



**SURREY COUNTY COUNCIL'S  
LOCAL COMMITTEE IN  
EPSOM & EWELL**

**DE-CONGESTION STRATEGY FOR  
EPSOM & EWELL**

**23 January 2006**

**KEY ISSUE:**

To provide Members with an overview of the progress made in developing and implementing the de-congestion strategy for Epsom & Ewell, including the review of waiting restrictions carried out following the introduction of Decriminalised Parking Enforcement in the Borough.

**SUMMARY:**

The report provides a brief overview of progress in developing and implementing the various elements of the de-congestion strategy for Epsom & Ewell.

As part of the progression of the Strategy, the report concentrates on the recommendations of the Members Working Group set up by this Committee at its meeting on 31<sup>st</sup> October 2005, to consider the review of waiting restrictions and related enforcement issues in the Borough.

**OFFICER RECOMMENDATIONS:**

The committee is asked to agree;

- (a) To continue to support the aims and objectives of the De-Congestion Strategy for Epsom & Ewell through the measures contained in the Local Transport Plan for the Borough.
- (b) That the introduction of Waiting Restrictions as set out at 4.1 (Town Centre) and on drawing on display, and at 4.4 to 4.12 (Hotspots) be approved.
- (c) That authorisation be given to the making and advertising of the associated Traffic Regulation Order(s).
- (d) That the Local Transportation Manager be authorised to consider any objections received, in consultation with the Chairman and the Members Working Group for the Review of Waiting Restrictions
- (e) That the further proposed Waiting Restriction amendments as set out at 3.4 be brought for consideration to meetings of the Local Committee in the course of the next 12 months.
- (f) That approval be given to amend Bus Stop Clearway signing to operate "At Any Time", as detailed at 5.3.
- (g) That the Epsom & Ewell Borough Council, as agents for the County Council in respect of Decriminalised Parking Enforcement, be requested to increase the present on-street enforcement of waiting restrictions to a level more commensurate with the scale of contravention and the increased network to be enforced, by the employment of two additional full time On-Street Parking Attendants.
- (h) That any deficit in the Epsom & Ewell On-Street Parking Account arising from the increased level of enforcement set out in resolution (g), shall be reimbursed from funds delegated and devolved to the Local Committee. Any such deficit shall exclude those deficit costs previously guaranteed by the County Council under the terms of the Agency Agreement relating to the Decriminalised Enforcement of Parking in Epsom & Ewell.

## 1.0 INTRODUCTION AND BACKGROUND

- 1.1 The need to reduce congestion is now fully recognised as a high priority both nationally and locally. This priority is reflected in the Government's Local Transport Plan for 2006-2011 (LTP2) and a national target has been set to reduce congestion to 2000 levels by 2010.
- 1.2 The high cost of congestion to the local community in terms of its environmental, social and economic impact has in turn been reflected in the Community Strategy objectives developed by the Local Strategic Partnership.
- 1.3 There are a number of characteristics that make congestion a particular issue in Epsom & Ewell. These include:
- Although Epsom & Ewell is the smallest borough in Surrey, it has the highest population density in the County.
  - There is community severance due to limited crossing facilities of railway lines. Two railway bridges have sub-standard heights.
  - The Borough contains a number of Primary Routes that provide links to the A3 Trunk Road and M25 Motorway. There is a high and increasing vulnerability to additional traffic using the roads in the Borough when incidents cause delays on these major routes.
  - There is no bypass or relief road of Epsom Town Centre, through which A24 traffic continues to flow.
  - There is a high level of short journeys within the Borough or to destinations just over its boundaries. Many of these trips are related to schools.
  - There are three business parks within the Borough attracting a high level of commercial traffic.
  - Many roads are now functioning at or significantly above their traffic flow capacity. This makes the highway network extremely vulnerable to the impact of unlawful or inconsiderate parking.

