

Director of Highways, Transport and Planning	Ref No: OKD TBC (19/20)
February 2020	Key Decision: Yes
Manor Royal Proposed Parking Management Plan	Part I
Report by Executive Director Place Services and Head of Transport and Network Operations	Electoral Division(s):
<p>Summary</p> <p>In 2016, to support the Crawley Growth Programme project, the Manor Royal Business Improvement District with support from West Sussex County Council, Crawley Borough Council and Gatwick Airport Ltd, commissioned consultants to undertake a study to review the current transport situation within the business district and develop a Transport Strategy Action Plan.</p> <p>One of the key recommendations within the action plan, completed in January 2017, is to tackle parking problems and congestion in Manor Royal via the introduction of an area wide Parking Management Plan. Building on that action plan and working together, West Sussex County Council and the Manor Royal Business Improvement District have prepared initial proposals for a Parking Management Plan.</p> <p>A public consultation took place in March 2019 and the results of that consultation form the basis of this report. Based on the responses received, officers are of the view that modified proposals should be taken forward for statutory advertisement in the Spring of 2020.</p> <p>The decision to formally advertise the Manor Royal Parking Management Plan proposals has been delegated to the Director for Highways, Transport and Planning by the Cabinet Member for Highways and Infrastructure. See Decision</p>	
<p>West Sussex Plan: Policy Impact and Context</p> <p>A Prosperous Place – providing and managing parking in a well-managed way helps to support local businesses and communities. This is best achieved by implementing settlement - wide parking management plans that are defined by existing and future parking demand.</p>	
<p>Financial Impact</p> <p>The scheme is estimated to generate net on-street parking income of £0.220m in a full year, which will be reinvested to fund the implementation of the Parking Management Plan and other eligible Highways and Transport expenditure.</p> <p>The estimated capital cost of the scheme is £0.250m. This will be financed by Crawley Growth Programme (LGF) funding of £0.145m and On-Street Parking Reserve funding of £0.105m.</p>	
<p>Recommendations</p> <p>That the Director for Highways, Transport and Planning considers the information contained within this report, including Appendix A, B and C, and:</p> <ul style="list-style-type: none"> authorises the Director of Law and Assurance to formally advertise modified proposals for a Manor Royal Parking Management Plan. 	

PROPOSAL

1. Background and Context

- 1.1 The Crawley Growth Programme (CGP) is an exciting partnership project that is seeking to transform both the living and business environment of Crawley town centre and Manor Royal. The CGP will generate significant growth in the local economy, create new jobs and homes and unlock investment opportunities which will truly allow the area to prosper.
- 1.2 The aspiration of West Sussex County Council (WSSCC) and Crawley Borough Council (CBC), as well as the Local Enterprise Partnership (LEP), is to increase the quantity and quality of employment within the Manor Royal and wider Gatwick Diamond area. In order to do this, the retention of existing employers and employees will be vital, as will the ability to attract future employers and employees. Reducing the perceived transport issues in Manor Royal is therefore seen as critical to its long term success, in both sustaining and growing its attractiveness.
- 1.3 In 2016, to support the CGP project, the Manor Royal Business Improvement District (MRBID) with support from WSSCC, CBC and Gatwick Airport Ltd, commissioned consultants to undertake a study to review the current transport situation within the Business District and develop a Transport Strategy Action Plan.
- 1.4 One of the key recommendations within the action plan, completed in January 2017, is to tackle parking problems and congestion in Manor Royal via the introduction of an area wide Parking Management Plan (PMP).
- 1.5 For many years Manor Royal Business District has been affected by parking issues. The current arrangements do not allow for a sufficient level of control and management, with parking prohibited in some areas but not in others. This leaves Manor Royal vulnerable to indiscriminate parking, long-term airport/commuter parking and other safety/access issues leading to frustration for businesses, staff and visitors. This arrangement has also encouraged car use by those who might otherwise choose an alternative mode of travel. The combined impact has been to make parking on the public highway almost impossible to manage and to significantly undermine the attractiveness of Manor Royal.
- 1.6 In surveys previously conducted by the MRBID 56% of responders reported problems related to visitor parking and 47% reported staff parking problems. These problems have been discussed repeatedly at Manor Royal meetings, including open events, and are still a constant source of complaint from businesses operating in the area.
- 1.7 Building on that action plan and working together, WSSCC and MRBID therefore prepared initial proposals for a PMP in 2017/18. A public consultation on the proposals took place in March 2019 and the results of that consultation form the basis of this report. Officers are now seeking the approval of the Director for Highways, Transport and Planning to proceed to the next stage of public consultation.

