, walking, cycling and/or public transport). The following transport measures were recommended by Phase 2 of the parking study:

- Information and marketing, allowing travellers to make informed travel decisions;
- Variable Message Signs to relay real-time traffic and parking information to travellers;
- Changing parking charges and car park operational hours to encourage different users;
- Reducing all day car parking provision to discourage extensive car use in Redhill;
- Joining EasitNetwork – the East Area of Surrey Initiative for Transport (Easit);
- Establishing car clubs and car-share schemes to reduce the number of cars in Redhill;
- Imposing planning restrictions on car park provision for new developments in Redhill;
- Introducing a workplace parking levy to discourage commuters travelling by private car;
- Workplace and school travel plans to encourage more sustainable modes of transport;
- Consolidation and control of parking supply to maximise efficiency of off-street car parks;
- Enforcing Controlled Parking Zones to control parking demand in residential areas;
- Increasing on-street parking charges to aid parking management and raise revenue;
- Extending the Fastway service to provide a viable alternative to travel by private car;
- Improving the quality, directness and number of walking and cycling routes in Redhill.

Phase 2 of the Redhill Parking Strategy identified measures to be implemented in three phases:

- Phase One: Low cost measures to provide benefit to those living and working in Redhill. Suggested measures include encouraging car-share, favouring short stay car parking, and enforcing parking restrictions for all new developments (max 25% of parking standard).
- Phase Two: Completion of further surveys and assessment work to identify parking issues in Redhill. Employee questionnaires, pedestrian, parking and video surveys of all areas perceived to suffer from high parking stress would need to be conducted.
- Phase Three: Implementation of further parking measures to include Variable Messaging Signs, Controlled Parking Zones/ one hour curfews, improved pedestrian links, a pick up/drop off facility in the town centre and further restriction of off-street parking provision.

Design and Parking Review (Atkins Consulting 2008)

As part of the Reigate & Banstead Local Development Framework (LDF), a consultant was commissioned to undertake a Borough wide Landscape and Townscape Character and Development Potential Assessment (LTCDPA). Building on these recommendations, Atkins was later commissioned to undertake a research study providing a detailed review of design and parking requirements in the Borough. The purpose of the Reigate & Banstead Design and Parking Review was to:

- Identify the scope of Supplementary Planning Documents (SPD) on design and parking standards and identify the need for any interim guidance that may need preparation;
- Provide background data and analysis to form the evidence base for the development of the Core Strategy and the Redhill Town Centre Area Action Plan (RTCAAP);
- Provide background data and analysis to form the evidence base for design and parking Supplementary Planning Documents (SPD) and a Parking Management Plan (PMP); and
- Identify the need for internal guidance and/or additional training in relation to the design and parking standards operational in the Borough of Reigate and Banstead.

The Design and Parking Review and this parking management strategy will inform the development of the Design and Parking SPD, which will include a section on Redhill Town Centre.

In relation to parking provision and stress in Redhill, the Atkins research study identified a number of issues relating to Redhill and the whole of the study area:

- There is a need for a co-ordinated, holistic approach to parking management.
- Significant spare car park capacity exists in public car parks. Spare capacity in Redhill has increased significantly in recent years in response to changing charging regimes;
- Reduced off-street parking is likely to increase demand for on-street parking. In areas of parking stress, this will have a negative impact on the character and function of the street;
- Correlation exists between parking tickets, complaints, parking bay requests and parking restrictions. These are clustered in retail areas and residential areas near the station;
- The Redhill Town Centre Parking Strategy found potential to promote mode shift away from the car and alleviate traffic congestion, recommending 'carrot and stick' methods.
- There is a remarkably strong relationship between dwelling size and car ownership, indicating that dwelling size should be a consideration in determining parking provision;

The Atkins research study recommended the following, with implications for both Redhill and the Borough as a whole:

- The Parking Management Plan should progress as a two part document –the first setting out the principles of parking management and explaining how the various elements of parking control fit together, and the second part being a regularly updated action plan;
- A review of the charging regime for public car parks. The review should also consider factors which may be influencing car park usage such as the location of car parks, car park maintenance and the availability of alternative parking in Redhill Town Centre;
- Review of on-street parking restrictions in Redhill Town Centre, with an initial focus on extending comprehensive controls in Redhill Town Centre and surrounding area;
- Better information for motorists about parking availability, such as the provision of 'real-time' space availability information provided at entry points to the town via VMS signs;
- Measures to use parking supply more efficiently in Redhill Town Centre, such as sharing of parking spaces between different uses which require parking at different times of the day;

- Promotion of Travel Plans as part of the planning application process and voluntary methods. This push should include workplace, residential and school Travel Plans;
- Encouraging businesses to include smarter working techniques such as car sharing, pool cars, home working and flexible hours as part of their standard business practices;
- Charging work place parking levies in the Borough, spending any profit generated through the workplace parking level on sustainable modes of travel to and from site.
- Recommending that developers, particularly of flats and apartments, sell parking spaces independently of the flats to make potential purchasers examine the need for car parking.
- Investment in public transport including a focus on initiatives such as demand responsive buses which are often viewed by the public as more practical than standard bus services;
- Encouraging travel by foot and by bicycle through the promotion of the numerous cycle/footways available in the Borough as well as maintaining them to a high standard;
- Targeted marketing campaigns should be produced to provide residents and businesses with all the information they need about parking in the Borough and sustainable travel; and,
- Encouraging the establishment of car clubs in all new developments in Redhill.

Surrey County Council Redhill S-Paramics Microsimulation Model

Surrey County Council constructed an S-Paramics microsimulation traffic model to model traffic behaviour in Redhill Town Centre. The model has recently been updated and has been used to investigate Preferred Options from the Redhill Town Centre Area Action Plan (RBBC 2009). The following transport measures with regards to car parking in Redhill Town Centre were tested using the traffic model:

- Providing right turn movements in and out of Sainsbury's/Warwick Quadrant car parks;
- Replacing both Lombard and Station roundabouts with signalised crossroads;
- The removal of on-street car parking bays located along the A25 Station Road;
- The introduction of a parking guidance and information system in Redhill.

RBBC may wish to consider the introduction of a parking guidance and information system (PGI), which will provide drivers with dynamic information on parking. PGI systems can provide many benefits including: preventing excess queues at car parks, reducing congestion on the surrounding road network, improving air quality, and reducing “search” traffic which in turn can reduce travel distances. Studies undertaken in Southampton (UK) and Valencia (Spain) reveal, on average, 13.6% of people changed their parking destination as a result of PGI.

A PGI system was applied to each peak period matrix for car park zones in Redhill Town Centre.

Reigate and Banstead Borough Council Retail and Leisure Needs Assessment (2007) and Updates (2009 and 2011)

Reigate and Banstead Borough Council commissioned Roger Tym and Partners to undertake a borough-wide Retail and Leisure Needs Assessment. The purpose of the assessment was to:

- Establish whether there is a need for additional retail and leisure floor space in Redhill Town Centre up until 2016 and beyond. If required, what amount, type and size of and units are required in Redhill and where would these be units be appropriately located;
- Inform the preparation of town, district and local centre policies/proposals for inclusion in the Council’s Local Development Framework (Core Strategy and RTCAAP);
- Provide information to assist Reigate and Banstead Borough Council in determining planning applications involving new or loss of existing retail floor space in Redhill.

The Retail and leisure needs assessment was undertaken in four centres in Surrey (Banstead, Horley, Redhill and Reigate) and revealed that the highest number of respondents interviewed had travelled to Redhill by car (41%). However, Redhill Town Centre also accounted for the highest proportion of respondents who travelled by bus (25.5%). A further 25.5% of respondents had travelled to Redhill by foot. The majority of respondents wished to stay in Redhill between 1-2 hours (39%) and 2-3 hours (31%). Almost one third of respondents (29%) visit Redhill daily.

Over a quarter of respondents stated the main purpose to visit Redhill was to meet someone. The proportion stating that the main reason for their visit was non-food shopping was the highest amongst the four centres at 22%. Smaller proportions of respondents stated that the main purpose of their visit was to buy food (18%) or to use services such as banks and buildings societies (12%). 18% of respondents said that the main purpose of their visit was work. Non-food shopping was the most popular secondary purpose for visits, stated by 27.5% of respondents. Using services was also a popular secondary reason (18%) for shopping in Redhill. However, shopping was not a popular secondary reason with only 6% of respondents citing this. 16% of respondents said that the secondary reason for visiting was to eat out – the highest proportion amongst the centres.

Finally, 27.5% of respondents noted that cheaper car parking charges in Redhill would be one of a series of potential measures that could help to improve Redhill Town Centre further.

In 2009, an update to the study was produced. The update summarised the results of the 2007 study before going on to recommend a new superstore in Redhill Town Centre. Cromwell Road and Reading Arch Road were recommended as potential sites for the new superstore.

In 2011, a further update study was produced, which revised the findings of the earlier two studies. The report showed that there are far fewer requirements than before the economic downturn. There is estimated to be a need for an additional 10,200sqm of comparison goods floorspace by 2016 in Redhill, rising to 25,200sqm by 2027. There is also estimated to be a need for 3,850sqm of convenience goods floorspace by 2016 in Redhill, rising to 5,850sqm by 2027.

Surrey TravelSMART: Key Component Bid (SCC 2011)

Surrey County Council's successful Sustainable Transport Fund bid¹ aims to promote economic growth and increase sustainable travel throughout Surrey. The initial focus of the work will be on Guildford, Woking and Reigate and Banstead, but the intention is to create a template of measures, which will later be rolled out to all Surrey towns.

The bid included six elements, all of which obtained funding with the exception of Element 4 – Electric Vehicles. They are:

1. Bus Priority and Corridor Improvement – bus improvement measures in Guildford and Woking
2. Walking and Cycling – walking improvements in Guildford and Woking
3. Car Clubs – promotion of car clubs across Surrey
4. Electric Vehicles (not successful) – 600 domestic and 60 public and work based charging points, and EV maintenance skills.
5. Traffic and Transport Information – improvements to network management focused County-wide.
6. Travel Planning and Promotion – a range of measures focusing on Guildford, Woking and Reigate and Banstead including Healthy Lifestyle Hubs, Community Bike Hub, and Bike IT.

¹ Available at:

[http://www.surreycc.gov.uk/sccwebsite/sccwspublications.nsf/591f7dda55aad72a80256c670041a50d/935005a5784c08a58025788e004f4a3c/\\$FILE/Surrey%20TravelSMART%20Key%20Component%20Bid.pdf](http://www.surreycc.gov.uk/sccwebsite/sccwspublications.nsf/591f7dda55aad72a80256c670041a50d/935005a5784c08a58025788e004f4a3c/$FILE/Surrey%20TravelSMART%20Key%20Component%20Bid.pdf)

Most of the measures in the bid concentrate on Woking and Guildford. However, Car Clubs and Bike IT could apply to Redhill Town Centre, and could support similar options discussed in Stage 2 of this report.

Surrey TravelSMART: Large Bid (SCC 2011)

In addition to the Key Component Bid, Surrey County Council also prepared initial proposals for a Sustainable Transport Fund 'Large Bid', which remains to be confirmed. The initial bid includes provision for a Redhill Sustainable Travel Town project to include:

- Bus priority and corridor improvements, extending to the Surrey/Crawley boundary, serving Gatwick Airport and enhancing existing commuter routes. This will build upon the success of the Fastway bus services, which have already resulted in increases in bus patronage. It is anticipated that there will be a 7.5% reduction of car trips due to these measures.
- Traffic Management measures within the town centre.
- Walking and cycling infrastructure, including the enhancement/creation of a walking and cycling network to link the town centre to adjacent employment and residential areas.
- Community Hub, planned

The DfT have asked SCC to prepare a revised business case, with a revised package of at least £5m, but less than the £16m originally sought. SCC is expected to submit the revised business case to the DfT by 20 December 2011.

3 CURRENT PARKING PROVISION

3.1 Introduction

This section describes current patterns of parking usage in Redhill Town Centre. Data from the previous study, collected in 2007, has been compared to additional data sources to check that previous findings are still valid. The general findings outlined in the previous Phase 1 Parking Strategy (Hyder 2008) remain valid, with some caveats. The most notable change being the significant drop in weekday car parking usage recorded at council run off-street car parks.

There are currently approximately 4,095 parking spaces available in Redhill Town Centre, comprised of approximately 2,300 off-street spaces and 1,795 on-street spaces within a ten minute walk of the town centre. This section includes analysis of:

- **Off-Street Parking Provision:** A large amount of parking usage data was made available for the council run off-street car parks, allowing a thorough analysis of annual and daily variations. Parking demand at these car parks is significantly lower than at its peak in 2004-05 and there is ample space capacity. Possible reasons for reduction in this demand are also explored in this section.
- **On-Street Parking Provision:** On-street parking surveys conducted in 2007 were used to identify areas of on-street parking stress. There are high levels of on-street parking stress to the south-west of the town centre, with spare capacity to the north-west.
- **Charging:** Parking charges rose significantly between 2008 and 2011. However, these charges are comparable with neighbouring towns such as Reigate, Woking, Crawley, and Guildford. This section also explores the proposed on-street Pay and Display scheme.
- **Pattern and provision of short and long term parking:** There is approximately a 50/50 split between long and short stay parking in the town centre, with Clarendon Road having the least short stay visitors.
- **Freight Parking:** Gloucester Road car park is currently the only car park used for parking HGV's within the town centre.