## 2.0 CURRENT SITUATION

- 2.1 A variety of traffic management and transportation measures are being used to reduce congestion in the Borough and these are described briefly below.
- 2.2 **Passenger Transport – measures to increase its attractiveness as an alternative to the car include:**
- i) Improvements to the quality of bus stop facilities.
  - ii) Provision of coloured surfacings to improve awareness of bus stops/stands in Epsom Town Centre.
  - iii) Direction signing for bus stops and railway stations.
  - iv) Women in Transport initiatives to improve personal safety near stations.

- v) The introduction of a Real time Passenger Information system in conjunction with a Quality Bus Partnership within five years.
- vi) Support for the re-development of Epsom Station.
- vii) Promotion of the County Council's Passenger Transport Journey Planner web-site.

**2.3 Accessibility – measures to increase walking and cycling as alternatives to the car include:**

- (i) The development of a cycle network for the Borough.
- (ii) Implementation of improvements related to the County Council's Town Centre Accessibility Study pilot with particular emphasis on providing better access for the mobility impaired.
- (iii) Implementation of an extensive Safe Routes to School programme including the production of School Travel Plans.

**2.4 Mobility Management – measures to maximise the capacity of the highway network include:**

- i) The creation of a computerised traffic model (Paramics) for the Borough to test traffic flow options on the key routes in the Town Centre. This model will shortly be linked to the computerised traffic signal management system (SCOOT) controlling the major road junctions in the Town Centre. In February Members will start to use the model to determine a programme of schemes to improve traffic flow.
- ii) The implementation of a range of measures associated with the provision of the Kiln Lane Link designed to manage traffic on to major routes and away from residential communities.
- iii) The development of Freight Quality Partnerships with the business community to encourage the use of designated delivery routes and times.
- iv) The promotion of Company Transport Plans, including the Surrey Car Share Scheme.

**2.5 Car Parking – measures to manage parking both on-street and off-street include:**

- i) There is agreement at Officer level between the county and Borough that interactive directional signs giving information about the location and availability of the Town centre car parks be introduced in the next financial year. Under the auspices of the Local Strategic Partnership discussions have taken place about securing the necessary funding for this to include contributions from the business community. The Committee is invited to endorse, in principle this tri-partite approach to the securing of variable message signing.
- ii) A review has been carried out of all waiting restrictions presently in force in the Borough. Proposed amendments and additions to the existing restrictions are contained elsewhere in this report.

- iii) Decriminalised Parking Enforcement (DPE) whereby Surrey County Council assumed powers to enforce waiting restrictions by means of an Agency Agreement with Epsom & Ewell Borough Council was introduced in April 2005. Proposals relating to enforcement levels are contained elsewhere in this report.

## **2.6 Traffic Management Act 2004**

The County Council has a duty under the Act to avoid, reduce or minimize congestion or disruption, so that their road network is used more efficiently. To do so it exercises its powers to ensure that all works on the highway are properly planned and co-ordinated.

## **3.0 REVIEW OF WAITING RESTRICTIONS**

### **3.1 Introduction and Background**

- 3.1.1 At the meeting of the Local Committee held on 12 May 2003 and in anticipation of the introduction of DPE in Epsom and Ewell, Members agreed to implement a moratorium on the introduction of new or the amendment of existing Waiting Restrictions until the effect of DPE on driver behaviour could be studied.
- 3.1.2 Since the commencement of the moratorium and following the start of enforcement under DPE on 3 May 2005, there have been many requests from both residents and Members to consider the provision of additional Waiting Restrictions at particular locations. A detailed list of these requests has been kept up to date.
- 3.1.3 At the time of writing this report, the list of requests numbers 94 different sites, a copy of this list is attached at **Annexe 1**. These sites have been analysed to establish which might meet both the parking objectives as set out in MAPS and comply with the overall parking strategy.
- 3.1.4 A Members Working Group was set up by this Committee at its meeting on 31<sup>st</sup> October 2005, to consider the review of waiting restrictions and related enforcement issues in the Borough. The Members Working Group met 13<sup>th</sup> December 2005 and 6<sup>th</sup> January 2006 and its recommendations are contained in this report.

