



OFFICER REPORT TO LOCAL COMMITTEE (EPSOM AND EWELL)

CHALK LANE, EPSOM – OBJECTIONS TO TRAFFIC REGULATION ORDER

14 SEPTEMBER 2009

KEY ISSUE

To report back to committee on the objections received from advertising the Traffic Regulation Order for introducing at any time waiting restrictions in Chalk Lane, Epsom.

SUMMARY

Parking restrictions are required in order to carry out a footway improvement and protection works in Chalk Lane, Epsom, which will prevent vehicles striking properties between Heather Lodge and number 14. Advertisement of the intention to introduce waiting restrictions has resulted in a number of objections. These objections are presented to this committee.

OFFICER RECOMMENDATIONS

The Local Committee (Epsom and Ewell) is asked to agree:

- (i) That the objections to the proposed Traffic Regulation Order are resolved to allow the proposed restriction to be implemented and associated works be carried out.

1 INTRODUCTION AND BACKGROUND

- 1.1 Following damage to properties in Chalk Lane, Epsom, over many years caused by passing vehicles, a scheme has been designed in conjunction with local residents and the local County Member. The proposed scheme is to provide protective measures and parking restrictions within the narrowest part of the road in order to ensure larger vehicles such as refuse lorries and fire engines are able to pass and improve pedestrian access. Please see **Annex A**.
- 1.2 The proposal included re-profiling of the existing kerb outside of No. 6 Chalk Lane and repositioning of existing bollards outside numbers 2-4 to keep vehicles away from the properties on the south western side. In order for the scheme to work effectively a ban on parking from the junction of Chalk Lane and Worple Road for a distance of 40m in a north westerly direction is necessary.
- 1.3 At present, drivers of larger vehicles have great difficulty negotiating their way past the narrow part of the road due to the proximity of adjoining houses and the presence of parked cars. Damage has been sustained to property on the south western side of the road and likely to have been sustained to cars parked in the vicinity.
- 1.4 Residents most severely affected by the situation have previously contacted their Divisional Member, Cllr Chris Frost, in the hope of a resolution.
- 1.5 Currently Chalk lane operates one-way northwest bound from Worple Road to a point immediately east of the entrance to The Ladas public house.

2 ANALYSIS

- 2.1 The advertisement for the proposed waiting restrictions was made from the beginning of July and the closing date for objections was the 30th July 2009. At the end of the objection period SCC had received 62 objections.
- 2.2 57 of the objections were from employees of Epsom General Hospital who park in local streets whilst at work and feel that they will be forced to find alternative parking facilities further from the hospital. These objections have been received in the form of standard letters, each individually signed by the objector.
- 2.3 One objection has been received from a resident of Woodcote Road who uses Chalk Lane to park.

- 2.4 Four objections have been received from residents who live adjoining that part of the road where new restrictions are proposed.
- 2.5 In order to simplify the nature of the notice displayed on site and reduce advertisement costs, the public notice issued for this restriction omits details of extents and refers those with an interest to plans held at the Epsom Town Hall, Epsom Library and Surrey's area office at Leatherhead. Without reference to the relevant plans, it may be perceived the proposed restriction applies to the whole of Chalk Lane and Worple Road whereas it is intended to restrict parking at any time only within the limited area shown on **Annex A**.
- 2.6 At present, hatched markings exist on the north eastern side of the carriageway from the corner of Worple Road to a point outside number 9. Though often ineffectual, the purpose of the hatching is to deter drivers from parking within this narrow part of the road where their car will prevent the passage of larger vehicles or force them to be driven too close to the adjoining houses on the south western side. There is one property that is particularly affected, that dates back to approximately 1550 [the oldest property in the whole Borough]. Several other properties in this vicinity are also over 200 years old, and listed as being of historical interest.
- 2.7 There is visible damage to the houses on the south western side of the road despite a row of bollards having been placed offset from the property boundary by approximately 500mm. Although no evidence can be made available, it is judged that cars parked within the narrow section of the road will be damaged on occasion.
- 2.8 The present arrangement allows vehicles to pass within 600mm of the doorways to properties on the south western side of the road (in some cases allowing protruding parts of the vehicle to make contact with the property). Proposed kerb realignment and repositioning of existing bollards would force vehicles further from property boundaries thus alleviating a potentially hazardous situation.

3 OPTIONS

- 3.1 The scheme to assist local residents cannot be constructed without the introduction of the waiting restrictions.
- 3.2 If the scheme does not proceed, damage to property will continue. Conceivably a situation may arise when an emergency vehicle is prevented from continuing along the road.
- 3.3 It has been suggested by one of the objectors that additional carriageway space be made available by reducing the footway width on the north east side of the road. Presently there is no footway on the south western side and a footway of just 1.2 metre width on the north

eastern side. Reduction of the footway width will make it unsuitable for wheelchair users and may necessitate expensive utility diversion works.

- 3.4 Provision of the proposed scheme will address the current problems and have minimum impact upon existing parking availability. There may also be the opportunity of incorporating measures to protect the property on the corner of Worple Road and Chalk Lane (dependant upon the location of buried services) which is currently vulnerable when large vehicles are negotiating the through the junction.

4 CONSULTATIONS

- 4.1 A site meeting took place on 10 July 2009 with local residents, Surrey Police the local County Member and Officers. At that meeting all local residents present expressed support for the scheme.

5 FINANCIAL IMPLICATIONS AND VALUE FOR MONEY

- 5.1 The cost of implementing the scheme is to be met by the Divisional Member's allowance.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 Provision of the build out will be beneficial to pedestrians and local residents, particularly residents with direct access on to Chalk Lane.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 The proposed waiting restrictions will make it an offence to park at any time in the section of Chalk Lane between Worple Road and a point 40m northwest.
- 7.2 The measures proposed will serve to reduce the incidence of unreported damage (albeit accidental) to private property locally.
- 7.3 At present there is a high incidence of drivers who proceed along Chalk Lane contrary to the existing one-way restriction (an example of this was witnessed by residents, county officers and a Police officer at the time of the site meeting). Provided available resources are sufficient, the opportunity will be taken to enhance the existing regulatory signage at the north western end of the Lane.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 It is recommended the Committee do not adhere to the objections thus allowing the restrictions to be enforced.

9 REASONS FOR RECOMMENDATIONS

- 9.1 The scheme can only be constructed if the waiting restrictions are implemented at the same time.

10 WHAT HAPPENS NEXT

- 10.1 Should the Committee agree, the Traffic Order will be made and the proposed scheme will be programmed for implementation during the October half term school holiday, 2009.

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