3.2 Off-Street Car Parking Provision

3.2.1 Supply

There are approximately 2,300 publically available off-street parking spaces in Redhill Town Centre. Four council run off-street car parks were analysed in detail: Gloucester Road, Marketfield Road, Clarendon Road, and Linkfield Corner. There are a further three private car parks available for public use in Redhill Town Centre; The Belfry, Sainsbury's, and Redhill Railway Station. Less detailed usage data was available for these car parks and they have not been analysed in detail. However, utilisation of the Belfry Shopping Centre car park has not decreased. Reasons for this could be its convenient location and perceived quality.

Warwick Quadrant provides 365 basement car parking spaces associated with Sainsbury's supermarket. The Railway Station currently provides 377 car parking spaces in a mix of long stay and short stay parking. There are provisional plans to redevelop the station. As a result of the development, it is possible that all rail commuter parking spaces could be relocated to a multi-storey car park to be provided at the Redstone Hill car park.

In addition, it has been noted that an unofficial car park, catering for between 20 and 100 vehicles currently operates at the old Welfare and Benefits centre on A23 London Road, opposite Lynwood Road. It is thought the car park is predominately used by commuters in the area. As this is an unofficial car park it has not been included in the analysis, but allowance may need to be made to accommodate displaced parking if this car park is closed. For more details see section 4.

The location and numbers of off-street public and private car parking spaces are shown in Figure 2 and Table 1. Linkfield Corner car park is to the West of the Town Centre.

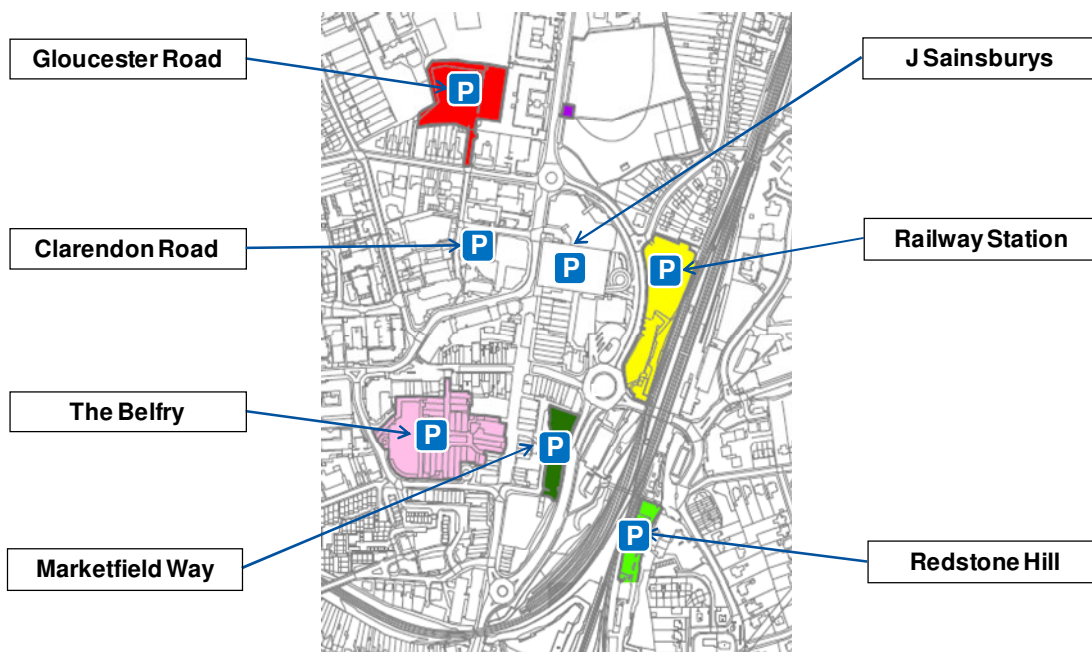


Figure 2: Location of Off-Street Car Parking in Redhill

Table 1: Off-Street Car Parks in Redhill (source: Hyder 2008)

	Location	No. of Parking Spaces Currently Available
1	The Belfry	776
2	Clarendon Road	191
3	Gloucester Road	285
4	J Sainsbury' s (Warwick Quadrant)	365
5	Linkfield Corner	56
6	Marketfield Way	97
7	Railway Station	377
8	Redstone Hill	153
	Total	2,300

The levels of parking provision in Redhill Town Centre are comparable to Epsom and Woking town centres, which have similar characteristics in relation to rail access, retail floor space and employment opportunities. However, both Woking and Epsom have extensive on-street Residential Parking Controls (RPZ) in operation, whereas Redhill Town Centre does not.

3.2.2 Demand: Annual Variation

Analysis of ticket sales data shows that parking demand in council run off-street car parks has dropped significantly from its peak in 2004-05 (see Figure 3). This is largely due to a significant drop in the use of 1 hour, 2 hour, and >16 hour parking at the Gloucester Road car park.

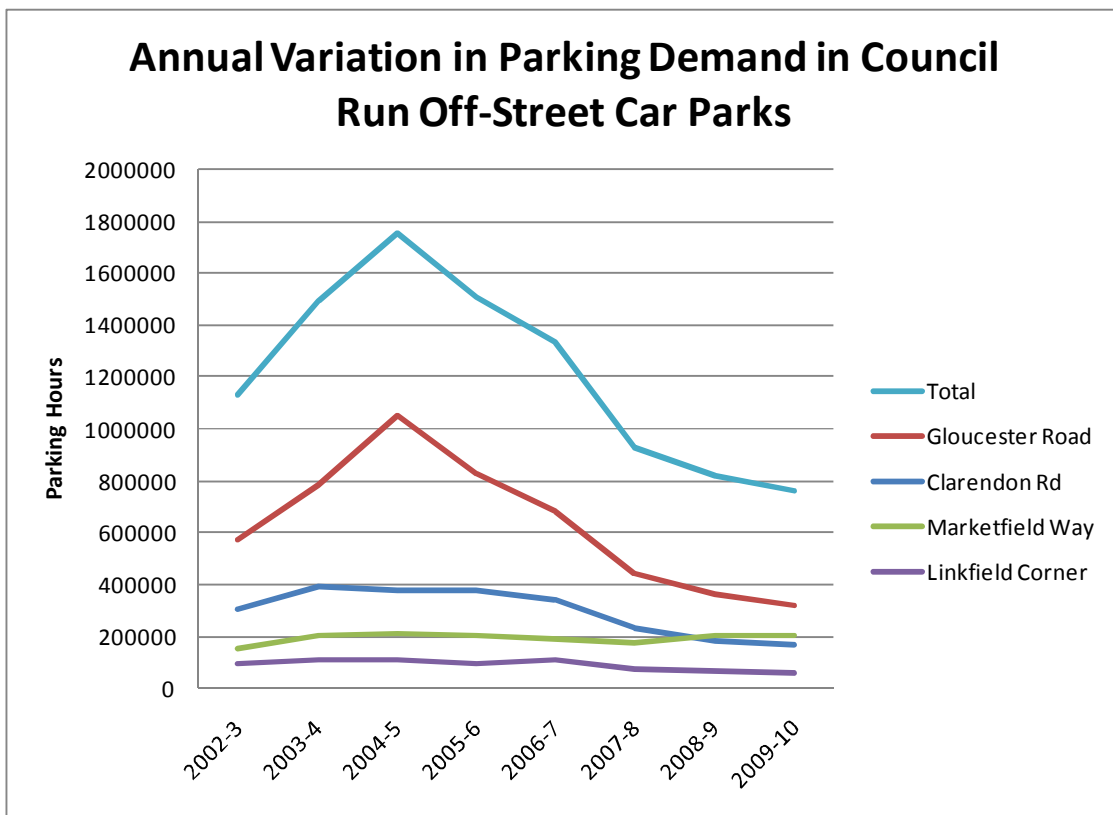


Figure 3: Annual Variation in Parking Demand in Council Run Off-Street Car Parks

From the data provided, it appears that parking demand remains reasonably constant throughout the year, with demand dropping off in August, January, and February. However, it was not possible to undertake a thorough analysis of seasonal variation with the data provided.

3.2.3 Demand: Daily Variation

Reigate and Banstead Borough Council undertake annual parking surveys in Redhill. The latest set of available parking data was collected in October 2008. The following section compares the November 2007 parking data used in the previous Hyder report, with the October 2008 parking data. Both sets of data are from similar months and fall outside of school holidays. From the analysis of the ticket sales data, October appears to be a neutral month. Four public car parks (629 spaces) were monitored: Gloucester Road (285 spaces), Marketfield Road (97 spaces), Clarendon Road (191 spaces), and Linkfield Corner (56 spaces).

Pre-recession data from 2002 onwards could not be used to analyse daily variation as the data set is not detailed enough.

Based on reports by RBBC staff, car park utilisation in Redhill Town Centre is 'visibly lower' on Saturdays than on weekdays (This may be due to informal use of Warwick Quadrant office parking, which is free on weekends). Parking surveys are not undertaken by Reigate and Banstead Borough Council on Saturdays. As a result this study does not include analysis of parking usage on Saturdays.

Table 2: Public Use of Gloucester Road Car Park (Average Weekday)

Time Period	Total Number of Parking Spaces	Pay & Display Spaces Used			Season Ticket Holder Spaces Used			Empty Spaces		
		2007	2008	%	2007	2008	%	2007	2008	%
		No.	No.	Difference	No.	No.	Difference	No.	No.	Difference
	285									
Before 9.30		116	33	-72%	51	16	-69%	118	236	+100%
9.30 - 12.00		156	108	-31%	55	40	-27%	74	136	+84%
12.00 - 14.00		161	124	-23%	52	44	-15%	72	117	+62%
14.00 - 16.00		155	119	-23%	52	41	-21%	78	125	+61%
After 16.00		133	90	-32%	47	35	-25%	105	160	+52%

Table 3: Public Use of Marketfield Way Car Park (Average Weekday)

Time Period	Total Number of Parking Spaces	Pay & Display Spaces Used			Season Ticket Holder Spaces Used			Empty Spaces		
		2007	2008	%	2007	2008	%	2007	2008	%
		No.	No.	Difference	No.	No.	Difference	No.	No.	Difference
	97									
Before 9.30		15	19	+25%	8	9	+13%	74	69	-6%
9.30 - 12.00		65	64	-2%	11	9	-20%	21	24	+15%
12.00 - 14.00		78	66	-15%	10	7	-34%	9	24	+171%
14.00 - 16.00		75	69	-7%	9	7	-24%	13	21	+60%
After 16.00		73	66	-9%	7	10	+40%	17	21	+22%

Table 4: Public Use of Clarendon Road Car Park (Average Weekday)

Time Period	Total Number of Parking Spaces	Pay & Display Spaces Used			Season Ticket Holder Spaces Used			Empty Spaces		
		2007	2008	%	2007	2008	%	2007	2008	%
		No.	No.	Difference	No.	No.	Difference	No.	No.	Difference
	191									
Before 9.30		68	25	-63%	75	32	-57%	48	134	+179%
9.30 - 12.00		83	55	-34%	72	49	-31%	36	87	+141%
12.00 - 14.00		78	54	-30%	74	62	-16%	39	74	+90%
14.00 - 16.00		71	56	-21%	70	57	-19%	50	78	+56%
After 16.00		66	41	-37%	63	52	-17%	62	98	+57%

*Since the survey was undertaken 65 spaces in Clarendon Road have been leased to the Council for use by its staff

Table 5: Public Use of Linkfield Corner Car Park (Average Weekday)

Time Period	Total Number of Parking Spaces	Pay & Display Spaces Used			Season Ticket Holder Spaces Used			Empty Spaces		
		2007	2008	%	2007	2008	%	2007	2008	%
		No.	No.	Difference	No.	No.	Difference	No.	No.	Difference
	56									
Before 9.30		13	10	-22%	17	17	0%	26	29	+11%
9.30 - 12.00		25	21	-16%	23	20	-14%	8	15	+90%
12.00 - 14.00		21	18	-16%	25	21	-14%	10	17	+70%
14.00 - 16.00		22	16	-27%	19	25	+33%	15	15	-1%
After 16.00		32	13	-59%	14	23	+67%	10	20	+96%

The most significant drop in parking was observed before 09:30, suggesting that less long-term commuters and season ticket holders use the off-street car parks. This is most likely because there were fewer jobs in 2008 than 2007 and therefore less commuting, but could also indicate that commuters are parking in other locations. Unfortunately, not enough data is available to determine whether this relocation is actually occurring.