### **3.2 Detailed Considerations**

When considering the extension of existing Waiting Restrictions or the provision of new Waiting Restrictions, the following must be borne in mind:

- a) Adequate enforcement resources must be made available to encourage motorists to respect the yellow lines.
- b) Waiting Restrictions may be appropriate to remove the danger to other road users caused by obstructive parking or to maintain

access for the emergency services, refuse collection and deliveries.

- c) Waiting Restrictions can be introduced to reduce personal injury accidents.
- d) Waiting Restrictions are appropriate to ensure adequate road space is available for the free movement of all road users, relative to the status of road within the approved road hierarchy.
- e) Parked vehicles can, however, act as a beneficial traffic calming measure and reduce traffic speeds.
- f) Additional Waiting Restrictions are likely to resite the parking problem further along the road or into adjacent roads.
- g) Waiting Restrictions are not appropriate solely to protect a private access from obstruction.
- h) Waiting Restrictions introduced at any particular junction to address obstruction are likely to reinforce the popular misconception that parking is permitted at adjacent junctions without Waiting Restrictions. (See Rule 140 of the Highway Code "Do not park within 10metres (32ft) of a junction")
- i) Yellow Line Waiting Restrictions prohibit parking by all vehicles and cannot differentiate between residents and commuters.
- j) The introduction of a Residents Permit Parking Scheme (CPZ) in Epsom Town Centre was the subject of extensive public consultation in 2000. The majority of residents were opposed to the scheme, which Committee resolved not to pursue. With the exception of the "experimental" schemes in Hookfield, Marshalls Close and Burnet Grove, there are no current proposals to reconsider such a scheme, which cannot be introduced into a particular road alone, but must be introduced in a large enough area to minimise parking migration.

3.3 The large number of sites now included in this list requires that they be prioritised for action, based on both the parking objectives and the overall parking strategy. Following the introduction of DPE and bearing in mind the cost and considerable work involved, it has also been agreed that the Borough wide Traffic Regulation Order should be amended at most twice per year.

3.4 It is therefore proposed that those sites with priority 1 and 2 be considered in detail at this meeting of the Local Committee. Those with priority 3 will be considered in detail at the July 2006 meeting of the Local Committee. Lastly those with priority 4 will be considered in detail at the February 2007 meeting of the Local Committee. This strategy was confirmed at the meetings of the Members Working Group held on 13 December 2005 and 6 January 2006.

- 3.5 When analysing each site against the parking objectives, a number are not justified. These are denoted with priority 0 in the table attached at **Annexe 1**.
- 3.6 It is considered that the first priority for action should be to address the long outstanding problem associated with parking in the evenings and on Sundays in Epsom Town Centre, which creates obstruction and congestion to through traffic using the A24. These are denoted with priority 1 in the attached table.
- 3.7 Those sites on important traffic routes where parked vehicles create significant obstruction, or where refuse collection and domestic deliveries are permanently denied, are denoted with priority 2 in the attached table.
- 3.8 Sites on more minor roads where parking either creates other traffic problems or less regular access problems for refuse collection and domestic deliveries are denoted with priority 3 in the attached table.
- 3.9 The remaining sites are denoted with priority 4 in the attached table. These are sites on more minor roads where less significant obstruction occurs.

#### **4.0 Traffic Regulation Orders**

- 4.1 Problems of parking in Epsom Town Centre in the evenings and on Sundays (when the existing Waiting Restrictions are not in force) are largely confined to South Street and High Street. However, it is proposed that “At Any Time” restrictions be introduced in a large enough area to minimise parking migration as agreed at the Members Working Group held on 13 December 2005. This would include all or parts of the following roads:

Ashley Road  
Ashley Avenue  
Church Street  
Depot Road  
East Street  
High Street  
Horsley Close  
The Parade  
Station Approach  
South Street  
Waterloo Road  
West Hill  
West Street  
Upper High Street

The proposed limits of the “At Any Time” restriction are shown on a large scale plan, which will be on display at the meeting.

