



OFFICER REPORT TO LOCAL COMMITTEE (Epsom & Ewell)

EPSOM AND EWELL WAITING RESTRICTION (PHASE 5) REVIEW

17 DECEMBER 2009

KEY ISSUE

To consider requests that have been received for either the introduction of new parking restrictions or changes to existing restrictions at various site in Epsom and Ewell.

SUMMARY

Since the introduction of Decriminalised Parking Enforcement (DPE) in May 2005, new waiting restrictions in Epsom and Ewell have been introduced in three phases, with a fourth phase due to be advertised in late 2009.

This report details locations and general proposals for the Phase 5 waiting restriction review to be progressed in 2010 and seeks approval to carry out statutory consultation on the proposals.

Annex 1 contains drawings detailing the suggested changes to parking restrictions received since the last review went to Committee in March 2009. Recommendations were received from both Local Borough Councillors and the public alike.

OFFICER RECOMMENDATIONS

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

- (i) The recommendations detailed in Annex 1;
- (ii) That the County Council's intention to make an order under the Road Traffic Regulation act 1984 be advertised and, if no objections are maintained, the order be made;
- (iii) That if objections are received the Parking Strategy and Implementation Group Manager is authorised to try and resolve them.

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- (iv) That if objections cannot be resolved, they are reported to a future meeting of the Local Committee for consideration and decision..

1 INTRODUCTION AND BACKGROUND

Following the introduction of DPE in Epsom and Ewell amendments to waiting restrictions were prioritised into phases 1, 2, 3 and 4. Phases 1, 2 and 3 have been implemented with Phase 4 to be completed by April 2010.

- 1.1 Changes to the highway network, the built environment and society mean that parking behaviour changes and consequently it is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network. In Epsom and Ewell as with most other boroughs and districts this is now done annually.
- 1.2 The task group consists of Epsom and Ewell Councillors, the local Highway Manager and Surrey County Council's Parking Strategy and Implementation Team.
- 1.3 The task group has met to agree the number of waiting restriction proposals for Phase 5 at various locations around the Borough that should be investigated by the Parking Team. This has now been carried out and the recommendations of the Parking Team, for each location, is contained in ANNEX 1

2 ANALYSIS

- 2.1 In August 2008 the County Council, after recognising there was a need to devote specialist resources to parking problems around the county, formed a new centralised Parking Strategy and Implementation Group.
- 2.2 This Group collated all requests for changes to parking controls within Epsom and Ewell
- 2.3 The proposals for new parking controls in each location have been investigated and the outline recommendations of the Parking Team are contained in ANNEX 1

3 CONSULTATIONS

- 3.1 The Local Highway Manager and the Local Borough Councillors have been consulted about the suggestions and recommendations detailed in ANNEX 1. A number of sites have been included in the review at their suggestions.
- 3.2 The proposed changes to parking restrictions will require a Traffic Regulation Order to be advertised. As part of this process, public notices will be displayed in the local press and on street. There will be a period when comments can be submitted in response to the proposals and/or objections made to the making of the order.

4 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 The cost of developing and implementing the proposals detailed on the attached plans would be approximately £50,000. This would be incurred in 2010/2011 and the cost would be met from revenue subject to committal by Cabinet and approval of the Local Committee.
- 4.2 Epsom and Ewell carry out the enforcement of on street parking restrictions for Surrey County Council. The County Council ultimately has to pay for on street enforcement so any new restrictions should be carefully considered to make sure they do not place an undue burden on the existing enforcement costs.

5 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 There are no specific equality and diversity implications arising from this report.

6 CRIME AND DISORDER IMPLICATIONS

- 6.1 There should be fewer instances of obstructive parking as a consequence of the restrictions

7 REASONS FOR RECOMMENDATIONS

- 7.1 It is expected that the implementation of the proposals will both increase the safe passage of vehicles and also ease the parking situation within the mainly residential areas.

8 WHAT HAPPENS NEXT

- 8.1 A Traffic Regulation Order will be advertised and public notices detailing the proposed changes will be displayed in the local press and on site.
- 8.2 Subject to any objections to the proposals being resolved, a Traffic Regulation Order will then be made and the appropriate signs and lines installed to allow the restrictions to be enforced.

LEAD OFFICER: Richard Bolton, Parking Strategy and Implementation Team Manager
TELEPHONE NUMBER: 08456 009

CONTACT OFFICER: Stephen Clavey, Senior Engineer, Parking Team
TELEPHONE NUMBER: 08456 009 009

BACKGROUND PAPERS:

Version No. Date: Time: Initials: No of Annexes: 1