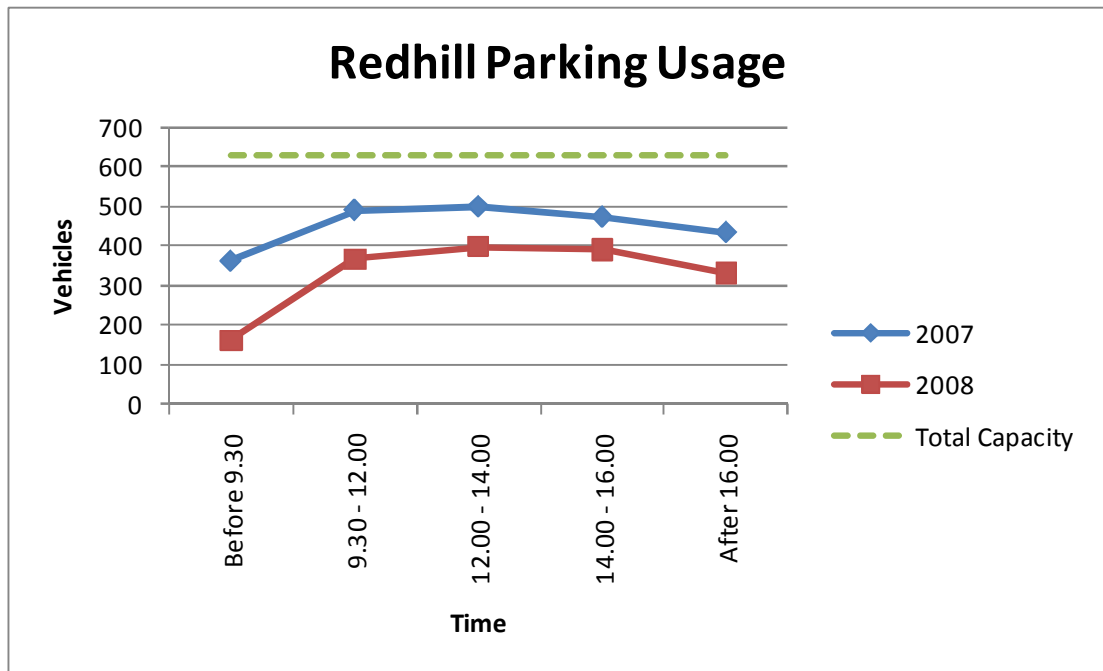


Figure 4: Redhill Parking Usage in council run car parks

Season ticket holders, which are likely to be commuters, have reduced from a maximum of 161(26% available spaces) in 2007 to 134 (21% available spaces) in 2008. The period before 09:30 saw the greatest drop in season ticket holders from 151 to 74. The peak parking period in both 2007 and 2008 was from 12:00 – 14:00.

Overall, in 2008, 36% of off-street parking spaces (232 spaces) were unused during the peak parking period (12:00-14:00) across the surveyed car parks.

Taking into account the notion of 'practical capacity', which allows for cars searching for spaces, and is generally defined as being 85% of the theoretical capacity, the proportion of unused parking spaces in 2008 would be 21%, This is still a non negligible amount, and prompts two questions:

1. Could this spare capacity be managed to help absorb parking temporarily displaced by the redevelopment of car park sites in Redhill Town Centre and in the longer term to help absorb demand resulting from new development?
2. Could car park utilisation be improved to maximise revenues?

The answer to the first question will be assessed in the next section. Continuous monitoring of car park utilisation is one tool that could be used to help assess the viability of this option.

The answer to the second question is that different mechanisms such as pricing and marketing could be used to try and increase utilisation.

3.2.4 Reasons for the Reduction in Car Park Utilisation

As highlighted above there has been a drop in both pay and display and season ticket holder parking. In the absence of any customer surveys, we must speculate as to why there has been this reduction. Possible reasons are explored below for both types of parking.

Economic Downturn

The drop observed in season ticket holder and pay & display parking was greatest before 09:30, which is when commuters generally arrive. Whilst we don't have data that tells us who these

season ticket holders are, it is likely that they are people who work in Redhill or drive to Redhill and then travel beyond by train.

Workers or commuters could be expected to purchase season tickets rather than use pay and display. However, a comparison between the cost of a monthly season ticket for council-run car parks and the cost of pay and display over one month (assuming a person parks five days per week) reveals that pay and display only costs a few pounds more. Shortage of parking spaces at the station and a waiting list for season tickets may also be leading commuters to park in council-run car parks. The pay and display ticket sales data show that at Clarendon Road and Gloucester Road, both long-stay car parks, approximately quarter of the tickets purchased were for a duration of 5-10 hours, which supports the suggestion above that workers or commuters are using pay and display parking.

However, analysis of the variation in annual demand (section 3.2.2) and parking data obtained from Surrey County Council reveals that car park utilisation in Surrey (including Redhill) began to decline from 2006, before the economic downturn. This could suggest that the economic downturn reinforced a trend that had already begun.

Increase in office vacancies

Data provided by RBBC shows that office vacancies are unlikely to be a significant factor. Indeed office vacancies peaked in 2004-05, which was also the peak in parking demand. However, this figure does not take account of overall available office floor space and may mask problems at individual locations. For example, several offices surrounding the Gloucester Road car park are currently vacant. If they become fully occupied the parking use/demand at Gloucester Road is likely to increase.

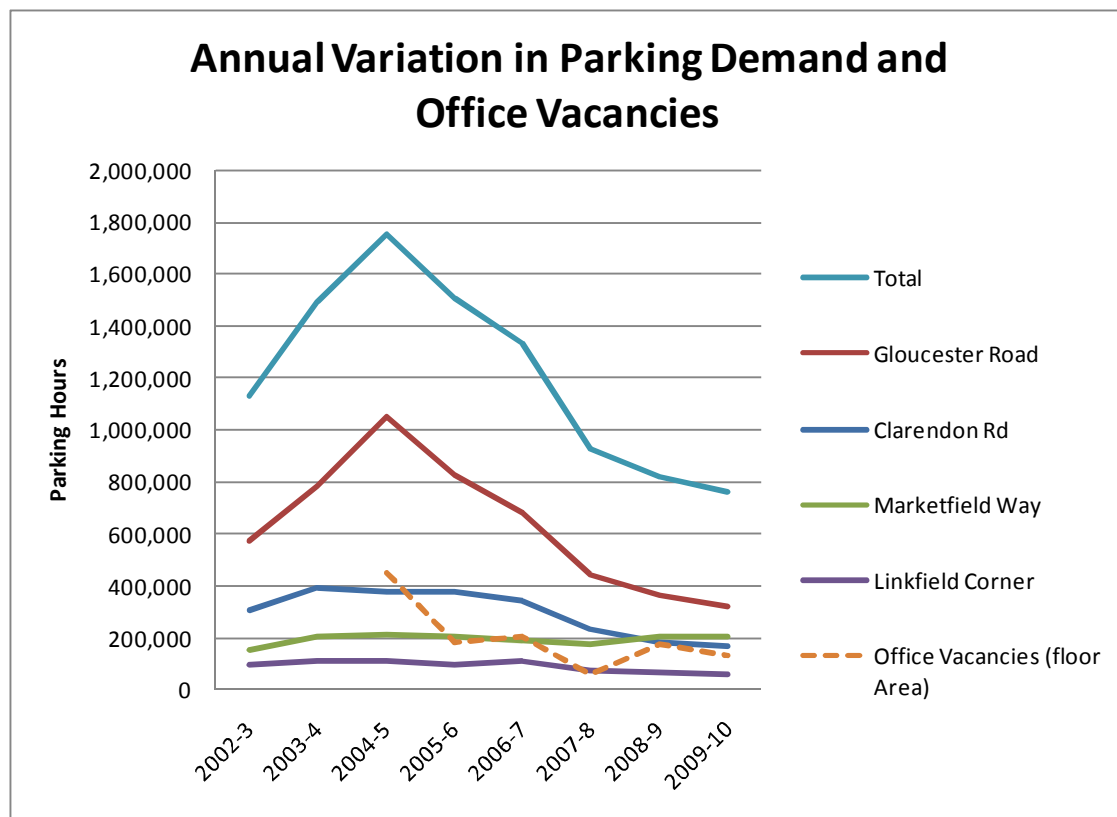


Figure 5: Annual Variation in Parking Demand and Office Vacancies

Competition from other retail centres

Competition from other retail centres does not appear to be a major factor. One question that we asked as part of this study is, 'could there have been a corresponding drop in traffic in Redhill town centre?' To answer this we obtained from Surrey County Council data on the number of vehicles entering Redhill Town Centre over the past three years. According to this data there has been no significant change in the number of vehicles entering the town centre. Whilst the comparison between changes in parking levels and changes in traffic levels is inconclusive, it does lend some support to the suggestion made below that people are seeking cheaper parking alternatives.

People seeking cheaper alternatives such as free on-street parking (possibly made more attractive by an increase in car parking charges in council-run car parks)

This seems to be a likely explanation. People are likely to be finding cheaper or higher quality alternatives to council run off street car parks, including on-street, unofficial car parks, the Belfry and station car parks. Additional on-street parking surveys would be required to fully test this theory. The reported unofficial car park operating on A23 London Road is likely to be drawing people away from the council run off-street car parks. In addition, demand at the higher quality Belfry car park has remained largely constant, which indicates that some people may be choosing to use this car park rather than a council run car park. Finally, the cost of a monthly parking ticket at Redhill station is cheaper than at council run off-street car parks, which may be reducing demand.

Introduction of the Fastway Bus Service

The high quality route 100 Fastway service, serving Redhill Town Centre, was introduced in May 2008. As a result of this service commuters and shoppers may be choosing to travel to the town centre by bus rather than car, acting to reduce parking demand. Whilst this is likely to be a contributing factor it does not explain the significant drop in parking demand prior to 2008.

3.3 On-Street Parking Provision

As identified by the Redhill Town Centre Parking Strategy (Hyder 2008), a total of 1,795 parking spaces are available on-street within an 800m (10-minute walk) distance of Redhill Town Centre. The time of greatest demand in this area is during the mid-afternoon period when school children are collected. At the time, the report noted that existing car parking charges were pricing some drivers out of off-street car parks to look for parking spaces on street.

Table 6: On-street Parking Provision (source: Hyder 2008)

Distance From Core Area	Parking Capacity (No. of Cars)	Number of Used Spaces		
		03:00 hours	10:00 hours	15:15 hours
< 400m	505	281	380	419
400m – 800m	1,290	638	753	766
800m – 1,200m	603	208	380	262

Taken from the Redhill Town Centre Parking Strategy report (Hyder 2008), **Appendix A** details areas of parking stress around Redhill Town Centre. It should be noted that areas experiencing high levels of parking stress correlate with high numbers of complaints received by residents.

According to the latest census in 2001, levels of car ownership in Reigate and Banstead are estimated at 0.58 cars per person. This is higher than the national average. If parking standards are reduced below expected car ownership levels then parking stress is likely to increase. There are currently no Residential Parking Zones (RPZs) in operation in and around Redhill Town Centre, although their introduction is currently being investigated by RBBC. The dependencies and possible timings for the introduction of RPZs in Redhill Town Centre are investigated in more detail in the Stage 2 report.

3.4 Charging

3.4.1 Off-Street Charging

Off-Street parking charges in Redhill Town Centre have increased by an average of 32% between 2008 and 2011. The previous and updated charges for council run off-street car parks are shown below:

Table 7: Charging for council run off-street parking

Time Period	Charge in 2008	Charge in 2011	% Increase
<i>SHORT TERM (UP TO 3 HOURS)</i>			
Up to 20 minutes	20p	30p	50%
Up to 1 hour	60p	£1.00	67%
Up to 2 hours	£1.20	£1.70	42%
Up to 3 hours	£1.80	£2.20	22%
<i>LONG TERM (MORE THAN 3 HOURS)</i>			
Up to 4 hours	£2.40	£2.80	17%
Up to 5 hours	£3.00	£3.40	13%
Between 5 and 10 hours	£4.50	£5.20	16%

The Belfry shopping centre has similar off-street parking charges at £1.00 per hour. However, the Belfry's location in Redhill Town Centre is likely to make the car park a popular choice with users. Sainsbury's car park is free for the first 30 minutes, then £1 an hour, with a maximum stay of 2 hours.

Season parking tickets for council run off-street car parks in Redhill are priced as follows (daily price assumes there are 260 weekdays in a year, with months and quarters split evenly):

- a monthly season ticket will cost £75 + VAT (**£90.00**) (£4.15 per weekday)
- a quarterly season ticket will cost £185 + VAT (**£222.00**) (£3.42 per weekday)
- an annual season ticket will cost £638 + VAT (**£765.00**) (£2.94 per weekday)

Likewise, contract season tickets for council run off-street car parks in Redhill are priced as:

- a quarterly contract season ticket will cost £220 + VAT (**£264.00**) (£4.06 per weekday)
- an annual contract season ticket will cost £750 + VAT (**£900.00**) (£3.46 per weekday)

Furthermore, the following parking charges apply to the Redhill Railway Station Car Park:

Table 8: Charging for Redhill Railway Station Car Park

Time Period	Price	Price per weekday
Day	£5.10	£5.10
Week	£21.10	£4.22
Month	£81.00	£3.74
Quarter	£228.00	£3.51
Year	£886.00	£3.41

Redhill station is open Monday – Saturday, 24 hours per day. There is currently a waiting list for long stay car parking tickets. It should be noted that monthly tickets are cheaper at Redhill station than at council run off-street car parks for monthly tickets, but more expensive for quarterly or annual tickets.

Off street parking charges in Redhill Town Centre are similar to off street prices in comparable towns across Surrey. They are identical to charges in Reigate. Charges in Guildford and Woking are £1.00-£1.10 per hour for most car parks, and charges in Crawley are approximately 80p-£1.00 per hour - broadly similar to charges in Redhill Town Centre.

3.4.2 On-Street Charging

Surrey County Council is currently consulting on the introduction of on street Pay & Display parking in Redhill Town Centre. The proposed Pay & Display bays will be introduced at four locations, shown in **Appendix E**. These are, London Road (low and medium tariff), High Street (medium tariff), Chapel Road (low tariff), and Brighton Road (low tariff).

When approved, the planned programme for the introduction of on-street parking charges across Surrey has been drawn up based on the potential income that could be generated in each area, starting with the highest starting first. If approved, the planned programme will entail introducing pay and display in two districts/boroughs, every two months, on a rolling programme starting May 2011. The whole County should then be completed by April 2012.