- 4.2 Peak hour loading/unloading restrictions are already in force in the Town Centre, but little enforcement has taken place in the past. Consequently delivery vehicles loading/unloading during peak hours create unacceptable congestion. The continuation of these loading/unloading restrictions was confirmed at the Members Working Group meetings. Members also requested that adequate publicity, particularly to the business community, be arranged.
- 4.3 The priority 2 sites are set out in detail below. In each case, plans depicting the proposal are attached at **Annexe 2**.
- 4.4 Chuters Grove – Regular parking on both sides of the road, which creates problems with HGV access. Proposed restrictions 8.30am to 6.30pm Mon to Sat on one side i.e. on NE side at entrance from East Street then on SW side as shown on attached plan.
- 4.5 Digidens Rise – regular parking on both sides of the road, which has created obstruction even for private cars. Proposed restrictions 8.30am to 6.30pm Mon to Sat on one side i.e. on SW side at entrance from Woodcote Green Road then on NE side as shown on attached plan.
- 4.6 Downs Road – regular parking on SE side adjoining the Elizabeth Welchman Gardens from Burgh Heath Road end to junction with Downs Avenue and often beyond. This denies two way traffic and has frequently resulted in minor damage to wing mirrors etc. Proposed restrictions 8.30am to 6.30pm Mon to Sat on both sides from termination of existing restrictions at Burgh Heath Road end to junction with Birches Close on W side and junction with The Ridings on E side as shown on attached plan.
- 4.7 Dudley Grove and Elm Grove – the introduction of Waiting Restrictions in White Horse Drive omitted to include the full length of these two culs de sacs. Regular parking on both sides of these roads has frequently resulted in obstruction even for private cars. Proposed restrictions 8.30am to 6.30pm Mon to Sat on both sides of each road as shown on attached plan.
- 4.8 Horsley Close – Waiting Restrictions are already in force between 8.30am to 6.30pm Mon to Sat. Regular parking occurs in the evening between Waterloo Road junction and Hazon Way junction, which creates obstruction to through traffic. Proposed “At Any Time” restrictions as shown on attached plan.
- 4.9 London Road, Ewell – parking regularly takes place on both sides of the road between the junction with High Street/Kingston Road and Church Street. This creates obstruction to buses and HGV’s using the B2200. Proposed restrictions 8.30am to 6.30pm Mon to Sat on one



side i.e. on NW side between the junction with High Street/Kingston Road and termination of existing restrictions at Church Road junction as shown on attached plan.

- 4.10 Orchard Gardens - regular parking on both sides of the road, which has created obstruction even for private cars. Proposed restrictions 8.30am to 6.30pm Mon to Sat on both sides as shown on attached plan.
- 4.11 Old Schools Lane – regular parking on both sides throughout the length of the road, which denies both coach access to the adjoining playing fields and HGV access. Proposed restrictions 8.30am to 6.30pm Mon to Sat on both sides as shown on attached plan.
- 4.12 Woodcote Road – regular parking on W side between The Ladas public house and Avenue Road junction. On the recent completion of the footway widening scheme it had been thought that this parking would cease. However parking continues on this side both on the narrowed carriageway, which creates obstruction and often with two wheels up on the new footpath, which restricts pedestrian access to the widened footway. Proposed restrictions 8.30am to 6.30pm Mon to Sat on both sides between The Ladas public house and Avenue Road junction as shown on attached plan.

