



OFFICER REPORT TO LOCAL COMMITTEE (EPSOM AND EWELL)

EPSOM AND EWELL PARKING REVIEW – PHASE 5: CONSIDERATION OF FORMAL OBJECTIONS

8 December 2010

KEY ISSUE

To acknowledge the result of the formal consultation and consider any resultant objections, following the advertisement of the proposed scheme, and to decide how to proceed with the parking proposals in Epsom and Ewell.

SUMMARY

The Local Committee resolved on 17 December 2009 that parking controls in Epsom and Ewell should be progressed where necessary for road safety reasons and where the majority of residents had supported additional measures.

In accordance with the legal process those controls were formally advertised in the Epsom Guardian on 23 September 2010 with the formal objection period closing on 21 October 2010. Annex A provides details of the objections that require consideration prior to any controls being implemented. Annex B is the drawings where Officer recommendation is other than 'to proceed as advertised', or where a number of objections have been received.

OFFICER RECOMMENDATIONS

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

- (i) the recommendations detailed in Annex A;
- (ii) that the County Council makes amendments to existing traffic regulation orders and introduces new traffic regulation orders as

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necessary for the recommended parking controls to be implemented

- (iii) the recommended parking controls are implemented.

1 INTRODUCTION AND BACKGROUND

- 1.1 Initially following the introduction of DPE in Epsom and Ewell waiting restrictions were prioritised into Phases 1, 2, 3 and 4. Phases 1, 2, 3 and 4 have been implemented. Reports on this subject have been presented to this Committee on 23 January 2006, 31 July 2006, 12 February 2007, 15 September 2008 and 17 December 2009.
- 1.2 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 boroughs and districts in Surrey, this is now carried out annually.
- 1.3 A Task Group was formed to help carry out this process. This consists of all the Surrey County Councillors, The Chairman of the Epsom and Ewell Environment Committee, the Local Highway Manager and a representative from the Parking Strategy and Implementation Team.
- 1.4 The Task Group has met on several occasions and agreed a number of waiting restriction proposals for Phase 5 at various locations around the borough of Epsom and Ewell that should be investigated by the County's Parking Team.
- 1.5 It was agreed by the Committee to advertise the proposals. This was started on 23 September 2010 for a period of 4 weeks and was due to end on 21 October 2010.

2 ANALYSIS

- 2.1 Annex A outlines the objections to the making of the required traffic regulation orders, which were received following the advertisement. A summary of objections from each location is provided and the recommended action considered in turn.

3 OPTIONS

- 3.1 Agree the recommendations as outlined in Annex A, and proceed to implementation.
- 3.2 Amend the recommendations and proceed to implementation, however, any amendment would have to be lesser than the restriction advertised.

- 3.3 Add to the recommendations in Annex A, over and above the advertised proposals. This would mean that further consultation would be necessary and that some or all of the proposals would need to be re-advertised. This would require further funding and would delay implementation.
- 3.4 Reject all of the recommended proposals and leave the current waiting restrictions unaltered.

4 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 The committee has already approved funding to progress these amendments in 2010/2011.
- 4.2 Epsom and Ewell Borough Council 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 a burden on the existing enforcement costs.

5 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 There are no equalities and diversity implications.

6 CRIME AND DISORDER IMPLICATIONS

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

7 CONCLUSION AND RECOMMENDATIONS

- 7.1 There are considerable problems in Epsom and Ewell caused by long term parking by non-residents as well as, inconsiderate parking. This can cause inconvenience to residents, and very often have adverse implications for road safety.
- 7.2 The recommendation is to make the necessary changes to existing Traffic Regulation Orders to enable the implementation of new parking controls, as detailed in Annex A.

8 REASONS FOR RECOMMENDATIONS

8.1 The proposals are designed to help overcome the negative affects of the long term parking by non-residents and will help:

- to improve road safety
- to improve access for emergency vehicles
- to improve access for refuse vehicles
- to ease traffic congestion and aid residents' ability to park

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BACKGROUND PAPERS: Local Committee Report 'EPSOM AND EWELL WAITING RESTRICTION (PHASE 5) REVIEW – 17 DECEMBER 2009'

Version No. 2 Date: 24/11/10

No of annexes: 2