There are three proposed tariff levels for short term on-street parking. The low and medium tariff would apply to Redhill Town Centre. The three tariffs are:

High £1.40 per hour or 70p for ½ hour

Medium £1.00 per hour or 50p for ½ hour

Low £60p per hour or 30p for ½ hour

It is also planned to use cashless payment methods in as many locations as possible to minimise the number of ticket machines. This would mean, as an alternative to cash, motorists could pay using a mobile phone if they wanted to.

As the charges are lower or similar to charges in off-street car parks there is not likely to be a significant changeover to the use of off-street car parks. However, the introduction of on-street parking charges is likely to lead to a suppression of on-street parking demand.

Options for changing the charging regime, including the use of scratch cards and free parking evenings, can be found in the stage 2 report.

3.5 Pattern and provision of short and long term parking

Of the Off-Street parking facilities owned by Reigate and Banstead Borough Council, Gloucester Road and Clarendon Road are designated by RBBC as Long Term car parks in Redhill Town Centre.

Table 9: Split between Short-Stay and Long-Stay parking

Location	Capacity	Long Stay	Short Stay	No. Machines
Gloucester Road	285	285		3
Marketfield Way	97		97	2
Clarendon Road	191	191		7
Linkfield Corner	56		56	1

The Linkfield Corner car park is shown on the Council's website as being long stay, but in reality the maximum stay is 3 hours. Marketfield Way car park is designated as short stay parking. As shown in section 3.1, short stay car parks in Redhill Town Centre are limited to a three hour maximum stay for pay & display users. In comparison, long stay car parks in Redhill Town Centre are limited to a maximum of 10 hours. Pricing for parking up to three hours is the same for both long and short stay car park.

Using pay and display ticket sales provided by Reigate & Banstead Borough Council, it is possible to derive the proportion of short and long stay parkers in Redhill, as shown below:

Table 10: Car parks pay & display ticket issue records 2008/09

	<20 mins	<1 hour	<2 hours	<3 hours	<4 hours	<5 hours	5-10 hours
Clarendon Rd	9%	26%	18%	12%	5%	7%	23%
Gloucester Rd	7%	25%	22%	12%	5%	5%	24%
Marketfield Way	28%	43%	17%	11%	0%	0%	0%
Linkfield Corner	30%	36%	19%	9%	1%	1%	4%
Total	21%	36%	18%	11%	2%	2%	8%

As shown in Figure 6, the majority of car park customers purchase parking tickets for less than 1 hour. In contrast, 4% purchase parking tickets for 4-5 hours, whilst 8% purchase parking tickets for 5-10 hours, suggesting that some commuters are using pay and display in the long stay car parks. In total, long stay customers contribute 12% of ticket sales. However, the proportion of long stay to short stay customers varies considerably from car park to car park, with Clarendon Road having the highest number of long term ticket (>3 hours) sales, and Linkfield Corner car park having the lowest number of long term ticket sales.

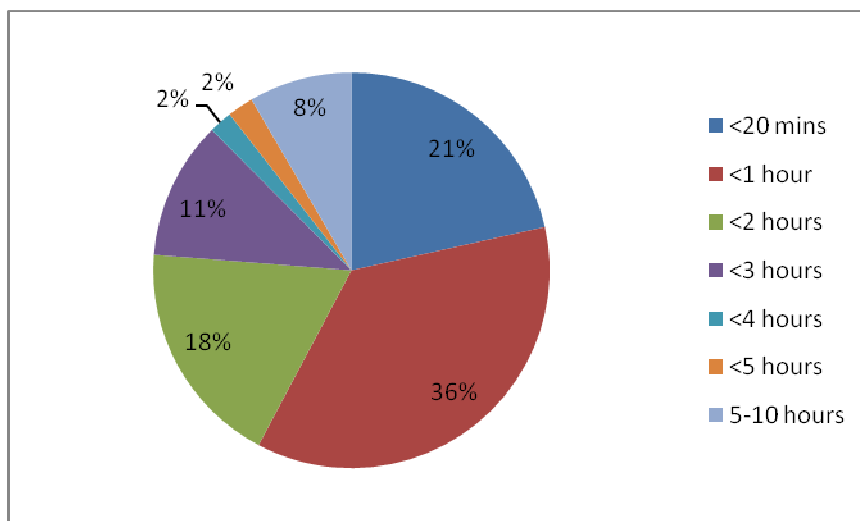


Figure 6: Pay & Display ticket sales in all council run off-street car parks

The table below uses pay & display and permit ticket holders as a further indicator for short and long term parking. However, these results should be approached with caution as it is not clear exactly how long permit holders park for. However, for the purposes of this exercise, it has been assumed that all permit holders are long stay parkers. The peak parking period between 12.00-14.00 has been used to compare the differences between long and short stay parking, although the proportions remain largely constant throughout the day, with the exception of the period before 9.30 which, as could be expected, has a greater proportion of long stay parkers.

Linkfield Corner has the highest proportion of permit parkers at 54%, whilst Marketfield Way short stay car park has the lowest proportion at 10%.

Table 11: Pay & Display and Permit comparison

Comparison between Pay & Display and Permit Parking 2008: 1200-1400			
	Pay & Display	Permit	% Permit
Gloucester Road (LS)	124	44	26%
Marketfield Road (SS)	66	7	10%
Clarendon Road (LS)	54	62	53%
Linkfield Corner (mix)	18	21	54%
Total	262	134	34%

Combining the results of Pay & Display and Permit parkers provides a good idea of the split between long and short stay customers, although, as mentioned above, the results should be approached with caution due to the length of stay of permit holders. As shown in the Table 11, the overall split between long and short stay parkers across all council run off-street car parks in Redhill Town Centre is equal at 50%. Marketfield Road has the highest proportion of short stay customers, whilst Clarendon Road has the lowest proportion of short stay customers.

Table 12: Estimates of long and short stay parking

	Pay & Display	Short Stay P&D	Long Stay P&D	Long Stay Permit	% Short Stay	% Long Stay
Gloucester Road (LS)	124	81	43	44	48%	52%
Marketfield Road (SS)	66	66	0	7	90%	10%
Clarendon Road (LS)	54	35	19	62	30%	70%
Linkfield Corner (mix)	18	17	1	21	43%	57%
Total	262	199	63	134	50%	50%

As shown in Figure 7, car parks in Redhill Town Centre are well located in relation to their designation as short or long stay car parks. Marketfield Road is the most central to the town centre and is designated as short stay only car park. Gloucester Road and Clarendon Road are further from the town centre and are designated long stay car parks. The charging regime at the Station encourages long stay car parking, whilst the Belfry is well situated and priced for short stay car parking.

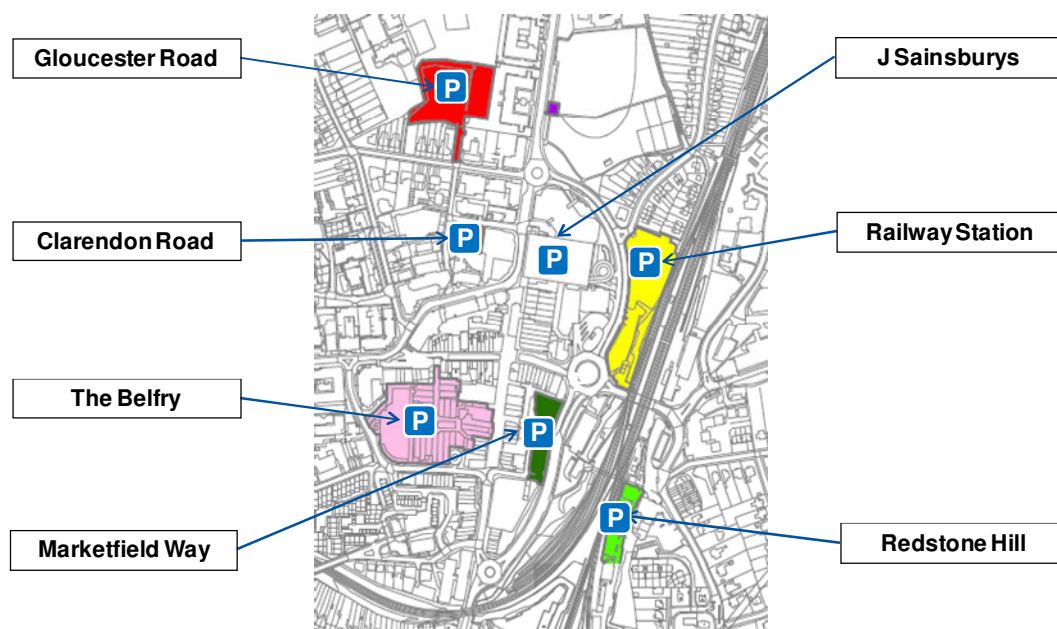


Figure 7: Map of Off-Street car parks in Redhill Town Centre

3.6 Freight parking

Gloucester Road is the only parking facility in Redhill used for overnight lorry parking. The car park is currently free between 6pm and 8am, but there is no data currently available on usage. There is no visible signage, poor access from the A23 and limited manoeuvrability on site for lorries. Whilst the Council is not legally required to provide freight parking facilities, we will consider alternative arrangements for accommodating freight parking in Redhill in the Stage 2 report.

In terms of other locations close to Redhill that are currently used for freight parking, we understand that lorries occasionally park overnight in a small industrial estate in Merstham, just north of Redhill, that backs onto large rear gardened properties and the property owners have complained about the noise of the refrigeration units on the trailers going on and off all night.

4 PARKING DEMAND FORECASTS

4.1 Introduction

This section forecasts the likely amount of parking demand in Redhill Town Centre over the lifetime of the Redhill Town Centre Area Action Plan (RTCAAP 2009) to 2027. We consulted extensively with RBBC regarding the latest development proposals in order to estimate future parking demand. A complete list of development assumptions can be found in this section. Four scenarios have been used in order to test various development options, reflecting a refreshed base case with different options for the placement of supermarkets in the Town Centre.

- Scenario 1: Supermarkets on Warwick Quadrant, Cromwell Road, Queensway, Liquid & Envy with a small supermarket on Station Road car park
- Scenario 2: Supermarkets on Warwick Quadrant, Cromwell Road, Queensway, Liquid & Envy with a large supermarket on Station Road car park
- Scenario 3: Supermarkets on Warwick Quadrant, Cromwell Road, Queensway, Liquid & Envy and Reading Arch Road with a small supermarket on Station Road car park
- Scenario 4: Supermarkets on Warwick Quadrant, Cromwell Road, Queensway, Liquid & Envy and Reading Arch Road with a large supermarket on Station Road car park

These scenarios represent likely development scenarios across some town centre sites. The scenarios have been used to explore how parking could be affected if various developments across the town centre do or do not take place.

The forecast growth in demand for parking spaces in Redhill Town Centre is then estimated using these development scenarios. No background growth (e.g. TEMPRO) has been added to the growth scenarios, because we have assumed the growth set out in the development quantum accounts for this. We have also assumed that if levels of development remain constant then parking demand will also remain constant.

Future parking demand will largely depend on the policies adopted by the council. For example, if a large amount of spaces are provided, this will encourage more people to drive, increasing parking demand. However, if strong demand management measures are put in place and much fewer parking spaces are provided, then demand for parking will be less. Demand for parking will also depend on 'attractors' to bring shoppers and other visitors in. If the parking supply is reduced too sharply this may lead to more illegal parking and on street parking, driving people out of Redhill.

For each development scenario we have produced parking forecasts, as described below:

- a) Redhill Town Centre (RTC) Standard: This forecast is based on RBBC adopting the RTC parking standard, as recommended by 'A parking strategy for Surrey' (as Redhill Town Centre falls into Parking Package Area 1 - PPA1).
- b) TRICS: This forecast is based on parking data obtained from comparable sites at other locations in Surrey. The scenario represents an 'unfettered' level of demand if no additional demand management measures are put in place and parking is freely available.

Full details of the standards applied in each forecast can be found below. In both forecasts we have assumed the current level of spare capacity based on existing development does not change.

4.2 Previous forecasts

The Redhill Town Centre Parking Management Strategy (Hyder 2008) concluded that a further 300 parking spaces were needed to accommodate new office development, and 875 parking spaces to accommodate retail floor space, amounting to a total of 1,175 additional parking spaces in Redhill Town Centre. The report assumed that most of these parking spaces would be provided as part of the development proposals within privately operated off-street car parks, but also recommended that retail parking provision should be made generally available to members of the public. The report went on to state that if parking standards are restricted to 25% in accordance with the Surrey County Council Parking Strategy, it would be possible to accommodate the overflow parking on-street at night, due to current parking usage. However, existing areas of high parking stress would be adversely affected. The report recommended that a 50% reduction in the parking standard could be applied instead and that care must be exercised with respect to the location of new developments. However, it should be noted that the development and growth assumptions for Redhill Town Centre have changed significantly.

4.3 Existing spare capacity

As described in section 3 there is presently spare parking capacity in Redhill Town Centre, although localised problems may occur.