## **5.0 Bus Stop Clearways**

- 5.1 Prior to the introduction of DPE there were various Bus Stop Clearways throughout the Borough marked on site with a wide yellow line together with signs reading “No Stopping Except Buses Mon-Sat 7am to 7pm”. As previously reported to the Local Committee, the changes to the Traffic Signs Regulations and General Directions no longer require a Traffic Regulation Order to be made to enforce the restriction, the road marking and sign are sufficient. Consequently the existing Traffic Regulation Orders were revoked.
- 5.2 There is, unfortunately, a considerable problem with vehicles regularly parking in these bus stops in the evening and on Sundays when the current restriction is not in force. This has obvious adverse effects both for the bus drivers who have to stop in the main carriageway and bus passengers who have difficulty in seeing and hailing the approaching bus and negotiating a passage between parked vehicles to alight or to board the bus. In addition through traffic is delayed unnecessarily.
- 5.3 In order to assist Passenger Transport Operators, it is proposed that the Bus Stop Clearways be amended to operate “At Any Time”. Local Committee approval to amend the signs accordingly is requested.

## **6.0 Provision For Taxis and the Disabled**

- 6.1 Dedicated parking for disabled Blue badge holders in Epsom Town Centre will be considered in due course. There is also a need for additional Taxi Ranks both for black cabs and mini cabs particularly in the evenings and at weekends. This would be the subject of discussions with EEBC Taxi Licensing Officer and Surrey Police in due course.

## **7.0 Decriminalised Parking Enforcement**

- 7.1 Surrey County Council was granted the legal powers to carry out Decriminalised Parking Enforcement in April 2005. It exercises these enforcement powers by means of an Agency Agreement with Epsom & Ewell Borough Council.
- 7.2 The effectiveness of DPE in the Borough will be reviewed when it has been in operation for at least a year and this review will be the subject of a further report to this Committee.
- 7.3 In concluding the Agency Agreement, the County Council agreed to underwrite any costs arising from setting up, managing and operating DPE in the Borough. This was on the basis that one additional Parking Attendant be recruited to join the 7 Parking Attendants already employed by Epsom & Ewell Borough Council, and that all 8 Parking Attendants would carry out enforcement both on-street and in the off-street car parks.
- 7.4 The financial administration of the on-street enforcement function is by means of an On-Street Parking Account, which the Borough Council has set up and manages on behalf of the County Council.
- 7.5 It was the view of the Members Working Group that there are insufficient resources to match the present level of contravention of waiting restrictions, and that this situation will be exacerbated if the additional demands of the amendments and additions recommended in this report are adopted.
- 7.6 The Working Group carried out a detailed consideration of the projections assumed in the original business model for DPE in Epsom & Ewell. In light of operational feedback from both Epsom & Ewell and a number of other districts in Surrey, the Working Group formed the view that the original projections were overly pessimistic. Members are confident that the employment of two additional Parking Attendants for On-Street Enforcement can be achieved on a self-financing basis through the Epsom & Ewell On-Street Parking Account.

7.7 In the unlikely event that there is a deficit in the On-Street Parking Account arising specifically from the employment of the two additional Parking Attendants, this sum would be met from budgets delegated and devolved to the Local Committee.

7.8 The financial monitoring procedures that have been put in place by both authorities under the terms of the Agency Agreement are robust and ensure speedy corrective action should this prove necessary.

## **8.0 FINANCIAL IMPLICATIONS**

8.1 Funding for the Strategy will be through the Epsom and Ewell LTP programme, development-related funding and contributions from Partners in the Community. The costs of providing additional enforcement will be self-financing.

## **9.0 SUSTAINABLE DEVELOPMENT IMPLICATIONS**

9.1 No specific Sustainable Development Implications have been identified.

## **10.0 CRIME & DISORDER IMPLICATIONS**

10.1 Crime and Disorder Implications will continue to be identified to particularly assist achievement of accessibility and passenger transport objectives.

## **11.0 EQUALITIES IMPLICATIONS**

11.1 Equalities Implications will continue to be addressed through schemes to meet Access for All objectives.

## **12.0 CONCLUSION AND REASONS FOR RECOMMENDATIONS**

12.1 The recommendations re-affirm the Committee's commitment to reduce congestion throughout the Borough in furtherance of meeting the objectives set out in the Local Transport Plan and the Community Plan.

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**BACKGROUND PAPERS:** None

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