- 1.8 The decision to formally advertise the Manor Royal PMP proposals has been delegated to the Director for Highways, Transport and Planning by the Cabinet Member for Highways and Infrastructure. See [Decision](#)

2. Proposal Details

- 2.1 The proposals that formed the basis of the public consultation in March 2019 are highlighted in Appendix A.

FACTORS TAKEN INTO ACCOUNT

3. Consultation

- 3.1 The PMP proposal has been designed after extensive consultation with the MRBID and CBC. The intention to engage (informally) with affected businesses as well as other interested parties was initially outlined at the Manor Royal Know Your Neighbour Event in May 2018 and again at the CBC Economic Regeneration Working Group in September 2018.
- 3.2 In September 2018, plans of the proposals, a FAQ form and an electronic response form were posted on the MRBID Website. All MRBID members, including those sitting on the Manor Royal Transport Group, were advised to view the consultation page and submit any comments. At this time, WSCC and CBC Councillors and officers were also asked to do the same.
- 3.3 The matter of parking in Manor Royal, including the proposals, was also discussed in more detail, in a dedicated transport workshop as part of the Manor Royal Matters Conference in November 2018.
- 3.4 The consultation period was originally due to run until the end of November 2018, but due to a low initial response rate, this was extended until the end of January 2019. In March 2019, a number of other stakeholders were also e-mailed directly for their comments on the proposals. These included Crawley CLC Members, Gatwick Airport Ltd, Metrobus, Sussex Police, South East Coast Ambulance Service, Fire and Rescue Service, Gatwick School, Easit, Road Haulage Association, Freight Transport Association, West Sussex Cycle Forum, Sustrans, Gatwick Diamond and Crawley Town Access Group.
- 3.5 In total 47 electronic responses were received during the initial consultation period although 25 of these were from a single business. Referring first to the overall (47) responses, 89% agreed that parking was an issue for their business, 82% agreed that they did not have enough off-site parking and 93% supported the proposals. 47% supported the notion that annual permits should cost between £100-150.
- 3.6 For those responses (22) that did not come from a single business, 77% agreed that parking was an issue for their business, 38% agreed that they did not have enough off-site parking and 86% supported the proposals. 58% supported the notion that annual permits might cost between £100-150.
- 3.7 A number of key themes/concerns/changes were put forward by respondents during the consultation and these are summarised in Appendix B.
- 3.8 Following the consultation, officers have held further discussions with the MRBID and CBC as well as the Cabinet Member for Highways and

Infrastructure regarding the potential type/cost of parking permits that would be available to Manor Royal businesses etc if proposals were to proceed. It has been suggested that Non-Resident permits should be made available at a discounted cost of £150 per annum with annual increases thereafter to be in line with RPI. An e-mail, confirming the outcome of these discussions, was received from the MRBID in January 2020 and from CBC in February 2020 (See Appendix C).

3.9 It is accepted that there is still a level of objection to the proposals as they stand. Unfortunately, it will not be possible to resolve every objection or meet everyone's expectations but despite this, officers are of the view that the proposal for a Manor Royal PMP is still feasible, especially as a series of mitigation measures could be put forward in order to make the proposal more workable and acceptable from an operational viewpoint. On that basis, officers would like to consult again with the public and stakeholders and consider that modified proposals for a PMP should be progressed to a statutory advertisement subject to the following:

- That additional parking bays be provided wherever possible so that overall capacity is increased;
- That pay and display and/or shared use parking bays are provided close to particular facilities in roads such as Faraday Road and James Watt Way;
- That appropriate parking locations or arrangements be found for mobile food vendors;
- That concerns over access in Crompton Way are addressed via more stringent waiting restrictions;
- That the PMP design accounts for growth programme infrastructure projects in Metcalf Way, County Oak Way and Crompton Way.
- That Pay & Display facilities be provided in Gatwick Road North/South Service Road, as well as other locations, in order to ensure effective enforcement and a turnover of bays for local businesses;
- That annual permit costs be reduced from £275 to £150, with annual increases thereafter to be in line with RPI (currently estimated to be 3.4% or the equivalent of £6 per annum).