Table 13: Spare parking capacity in Redhill Town Centre

Car Park	Total Spaces	Spare Spaces
Public On Street		
<400m **	505	86
400m-800m **	1290	524
Public Off Street		
Clarendon Road **	191	9
Gloucester Road **	285	117
Marketfield Way **	97	21
Linkfield Corner **	56	15
The Belfry*	776	194
Warwick Quadrant ¥	365	37
Rail Parking		
Station Road ¥	377	38
Redstone Hill ¥	153	15
Total	4095	1056

* There is a possibility that 100+ additional spaces could be provided at The Belfry. Assumed 25% spaces unoccupied at peak times, based on observations during site visit

** Usage data obtained from surveys

¥ Existing usage based on assumption that 10% of spaces area available, based on observations during site visit and stakeholder comments

As shown in the table above and described in section 3, there are 1,795 on-street car parking spaces in Redhill Town Centre and during the survey 610 were not used at the most busy time. This survey was conducted before the recession and the figure may have altered since then, but it is still the best available data.

For off-street parking, there are 629 spaces available in the four 'council' car parks for which we have detailed usage data. This shows 227 spaces are unused at 10:00, which is also very close to the peak time. Since the survey an additional 65 spaces at Clarendon Road have been leased to Surrey County Council, reducing the total number of spare spaces at this car park at peak times to 9.

At the Belfry we have assumed 25% of spaces are unused at peak times, based on observations during the site visit. Of the remaining publically available off-street spaces we have assumed 10% of spaces are unused at the peak time. This higher utilisation rate is due to the high occupancy of station car parks reported by stakeholders, and witnessed during the site visit. This gives a total of 284 unused spaces at these car parks.

This gives a total of 4,095 on-street and off-street public parking spaces in Redhill Town Centre. Of these, 1056 (26%) can be estimated to be unused at the peak parking period. Across the entirety of Redhill Town Centre there is adequate parking available. However, this could mask localised problems highlighted elsewhere in the report.

4.4 Parking standards

In order to calculate the parking requirements, the following parking standards were used, based on the Surrey County Council Parking Strategy (2003) and subsequent parking standards update. The RTC Standard column shows parking standards per 100m², so they can easily be compared to the TRICS column.

Table 14: Parking Standards used in calculations

Land Use	RTC Standard	TRICS
Office	0.83 per 100m ²	2.63 per 100m ²
Residential	0.25 per unit	0.75 per unit
Retail (Conv)	1.78 per 100m ²	4.19 per 100m ²
Retail (Comp)	1 per 100m ²	3.73 per 100m ²
Hotel	0.38 per bed	0.47 per bed
Gym	1 per 100m ²	2.74 per 100m ²
Leisure (A3)	4.15 per 100m ²	6.56 per 100m ²
Community	1.25 per 100m ²	1.42 per 100m ²
Industrial	0.83 per 100m ²	1.79 per 100m ²
Warehouse	0.25 per 100m ²	0.31 per 100m ²
Cinema	0.25 per 5 licensed persons	0.41 per 5 licensed persons

RTC Standard refers to the Redhill Town Centre Parking Standard.

TRICS rates were based on parking data from comparable sites in the UK, and in Surrey where possible. Full details of which can be found in **Appendix C**.

Table 15 below compares the RTC standards to the TRICS estimate. The Ratio column shows how many times greater the TRICS estimate is compared to the RTC standard.

Table 15: Comparison of RTC standards and TRICS estimate

	Land Use	RTC	TRICS	Ratio	Unit
Long Stay	Office	0.8	2.6	3	per 100m2
	Residential	0.3	0.8	3	per unit
Short Stay	Retail (supermarket)	1.8	4.2	2	per 100m2
	Retail (comp)	1.0	3.7	4	per 100m2
	Hotel	0.2	0.5	3	per bed
	Gym	1.0	2.7	3	per 100m2
	Leisure A3	4.2	6.6	2	per 100m2
	Community	1.3	1.4	1	per 100m2
	Industrial	0.8	1.8	2	per 100m2
	Warehouse	0.3	0.3	1	per 100m2
	Cinema	0.3	0.4	2	per 5 licensed persons

As shown in Table 15 the TRICS estimate, which is an estimate of ‘unfettered’ demand for parking, is generally 2-3 times as much as the RTC standard, suggesting additional demand management measures will be needed for parking demand to be in line with the RTC standard. However, within this there is some variation. For example, parking demand associated with office use in the TRICS estimate is three times the RTC standard, whereas for community and warehouse uses the TRICS estimate is roughly the same as the RTC standard. This suggests that the method used to determine the RTC standard (using quarter of the Borough Standard across all land uses) may have been too simplistic.

Due to the factors outlined above, we recommend that the RTC standard is treated as a minimum forecast and TRICS as a maximum.

4.5 Development sites

The figure below shows the development sites identified in Redhill Town Centre.

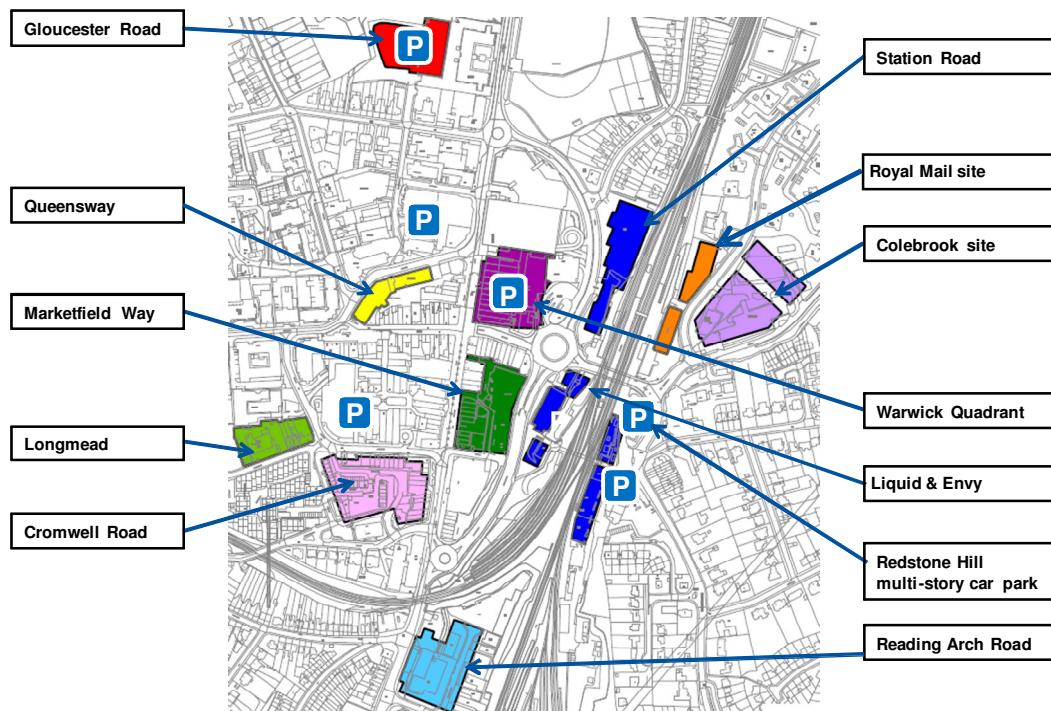


Figure 8: Development sites map

4.6 Private Parking (Development Parking)

The following section sets out the anticipated parking provision associated with development across the town from 2010 to 2027. The impact of this parking provision on overall levels of publically available parking is then outlined in section 4.7.

4.6.1 Private Parking 2010-16

All four scenarios contain the same developments for this period. As such, there is no difference between the parking forecasts for this period. There is considerable development planned in Redhill in 2010-16. Across the whole town centre there is a shift away from office developments towards increased residential and retail provision. Office space is estimated to reduce by over 17,000m², while retail provision increases by over 5,000m² and over 200 new homes are provided.

In addition to providing parking for public use, the majority of developments will also provide onsite parking associated with the development. The level of parking to be provided has either already been agreed with RBBC, or estimated based on the RTC standard. Table 16 shows the development planned, levels of parking provision at each site, and estimated parking requirement.

Table 16: Redhill developments proposed between 2010-2016 (All scenarios)

Redhill Developments proposed between 2010-2016							
Development	Land Use			Estimated Parking Requirement		Parking Provision	
	Type	Existing	Planned	RTC	TRICS	Existing	Planned
Warwick Quadrant	Office (sq m)	10,562	0	0	0	250	0
	Retail (conv) (sq m)	2,489	5,000	89	210	340	562
	Hotel (beds)	0	98	37	46	0	40
	Leisure (gym) (sq m)	0	1,604	16	44	0	0
	Harlequin/Library	-	-	25	25	25	25
	Additional Town Centre parking					0	300
	TOTAL			167	325	615	927
Marketfield Way	Office (sq m)	475	0	0	0	0	0
	Retail (comp) (sq m)	1,670	4,400	44	164	0	0
	Leisure (A3) (sq m)	0	1,600	67	105	0	0
	Cinema (persons)	0	1,030	52	84	0	0
	Additional Town Centre parking					97	0
	TOTAL			162	354	97	0
Cromwell Road	Residential (units)	36	0	0	0	20	0
	Office (sq m)	3,190	0	0	0	20	0
	Retail (conv) (sq m)	2,080	3,000	54	126	20	330
	TOTAL			54	126	60	330
Queensway	Residential (units)	0	126	32	95	0	101
	Retail (conv) (sq m)	1,191	1,170	21	49	50	0
	Office Parking	-	-	-	-	50	0
	TOTAL			52	144	100	101
Longmead*	Residential (units)	5	32	8	24	0	8
	Community (sq m)	5,100	1,263	16	18	30	16
	TOTAL			24	42	30	24
Liquid & Envy	Residential (units)	0	105	26	79	0	35
	Retail (conv) (sq m)	0	800	8	30	0	16
	Leisure (A3) (sq m)	2,400	0	0	0	10	0
	TOTAL			34	109	10	51
TOTAL - ALL DEVELOPMENTS (2010 - 2016)				493	1098	912	1433

* Parking provision estimated based on RTC standard

The Estimated Parking Requirement for the Marketfield Way cinema was calculated by estimating the number of people the cinema could be able to accommodate. TRICS gives 1.7 sqm per seat. $1690 \text{ sqm} = 994 \text{ seats} + 36 \text{ staff} = 1030$ people.

Warwick Quadrant will change from an office led development, to a retail led development with a hotel and gym. There will be 927 spaces of publically available parking on site. 562 spaces have been allocated to retail use, 40 spaces to the hotel, 25 spaces to the Harlequin/Library, and 300 for additional town centre parking. However, in effect, all the spaces will be publically available for anyone wishing to visit the town centre. Assuming the parking requirement is in line with the RTC standard 167 of these spaces will be used by development on Warwick Quadrant. If we assume levels of parking requirement are in line with TRICs rates 325 of the spaces will be used by development. As such, there is likely to be a significant amount of spare capacity on site available for public use, ranging from 602 to 760 spaces.

Marketfield Way currently provides 97 spaces but only 75 are used at peak times. Following redevelopment, Marketfield Way will lose its office provision and gain retail, leisure, and a cinema. With the loss of public parking at this site and no parking associated with development provided here, everyone using the site will have to park at other public on-street or off-street car parks. Assuming the parking requirement following redevelopment is in line with the RTC parking standard, we estimate Marketfield Way will generate a requirement for 160 spaces in the town centre. Using the TRICS rates gives an estimate of 354 spaces. As such, the Marketfield Way redevelopment is likely to use between 160 and 354 publically available spaces in the town centre. This additional requirement could be accommodated at the Warwick Quadrant and Cromwell Road sites.

Cromwell Road will change from a mix of residential, office, and retail to a retail only development. There will be 330 spaces provided on site for retail use and additional town centre parking. All of these spaces will all be publically available. Although the parking provision has already been agreed, we estimate the retail provided on site is likely to generate a requirement of between 54 (RTC) and 126 (TRICS) spaces. Therefore, there is likely to be between 204 and 276 spare publically available spaces on site.

Queensway will have a slight increase in retail floor space and 126 residential units following redevelopment. We have estimated that this will generate a requirement of between 52 (RTC) and 144 (TRICS) spaces, with 101 actual spaces provided on site. As such, there is likely to be spare spaces on site if the requirement is in line with the RTC standard, although the spare spaces will not be available for public use. If the requirement is in line with the TRICS rate, then there is likely to be an overspill of 43 spaces, which will need to be accommodated elsewhere.

The Longmead and Liquid & Envy sites are anticipated to provide appropriate levels of parking provision to accommodate the requirement based on the RTC standard. If the requirement is in line with the TRICS rates there will be an overspill from both sites, which will need to be accommodated elsewhere.

The likely impact of developments in 2010-16 on publically available parking capacity is summarised below. The spare spaces column shows where a development is likely to be able to provide additional parking capacity for town centre use. The additional requirement column shows where the development is likely to use town centre parking because there is not enough parking provision on site.

Table 17: Impact of developments (2010-16) on publically available parking capacity

Development	Additional spare spaces		Additional requirement	
	RTC	TRICS	RTC	TRICS
Warwick Quadrant	760	602	-	-
Marketfield Way	-	-	160	354
Cromwell Road	276	204	-	-
Queensway	-	-	-	43
Longmead	-	-	-	18
Liquid & Envy	-	-	-	58
Total	1036	806	160	473

4.6.2 Private Parking 2017-21

In the period 2017-21 there are two different growth scenarios, both containing large amounts of residential developments. In scenarios 1 and 3 the Station Road site contains a small supermarket (1,026m²) and 350 residential units. In scenarios 2 and 4 the Station Road site contains a larger supermarket (2,000m²), but only 175 residential units.

Table 18: Redhill Developments proposed between 2017-2021

Redhill Developments proposed between 2017-2021								
Development	Land Use			Estimated Parking Requirement		Parking Provision		
	Type	Existing	Planned	RTC	TRICS	Existing	Planned	
Gloucester Road*	Residential (units)	0	60	15	45	0	15	
	Additional Town Centre parking						285	0
	TOTAL				15	45	285	15
Colebrook Site*	Residential (units)	0	164	41	118	0	41	
	Community (sq m)	3,300	0	0	0	40	0	
	TOTAL				41	118	40	41
Royal Mail Site*	Residential (units)	0	209	52	157	0	52	
	Office (sq m)	3,150	0	0	0	80	0	
	TOTAL				52	157	80	52
Station Road (Scenarios 1&3)*	Residential (units)	0	350	88	263	0	88	
	Retail (conv) (sq m)	0	1,026	18	43	0	18	
	Additional Station parking						377	159
	TOTAL				106	305	377	265
Station Road (Scenarios 2&4)*	Residential (units)	0	175	44	131	0	44	
	Retail (conv) (sq m)	0	2,000	36	84	0	36	
	Additional Station parking						377	159
	TOTAL				79	215	377	239
TOTAL - ALL DEVELOPMENTS (2017 - 2021) SCENARIOS 1&3				214	625	782	373	
TOTAL - ALL DEVELOPMENTS (2017 - 2021) SCENARIOS 2&4				188	535	782	347	

* Parking provision estimated based on RTC standard

Gloucester Road will be redeveloped to provide 60 residential units, with 15 associated parking spaces. Assuming the parking requirement is in line with the RTC standard all of these spaces will be used. If we assume levels of parking requirement are in line with TRICs rates, there will be a requirement for 45 spaces, meaning 30 spaces will have to be found elsewhere. In addition, the existing long stay car park at the site will be lost. Parking surveys showed that 168 spaces were used at peak times. These 168 vehicles will have to be accommodated elsewhere. In total, between 168 and 198 publically available parking spaces are needed to accommodate the displaced and additional parking requirement as a result of the Gloucester Road

development. These spaces should be identified before development at Gloucester Road starts to minimise disruption.

The Colebrook site will change from its existing community use to provide 164 residential units. 41 parking spaces will be provided on site, which will be adequate if the parking requirement is in line with the RTC standard. If we assume levels of parking requirement are in line with TRICs rates, there will be a requirement for 118 spaces, meaning 77 spaces will have to be found elsewhere.

The Royal Mail site will change from its existing office use to provide 209 residential units. 52 parking spaces will be provided on site, which will be adequate if the parking requirement is in line with the RTC standard. If we assume levels of parking requirement are in line with TRICs rates, there will be a requirement for 157 spaces, meaning 105 spaces will have to be found elsewhere.

In scenarios 1&3 Station Road will be redeveloped to provide 350 residential units and 1,026m² of retail space. 106 spaces will be provided on site, with 88 allocated for residential use and 18 for retail use. This will be adequate if the parking requirement is in line with the RTC standard. If we assume levels of parking requirements are in line with TRICs rates, there will be a requirement of 306 spaces, meaning 200 spaces will have to be found elsewhere. In addition, spaces at the existing rail car park at the site will be lost, as only 159 of the 377 spaces will be retained. As a result, based on estimations of existing utilisation of the Station Road car park, 180 spaces will have to be found elsewhere following development to maintain rail parking provision at current levels. It is possible that rail parking could be accommodated at a new multi-storey car park at Redstone Hill.

In scenarios 2&4 Station Road will be redeveloped to provide 175 residential units and 2,000m² of retail space. As with the scenarios 1&3, there will be a shortage of parking provision if the parking requirement is in line with TRICs rates and the same amount of rail car parking will be lost.

The likely impact of developments in 2017-21 on publically available parking capacity is summarised below. No additional spare spaces will be made available in this period, but there will be an additional requirement due to the loss of Gloucester Road and Station Road parking, and potentially, because of parking requirements from new developments.

Table 19: Impact of developments (2017-21) on publically available parking capacity

Development	Additional spare spaces		Additional requirement	
	RTC	TRICS	RTC	TRICS
Gloucester Road	-	-	168	198
Colebrook Site	-	-	-	77
Royal Mail Site	-	-	-	105
Station Road (rail)	-	-	180	180
Station Road (s1&3)	-	-	-	200
Station Road (s2&4)	-	-	-	135
Total (scenario 1&3)	0	0	348	760
Total (scenario 2&4)	0	0	348	695

4.6.2 Private Parking 2022+

In the period 2022+ there are two different growth scenarios. In scenarios 1 and 2 the Reading Arch Road site remains unchanged. In scenarios 3 and 4 the Reading Arch Road site is redeveloped to provide a large supermarket and a small number of residential units.

Table 20: Redhill Developments proposed from 2022 (Scenarios 3&4)

Redhill Developments proposed from 2022+							
Development	Land Use			Estimated Parking Requirement		Parking Provision	
	Type	Existing	Planned	RTC	TRICS	Existing	Planned
Reading Arch Road (scenarios 3&4)	Office (sq m)	302	0	0	0	6	0
	Residential (units)	0	26	7	20	0	0
	Retail (comp) (sq m)	433	0	0	0	10	0
	Retail (conv) (sq m)	0	3,127	56	131	0	347
	Other (B2) (sq m)	1,413	0	0	0	0	0
	Other (B8 - storage)	793	0	0	0	0	0
	Other Parking	-	-	-	-	55	0
TOTAL				62	151	71	347
TOTAL - ALL DEVELOPMENTS (2022+)				62	151	71	347

As shown in Table 20, in scenarios 3&4 Reading Arch Road will be redeveloped to provide 26 residential units and 3,127 m² of convenience retail floor space, with 347 associated parking spaces. Assuming the parking requirement is in line with the RTC standard 62 of these spaces will be used by development on Warwick Quadrant. If we assume levels of parking requirement are in line with TRICs rates 151 of the spaces will be used by development. As such, there is likely to be a significant amount of spare capacity on site available for public use, ranging from 196 to 285 spaces.

The likely impact of developments in 2022+ on publically available parking capacity is summarised below.

Table 21: Impact of developments (2022+) on publically available parking capacity

Development	Additional spare spaces		Additional requirement	
	RTC	TRICS	RTC	TRICS
Reading Arch Road (scenarios 3&4)	285	196	-	-
Total (scenarios 3&4)	285	196	0	0

4.7 Public Parking

In 2010-16 there is an increase in the provision of public parking spaces, as shown in Table 22. The public parking at Marketfield Way will be removed, leading to a loss of 97 spaces. However, Warwick Quadrant will provide 927 spaces for Town Centre use and Cromwell Road will provide a further 330 spaces. As a result, there will be 795 additional publically available parking spaces in Redhill Town Centre by 2016. This does not include possible plans to include an additional deck of parking at The Belfry, which could potentially provide approximately 100 additional spaces.

In 2017-21 there is a decrease in the provision of public parking spaces, as shown in Table 22. The public parking at Gloucester Road will be removed, leading to a loss of 285 spaces. In addition, some rail parking at Station Road will be removed, leading to a loss of 218 spaces. As a result, there will be 503 fewer publically available parking spaces in Redhill Town Centre in 2017-21 compared with 2010-16. This does not include possible plans to build a multi-storey car park at Redstone Hill, which could potentially provide approximately 254 additional spaces.

In 2022+ there is an increase in the provision of public parking spaces (347 spaces) in scenarios 3&4 due to the redevelopment of Reading Arch Road.

In summary, there will be an overall increase of 292 publically available parking spaces across the whole time period in scenarios 1&2, and an increase of 639 spaces in scenarios 3&4. There is a peak in public parking provision in 2010-16 as additional parking is made available at Warwick Quadrant and Cromwell Road, before parking at Gloucester Road and Station Road is lost in 2017-21. Additional parking could also be provided at The Belfry and Redstone Hill.

Table 22: Public Parking

Car Park	Parking Provision			
	Existing	2010-16	2017-21	2022+
Public On Street				
<400m	505			
400m-800m	1290			
Public Off Street				
Clarendon Road	191			
Linkfield Corner	56			
The Belfry*	776			
Marketfield Way	97	0		
Warwick Quadrant	365	927		
Cromwell Road	0	330		
Gloucester Road	285		0	
Reading Arch Road (scenarios 3&4)	0			347
Rail Parking				
Redstone Hill #	153			
Station Road (rail only)	377		159	
Total: Scenario 1				4387
Total: Scenario 2	4095	4890	4387	
Total: Scenario 3				
Total: Scenario 4				

* There is a possibility that 100+ additional spaces could be provided at The Belfry.

There is a possibility that 254 additional spaces could be provided at Redstone Hill

4.8 Forecast Spare Capacity

At present there is estimated to be approximately 1056 spare public parking spaces at peak times across Redhill Town Centre. To estimate the number of spare spaces in future, we have produced two parking forecasts:

a) Redhill Town Centre (RTC) Standard: This forecast is based on RBBC adopting 25% of the Borough parking standard, as recommended by 'A parking strategy for Surrey' (as Redhill Town Centre falls into Parking Package Area 1 - PPA1).

b) TRICS: This forecast is based on parking data obtained from comparable sites at other locations in Surrey. The scenario represents an 'unfettered' level of demand if no additional demand management measures are put in place.

4.8.1 Forecast Spare Capacity: RTC Standard

Table 23 shows a detailed breakdown of parking provision, usage, and spare spaces using the RTC standard forecast.

Table 23: Forecast Spare Capacity RTC Standard

Car Park	Parking Provision				Usage				Spare Spaces			
	Existing	2010-16	2017-21	2022+	Existing	2010-16	2017-21	2022+	Existing	2010-16	2017-21	2022+
Public On Street												
<400m **	505				419				86			
400m-800m **	1290				766				524			
Public Off Street												
Clarendon Road **	191				182				9			
Linkfield Corner **	56				41				15			
The Belfry*	776				582				194			
Marketfield Way **†	97	0			76	160			21	-160		
Warwick Quadrant ¥†	365	927			329	167			37	760		
Cromwell Road ¥†	0	330			0	54			0	276		
Gloucester Road **†	285		0		168		168		117		-168	
Reading Arch Road (scenario 3&4)	0			347	0			62	0			285
Rail Parking												
Redstone Hill #¥	153				138				15			
Station Road (rail only) ¥	377		159		339		339		38		-180	
Total: Scenario 1												
Total: Scenario 2	4387								3016			
Total: Scenario 3	4095	4890	4387		3040	3016	3016		1056	1874	1371	
Total: Scenario 4	4734								3078			

* There is a possibility that 100+ additional spaces could be provided at The Belfry. Assumed 25% spaces unoccupied at peak times, based on observations during site visit

There is a possibility that 254 additional spaces could be provided at Redstone Hill

** Usage data obtained from surveys

† Future usage data based on RTC estimates

¥ Existing usage based on assumption that 10% of spaces area available, based on observations during site visit and stakeholder comments

Using the RTC standard there is a significant overprovision of parking across all the time periods considered. The parking provision lost as a result of the Marketfield Way, Gloucester Road, and Station Road developments can easily be accommodated elsewhere in the town centre, for example at the proposed new parking at Warwick Quadrant and Cromwell Road. Additional publically available town centre parking is provided at Warwick Quadrant and Cromwell Road, with the total number of spare spaces increasing by more than 300 over the lifetime of the RTCAAP.

At present there is estimated to be approximately 1056 spare public parking spaces at peak times across Redhill Town Centre. In 2010-16 there will be 795 additional publically available parking spaces in Redhill Town Centre, with the total public parking offering increasing from 4,095 to 4,890 spaces. This does not include possible plans to include an additional deck of parking at The Belfry, which could potentially provide approximately 100 additional spaces. If we assume levels of parking requirement are in line with the RTC standard then there is likely to be 1874 spare spaces (38% of spaces). Under all scenarios there is likely to be a significant overprovision of publically available parking spaces in 2010-16.

In 2017-21 the number of publically available spaces will decrease by 503, from 4890 to 4387. This does not include possible plans to build a multi-storey car park at Redstone Hill, which could potentially provide approximately 254 additional spaces. If we assume levels of parking requirement are in line with the RTC standard then there is likely to be 1371 spare spaces (31% of spaces) after all development in 2017-21 is complete. The displaced parking as a result of the Gloucester Road and Station Road developments could easily be accommodated elsewhere in the town centre. Under all scenarios, using the RTC estimates there is likely to be a significant overprovision of publically available parking spaces in 2017-21.

In 2022+ the number of publically available spaces remains the same in scenarios 1&2, and increases by 347 in scenarios 3&4 as a result of the Reading Arch Road development. If we assume levels of parking requirement are in line with the RTC standard then there is likely to be 1371 spare spaces (31% of spaces) in scenarios 1&2, and 1656 spare spaces (35% of spaces) in scenarios 3&4. Under all scenarios, using the RTC estimates there is likely to be a significant overprovision of publically available parking spaces in 2022+.

4.8.2 Forecast Spare Capacity: TRICS Estimate

Table 24 shows a detailed breakdown of parking provision, usage, and spare spaces using the TRICS forecast.