4. Financial (revenue and capital) and Resource Implications

Revenue consequences of proposal

- 4.1 All design and consultation elements for the Manor Royal proposal (including those relating to a potential statutory advertisement) have been/will be carried out internally by WSCCs Parking Strategy Team.
- 4.2 The proposed arrangements are estimated to generate additional on-street parking income of £0.380m in a full year. This will fund the estimated £0.160m annual cost of enforcement and administration.
- 4.3 The remaining estimated net income of £0.220m per annum will be transferred to the On-Street Parking Reserve and will be reinvested to fund the implementation of the related Parking Management Plan in Crawley and other eligible Highways and Transport expenditure.
- 4.4 The table below shows the impact on the On-Street Parking budget, based upon the estimated 1st January 2021 scheme implementation date:

	Year 1 2020/21 £m	Year 2 2021/22 £m	Year 3 2022/23 £m	Year 4 2023/24 £m
Revenue Budget (net budget, expenditure funded by income)	0	0	0	0
Estimated income generated	-0.095	-0.380	-0.380	-0.380
Estimated cost of additional Civil Enforcement Officers	0.040	0.160	0.160	0.160
Estimated net impact of proposals	-0.055	-0.220	-0.220	-0.220
Transfer to the On-Street Parking Reserve	0.055	0.220	0.220	0.220
Remaining Budget	0	0	0	0

Capital consequences of proposal

- 4.5 The estimated £0.250m scheme cost is shown below and will be financed by Crawley Growth Programme (LGF) funding of £0.145m and On-Street Parking Reserve funding of £0.105m.

	Year 1 2020/21 £m	Year 2 2021/22 £m	Year 3 2022/23 £m	Year 4 2023/24 £m
Current Capital Budget				
Impact of Proposal				
Revised Capital Budget	0	250	0	0

5. Legal Implications

- 5.1 The advertisement of the Traffic Regulation Order (to bring effect to the changes) could be undertaken in accordance with statutory procedures in the Spring of 2020. All representations will be reported to the Cabinet Member for Highways and Infrastructure

6. Risk Implications and Mitigations

RISK	MITIGATING ACTION
Objection to parking management or intervention.	In the management of on-street parking a balance needs to be struck which shares out a finite amount of kerbside parking space amongst the many competing users and user groups. Management and enforcement of parking provides a key element of the framework within which these competing

	<p>and conflicting needs are identified, assessed and prioritised.</p> <p>The availability and access to both on and off-street parking is important in supporting the economic vitality of an area and reducing traffic congestion. Achieving the correct level of enforcement is not an exact science and there is no 'one size fits all' approach. Instead, many factors need to be balanced in order to arrive at an appropriate level of enforcement. Regular monitoring and performance management will take place across Crawley. This monitoring and performance management informs officers if parking management and enforcement resources are deployed at an appropriate level to meet published objectives.</p>
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7. Other Options Considered

- 7.1 A parking plan design that just incorporated waiting restrictions could be considered in order to improve safety and access but it would not address the wider parking demands identified within the Manor Royal Transport Strategy. Enforcement costs would also have to be met by the County Council.

8. Equality and Human Rights Assessment

- 8.1 In this case, the intention of the proposed PMP is to ensure fairer access to road space for all users.
- 8.2 There are not considered to be any Human Rights Act implications

9. Social Value

- 9.1 All customers will be positively affected by good management of on street parking, and more integrated management of on and off-street parking, across Manor Royal.
- 9.2 This will be experienced in the form of:
- the greater availability of on-street parking spaces;
 - less time spent and distance travelled searching for a parking space;
 - less traffic congestion and pollution arising from 'searching' traffic;
 - encouraging 'good neighbourliness' within the local community;
 - better and easier access for Blue Badge holders; and
 - better access to loading bays supporting deliveries to local business.

- 9.3 Greater accessibility of parking will benefit the local economy and support local shops and services.

10. Crime and Disorder Implications

The County Council does not consider an extension of an established Agency Agreement to create any crime and disorder issues. Officers have previously consulted with Sussex Police, who share this view.

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Appendices

A Manor Royal Proposed Parking Management Plan (Informal)

B Summary of Consultation Responses

C Record of communication with Manor Royal BID

Background Papers