Table 24: Forecast Spare Capacity TRICS Estimate

Car Park	Parking Provision				Usage				Spare Spaces			
	Existing	2010-16	2017-21	2022+	Existing	2010-16	2017-21	2022+	Existing	2010-16	2017-21	2022+
Public On Street												
<400m **		505				419				86		
400m-800m **		1290				766				524		
Public Off Street												
Clarendon Road **		191				182				9		
Linkfield Corner **		56				41				15		
The Belfry*		776				582				194		
Marketfield Way **†	97	0			76	354			21	-354		
Warwick Quadrant ¥†	365		927		329	325			37	602		
Cromwell Road ¥†	0		330		0	126			0	204		
Gloucester Road **†	285		0		168	198			117	-198		
Reading Arch Road (scenario 3&4)		0		347		0		151		0		196
Rail Parking												
Redstone Hill #¥		153				138				15		
Station Road (rail only) ¥	377		159		339	339			38	-180		
'Overspill' - Parking demand from other developments												
Queensway						43				-43		
Longmead						18				-18		
Liquid & Envy						58				-58		
Colebrook Site						77				-77		
Royal Mail Site						105				-105		
Station Road (scenario 1&3 development only)†						200				-200		
Station Road (scenario 2&4 development only)†						135				-135		
Total: Scenario 1				4387		3971				416		
Total: Scenario 2						3906				481		
Total: Scenario 3	4095	4890	4387		3040	3559	3971	4122	1056	1331	416	612
Total: Scenario 4				4734			3906	4057			481	677

* There is a possibility that 100+ additional spaces could be provided at The Belfry. Assumed 25% spaces unoccupied at peak times, based on observations during site visit

There is a possibility that 254 additional spaces could be provided at Redstone Hill

** Usage data obtained from surveys

† 2010-16 usage data based on TRICS estimates

¥ Existing usage based on assumption that 10% of spaces area available, based on observations during site visit and stakeholder comments

Levels of parking provision are the same in both the RTC and TRICS forecasts. However, using the TRICS forecast results in higher parking usage across the town centre. If no demand management measures are implemented and there is an oversupply of parking provision then the actual parking requirement is more likely to resemble the TRICS estimates. Across the town centre, this is not a problem in 2010-16 as there is still a significant oversupply of parking, but from 2017 onwards Redhill Town Centre would experience parking stress as more than 85% of

available spaces would be in use. This highlights the importance of implementing demand management measures before there is a problem.

In 2010-16, if the parking requirement is more in line with TRICs rates then there is likely to be 1331 spare spaces (27% of spaces) after development in 2010-16. Displaced parking from Marketfield Way can easily be accommodated elsewhere in the town centre.

In 2017-21, if the parking requirement is more in line with TRICs rates then there is likely to be 416 spare spaces (9% of spaces) after development in 2017-21 in scenarios 1&3, and 481 spare spaces (11% of spaces) in scenarios 2&4. Using the TRICs estimates the town centre is likely to experience parking stress in 2017-21, although there will be some spare spaces. As a rule of thumb, 85% of spaces can be occupied before parking stress is experienced. This means approximately 660 parking spaces need to be available in Redhill Town Centre in 2017-21 to avoid parking stress, but in scenarios 1&3 there are only 416 available and in scenarios 2&4 there are only 481 available. This means a requirement of between 179 and 244 parking spaces would need to be accommodated to minimise parking stress. This finding highlights the importance of implementing demand management measures before there is a problem in 2017-21. Limiting parking demand could be achieved in a number of ways including, building additional parking capacity at Redstone Hill and The Belfry and restricting parking provision at proposed developments (see the stage 2 report for more details).

In 2022+, if the parking requirement is more in line with TRICs rates then there is likely to be 416 spare spaces (9% of spaces) in scenario 1, 481 spare spaces (11% of spaces) in scenario 2, 612 spare spaces (13% of spaces) in scenario 3, and 677 spaces (14% of spaces) in scenario 4. Using the TRICs estimates the town centre is likely to experience parking stress in 2022+ because more than 85% of total spaces are likely to be occupied; although overall there will be more spare spaces than in 2017-21. Again, this highlights the importance of implementing demand management measures before there is a problem.

4.8.3 Summary of Spare Spaces

Figure 9 shows the total parking provision, and forecast parking usage in Redhill Town Centre across all scenarios and time periods. The shaded red area shows where over 85% of available parking spaces are being used, resulting in parking stress. It is evident that there is very little overall difference between the four scenarios being considered.

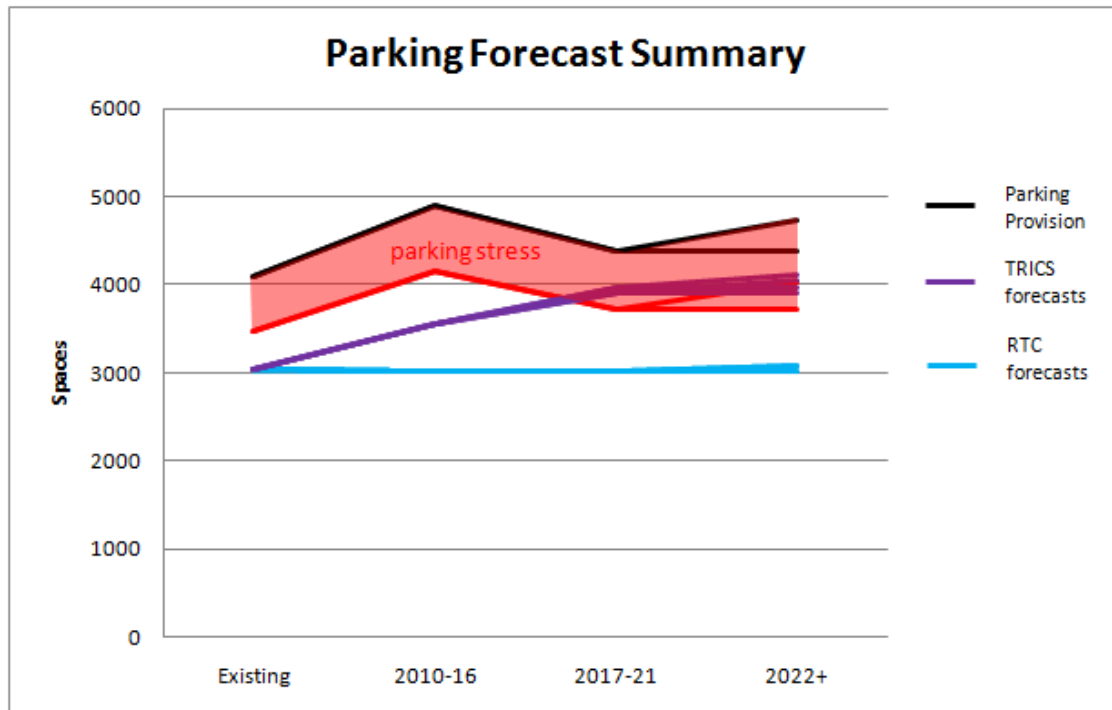


Figure 9: Parking Forecast Summary

Table 25 shows a comparison between the number of spare spaces for each scenario using the RTC and TRICS forecasts.

Table 25: Forecast Spare Capacity Summary

Scenario	Existing		2010-16		2017-21		2022+	
	RTC	TRICS	RTC	TRICS	RTC	TRICS	RTC	TRICS
1	1056	1874	1331	1371	416	1371	416	
2					481		481	
3					416	1656	612	
4					481		677	

In summary, there is extremely likely to be a significant overprovision of parking 2010-16 in all scenarios. However, appropriate demand management measures and parking restraint at new developments will need to be implemented in order to keep parking levels in line with the RTC standard and avoid parking stress across the town centre starting in 2017-21.

Scenarios 1 and 2 are likely to result in the least amount of spare parking capacity in 2022+, with scenarios 3 and 4 resulting in a larger amount of spare capacity due to the availability of public parking at the Reading Arch Road development.

4.9 Sensitivity Tests

A total of three sensitivity tests have been carried out. These are:

A - Parking Demand based on TRICS data. For each scenario we have derived the total parking demand over the 3 RTCAAP time periods, using the revised quanta provided by RBBC and parking to development ratios derived from TRICS. The TRICS based results give an indication of relatively unfettered car use. The results of this sensitivity test are shown in the previous section.

B – Increasing parking requirement at developments by 25% (+25%). This sensitivity test is aimed at making some allowance for the evidence base resulting in a higher growth figure. It is assumed that developments that provide on-site parking for private use will increase the parking provision accordingly.

C – Decreasing parking requirement by 25% (-25%). This sensitivity test is aimed at making some allowance for the evidence base resulting in a lower growth figure. It is assumed that developments that provide on-site parking for private use will decrease the parking provision accordingly.

The tables below show the results of sensitivity tests B and C.

Table 26: Forecast Spare Spaces using RTC Standard (Sensitivity Test B: +25% Growth)

		Scenario	Spare Spaces		
			2010-16	2017-21	2022+
RTC Standard	1		1779	1276	1276
	2		1779	1276	1276
	3		1779	1276	1546
	4		1779	1276	1546

Table 27: Forecast Spare Spaces using RTC Standard (Sensitivity Test C: -25% Growth)

		Scenario	Spare Spaces		
			2010-16	2017-21	2022+
RTC Standard	1		1969	1466	1466
	2		1969	1466	1466
	3		1969	1466	1767
	4		1969	1466	1767

Table 28: Forecast Spare Spaces using TRICS (Sensitivity Test B: +25% Growth)

		Scenario	Spare Spaces		
			2010-16	2017-21	2022+
TRICS	1		1100	82	82
	2		1100	163	163
	3		1100	82	239
	4		1100	163	320

Table 29: Forecast Spare Spaces using TRICS (Sensitivity Test C: -25% Growth)

		Spare Spaces		
		2010-16	2017-21	2022+
TRICS	Scenario			
	1	1562	750	750
	2	1562	799	799
	3	1562	750	984
	4	1562	799	1033

As shown in the tables above, even with 25% additional growth all of the scenarios still do not reach the maximum parking capacity, using the RTC forecast. This implies that it is extremely unlikely that additional parking supply will be required until 2027 if the Redhill Town Centre Parking Standard is implemented.

Applying Sensitivity Test B: 25% more growth to the TRICS forecasts results in a minimum of 82 spare spaces (2% of spaces) across the town centre. This implies that if there is 25% more growth at the development sites, there would be extreme parking stress in the town centre unless demand management measures were put in place.

Applying Sensitivity Test C: 25% less growth to the TRICS forecasts results in a minimum of 750 spare spaces (15% of spaces) across the town centre. This implies that if there is 25% less growth at the development sites, there would be adequate parking provision in the town to accommodate 'unfettered' parking demand without the need for any demand management measures.

4.10 Forecast Short and Long Term Parking Requirements

Further analysis was undertaken to determine the requirements for short stay and long stay parking as a result of the developments. To do this, all residential and office developments were assumed to generate demand for long stay spaces, and all retail and other developments were assumed to generate demand for short stay spaces.

At present, there is approximately a 50/50 split between short and long stay parking. The table and below shows the forecast additional requirement for short and long stay spaces using both the RTC standard and the TRICS estimate.

Table 30: Total Additional Parking Spaces – Long and Short Stay (RTC Standard)

	RTC		TRICS	
	Short Stay	Long Stay	Short Stay	Long Stay
2010-16				
Marketfield Way	160	-	354	-
Queensway	-	-	43	-
Longmead	-	-	2	16
Liquid & Envy	-	-	14	44
2010-16 Total All Scenarios	160	0	413	60
2017-21				
Gloucester Road	-	168	-	198
Station Road (rail only)	-	180	-	180
Colebrook Site	-	-	-	77
Royal Mail Site	-	-	-	105
Station Road (scenario 1&3 development only)	-	-	25	175
Station Road (scenario 2&4 development only)	-	-	48	87
2017-21 Total Scenario 1&3	0	348	25	735
2017-21 Total Scenario 2&4	0	348	48	647
Grand Totals				
Grand Total Scenario 1&3	160	348	438	795
Grand Total Scenario 2&4	160	348	461	707

Using the RTC forecasts the main issues will be the loss of short stay parking at Marketfield Way and associated development, and loss of Gloucester Road and Station Road long stay parking. As previously discussed, this can be accommodated elsewhere in the town centre, for example, in the new car parks at Warwick Quadrant and Cromwell Road.

Using the TRICS forecast there are the same issues around loss of Marketfield Way, Gloucester Road and Station Road car parks. However, using the TRICS forecast there is also a significant amount of 'overspill' parking from developments that do not provide sufficient parking spaces. This results in a significant increase in demand for long stay spaces and a much smaller increase in demand for short stay spaces. However, as long as appropriate demand management measures are put in place this forecast should not materialise.

In 2010-16 the short stay parking at Marketfield Way will be lost. The existing site will be replaced with retail, leisure and a cinema, which all generate a requirement for short stay parking. Using the RTC forecast this requirement will be 160 spaces, and using the TRICS forecast this will be 354 spaces. All of this demand for short stay spaces can be accommodated elsewhere in the town centre, for example, in new car parks at Warwick Quadrant and Cromwell Road.

As with the overall parking forecasts, we recommend that the RTC estimates are treated as a minimum estimate and the TRICS estimates as a maximum. In both forecasts it is clear that there is likely to be a larger demand for long stay spaces than short stay spaces. As such, Reigate & Banstead Borough Council should ensure that there is adequate provision of long stay spaces, which can easily be provided by utilising existing and forecast spare capacity across the town centre, without needing to build additional car parks. Of the spare capacity available between 160 and 461 need to be allocated for short stay use, and between 350 and 710 need to be allocated for long stay use.

5 CONSULTATION PARKING ISSUES

The following parking options were identified from previous studies and stakeholder consultation

Parking issues and concerns acknowledged in previous consultations and reports have been collated in a single table below. Reoccurring issues and concerns, combined with possible solutions to the problems will inform development of the matrix of options in the stage 2 study.

Table 31: Consultation parking issues

Concern		Notes
1	Reducing car park capacity when car parks are already oversubscribed.	2007 Traffic data used to estimate parking data. Overall, Redhill car parks are undersubscribed. Concerns were raised over parking provision on Saturdays.
2	Concerns over 'interceptor' car parks and parking on the outskirts of town.	Interceptor car parks designed to reduce no. cars entering town centre, thus reducing congestion. Car parks remain in town centre.
3	Concerns over high parking fees. Raised parking fees should mean cleaner, more secure car parks.	Parking fees increased to encourage travel by more sustainable modes of transport (e.g. bus). Safer Parking Module can be incorporated.
4	Concerns over difficulties of parking and the anti-car nature of AAP.	Reducing car parking provision is designed to encourage more sustainable modes of transport and thus help tackle congestion in Redhill.
5	Concerns over commuters and retail users parking in residential areas.	Controlled Parking Zones (CPZ's) and development of interceptor car parks should help to tackle residential parking issues in Redhill.
6	Concerns over council's endorsement of public transport in AAP. Apparent safety fears on public transport.	
7	Concerns over perceived safety and security of car parking in Redhill.	Safer Parking Module can be incorporated into new developments at planning application stage.
8	Parking provision not in keeping with CC's approach. Residential units with no parking provision do not sell.	All forecast developed with CC guidance. Parking Strategy developed with the CC.
9	Concerns over car parking provision during the development phase.	Parking provision during development phase accounted for in strategy/ matrix development.
10	Concerns over balance between sustainable transport solutions and reduction in car parking provision.	Sustainable measures required as part of planning permission for developments.
11	Concerns over Illegal Parking and Parking Enforcement in Redhill.	Controlled Parking Zones (CPZ's), increased parking enforcement and development of interceptor car parks should help tackle issues.
12	Concerns over new developments in areas already experiencing high levels of parking stress/ illegal parking.	Controlled Parking Zones (CPZ's), development of interceptor car parks and low/no parking provisions for new developments in Redhill.

Concern		Notes
13	Concerns over season ticket holders, the number issued and where season ticket holders can park in Redhill.	Raise price, control the number of season tickets issued and possible restrictions on car parks available for use by season ticket holders.
14	Concerns over increased employment and growing number of residential properties in Redhill Town Centre.	Controlled Parking Zones (CPZ's), development of interceptor car parks and low/no parking provisions for new developments in Redhill.
15	Private car park provision in Redhill.	Travel Plans and possible parking levies to be introduced to reduce no. cars in private car park. No/low parking provision for new developments.
16	Poor provision of parking information to motorists, unnecessarily increasing distance travelled to find parking.	Installation of Variable Message Signs (VMS) and clear car park signage to inform motorists.
17	Efficient use of car parks in Redhill.	Provision of short/long term parking to best meet demands of adjacent land use (e.g. long stay parking provision at Redhill train station).

6 LIST OF OPTIONS

The following parking options were identified from previous studies and stakeholder consultation. Grouped into three themes in line with the RTCAAP policy objectives, the options are developed and examined in greater depth in Stage 2 of the study.

THEME 1: Supporting Proposed Growth in Redhill

- 1) Build a multi-storey car park on the site of the existing Gloucester Road car park.
- 2) Build a multi-storey car park on Redstone Hill to replace the existing station car park.
- 3) Rely on spare capacity in public off-street car parks to accommodate displaced parking during redevelopment of Marketfield Way.
- 4) Build a temporary car park to accommodate displaced parking during the redevelopment of Marketfield Way and/or Gloucester Road.
- 5) Stagger development of Gloucester Road and Marketfield Way to minimise issue of displaced parking.
- 6) Provide more short-stay spaces for shoppers and visitors.
- 7) Reduce the cost of short-stay parking.
- 8) Provide more long-stay spaces in recognition of Redhill's role as a hub and to relieve parking stress in residential areas.

Reducing Parking Stress in Residential Areas:

- 9) Introduce Controlled Parking Zones
- 10) Introduce parking curfews
- 11) Introduce Controlled Parking Zones with some pay and display bays
- 12) Reduce the cost of long-stay parking charges in public off-street car parks
- 13) Increase the amount of long stay parking in public off-street car parks

THEME 2: Promoting sustainable Travel & Redhill's Role as a Transport Hub

- 14) Applying reduced parking standards to new developments in line with Surrey County Council's Parking Strategy.
- 15) Supporting car clubs by allocating car club bays on street and in public off-street car parks.
- 16) Reducing the number of long-stay permits.
- 17) Reducing the amount of long-stay parking.
- 18) Further increase parking charges for long-stay parking.

- 19) Introducing Residential Parking Zones or Controlled Parking Zones
- 20) Encourage employers to provide designated parking bays for employees who car share
- 21) Encourage employers to introduce workplace parking restrictions
- 22) Increasing the amount of station car parking
- 23) Improving pedestrian links and signage between car parks and the town centre
- 24) Encourage employers to develop Travel Plans
- 25) Consolidation of Control of Supply
- 26) Extension to Fastway
- 27) Walking and Cycling Routes

THEME 3: Reducing Congestion

- 28) Placing new car parks at strategic locations on the edge of the town centre
- 29) Implementing a wayfinding system to help pedestrians navigate between car parks and the town centre
- 30) Locating new development in accessible locations
- 31) Providing right turn movements in and out of Sainsbury's/Warwick Quadrant car parks at its junction with A23 Princess Way
- 32) Introducing car parking information systems and carrying out marketing to inform users of parking choices available
- 33) Supporting car clubs by allocating car club bays on street or in public off-street car parks
- 34) Reducing the availability of long-stay parking in conjunction with implementing a package of measures to encourage modal shift
- 35) Introducing different peak and off-peak parking charges to encourage people to travel outside peak times
- 36) Providing some free short-stay parking (e.g. up to 30 minutes) to help tackle illegal parking that causes obstructions
- 37) Introduce Variable Message Signs
- 38) Restrictions on Development Parking
- 39) Replacing both Lombard and Station roundabouts with signalised crossroads and hence removing the u-turn facilities here

7 CONCLUSIONS

This report has established the study context, reviewed previous studies, updated previous parking studies using newly available data, and identified parking issues and options.

Based on analysis of parking data going back to 2002, we found that following a peak in 2004-05, there is currently significant spare parking capacity in Redhill Town Centre. The reasons for this decrease in parking demand are likely to include the economic downturn, people seeking cheaper alternatives such as on-street parking, and the introduction of the fastway bus service.

Using updated development figures for Redhill and an improved method of calculation, we have found it is extremely likely there will be a significant oversupply of parking in Redhill Town Centre until at least 2027. However, if no demand management measures or parking restraints are put in place in 2010-16 the town centre is likely to experience parking stress starting in 2017-21. Options for doing so, such as implementing Smarter Travel measures and changing pricing, are set out in the stage 2 report. Table 32 shows a comparison between the number of spare spaces for each scenario using the RTC and TRICS forecasts.

Table 32: Forecast Spare Capacity Summary

Scenario	Existing		2010-16		2017-21		2022+	
	RTC	TRICS	RTC	TRICS	RTC	TRICS	RTC	TRICS
1	1056		1874	1331	1371	416	1371	416
2						481		481
3						416	1656	612
4						481		677

Scenarios 1 and 2 are likely to result in the least amount of spare parking capacity in 2022+, with scenarios 3 and 4 resulting in a larger amount of spare capacity due to the availability of public parking at the Reading Arch Road development.

A comparison of the RTC Standards and TRICs estimates of parking demand shows there are large differences between land uses. This difference suggests that simply using 25% of the Borough Standard to obtain the RTC Standard may be too simplistic, as the TRICS estimates show that some land uses require a larger amount of spaces, even in a town centre location with good public transport accessibility. As such, the parking provision at each site will need to be more carefully considered in their associated Transport Assessments.

There is currently a 50/50 split of short stay and long stay customers. In both RTC and TRICS forecasts it is clear that there is likely to be a larger demand for long stay spaces than short stay spaces in the future. As such, Reigate & Banstead Borough Council should ensure that there is adequate provision of long stay spaces, which can easily be provided by utilising existing and forecast spare capacity across the town centre, without needing to build additional car parks. Of the spare capacity available between 160 and 461 need to be allocated for short stay use, and between 350 and 710 need to be allocated for long stay use.

The redevelopment of the Marketfield Way site in 2010-16 will lead to the loss of 97 off-road parking spaces at this location. In addition, the redevelopment of the Gloucester Road and Station Road sites in 2017-21 will lead to the loss of 503 off-road parking spaces. However, additional public parking will be made available at Warwick Quadrant and Cromwell Road, which could be used as a replacement for the lost parking. Overall, there will be an increase of 292 publically available parking spaces across the whole time period in scenarios 1&2, and an increase of 639 spaces in scenarios 3&4. There is a peak in public parking provision in 2010-16 as additional parking is made available at Warwick Quadrant and Cromwell Road, before parking at Gloucester Road and Station Road is lost in 2017-21. Additional parking could be

provided at The Belfry and Redstone Hill. However, based on the findings of the parking forecasts there is no clear cut need to do so.

Parking issues and concerns acknowledged in previous consultations and reports were collated in a single table for analysis, with parking stress, parking signage and balancing sustainable transport with car parking provision found to be the most pressing car parking concerns.

Various parking options were identified from previous studies and stakeholder consultation. Parking options include construction of a multi-storey car park on the site of the existing Gloucester Road car park and introducing car park information systems and Variable Message Signs (VMS). The issues and options identified form the basis of the Stage 2 report, including the development of a matrix of bespoke and flexible parking options that support the projected growth in Redhill.

8 NEXT STEPS

This report has found that there is likely to be sufficient overall parking capacity across Redhill Town Centre until at least 2027, but has also identified a number of issues relating to parking. Some of these issues are specific to the timing and implementation of individual developments, such as the Gloucester Road redevelopment. There are also broader issues such as poor car park signage and information for drivers wishing to park in Redhill, and parking around schools at peak times.

The stage 2 report will explore these issues in more detail, before setting out a range of options to tackle them. In order to assist the decision making process each option is described in detail, with linkages between various options considered. The complete list of issues and options is then combined in the Redhill Town Centre Parking Matrix – a tool to assist decision makers in tackling the parking issues identified.

9 GLOSSARY OF TERMS

Term	Description
Car park utilisation	The amount or percentage of car parking spaces that are in use.
CPZ	Controlled Parking Zone - controls put on the parking of vehicles on-street or in an area in order to prevent dangerous parking and/or to give priority to residents and local business cars displaying a voucher or permit.
Demand Management Measures	Strategies or policies that can be used to minimise car travel
DfT	Department for Transport
Fastway	A part guided bus system serving routes around Redhill, with destinations including Crawley, Horley and Gatwick Airport
GFA	Gross Floor Area – the total floor area inside a building, including the external walls, and excluding the roof.
HGV	Heavy Goods Vehicle
Parking Capacity	The number of parking spaces provided
Parking Demand	The number of parking spaces that are likely to be needed/used
Parking Provision	The number of parking spaces that are likely to be provided
Parking Requirement	The number of parking spaces that are likely to be needed/used
Parking Stress	Drivers are likely to experience difficulty in finding a parking space. This typically occurs when 85% of parking capacity in an area is in use.
Private Parking (Development Parking)	Parking spaces that are specifically for use by occupants/visitors of the development, and cannot be used by members of the general public E.g. Residential parking
P&D	Pay & Display
PGI System	Parking Guidance Information System – Electronic signs and supporting system directing drivers to the nearest available parking spaces.
PPG	Planning Policy Guidance – National planning guidance documents
PPS	Planning Policy Statements – National planning guidance documents
PTP	Personalised Travel Planning – talking one-to-one with residents to inform them of alternatives to private car use. Also referred to as Individualised Travel Marketing.
Public Parking	Parking spaces that can be used by members of the public
RTCAAP	Redhill Town Centre Area Action Plan
RBBC	Reigate & Banstead Borough Council
RTC Standard	Redhill Town Centre Standard – The maximum parking standard for Redhill Town Centre. The standard sets the maximum number of spaces that can be provided associated with any developments in the town centre.
RPZ	Residential Parking Zone – A controlled parking zone for residents only.
SCC	Surrey County Council
Section 106	A voluntary legal agreement between the Local Planning Authority and developer, tied to a planning permission, which covers matters outside the scope of normal planning conditions.
Spare Capacity	The number of parking spaces that are unused
Smarter Choices/Travel	Techniques for influencing people's travel behaviour towards more sustainable options.
TEMPRO	A Department for Transport program that provides projections of growth for use in local and regional transport models. It presents projections of growth in planning data, car ownership, and resultant growth in trip-making by different modes of transport.
TRICS estimate/forecast	TRICS is the national standard system of trip generation and analysis. It is a database system which allows its users to establish potential levels of trip generation for a wide range of development and location scenarios, and is widely used as part of the planning application process by both developer consultants and local authorities. In this report TRICS estimate/forecast refers to parking forecasts that have been calculated using data from the TRICS database.
VMS	Variable Message Signs – Electronic traffic signs used to give travellers information including congestion, accident, parking, and speed limit information.
Wayfinding	Maps used in public spaces to provide walking information.

APPENDIX A: PARKING STRESS MAPS

APPENDIX B: RESULTS OF TRAFFIC MODELLING EXERCISE MAP

APPENDIX C: DETAILS OF TRICS SITES USED IN FORECASTS

APPENDIX D: ON-STREET PAY & DISPLAY PROPOSALS MAP