



**OFFICER REPORT TO LOCAL COMMITTEE
(Epsom and Ewell)**

**EPSOM AND EWELL PARKING / WAITING
RESTRICTIONS (PHASE 6) REVIEW**

27 June 2011

KEY ISSUE

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

SUMMARY

Since the introduction of Decriminalised Parking Enforcement (DPE) in May 2005, new parking / waiting restrictions in Epsom and Ewell have been introduced in five phases, with the most recent being implemented in March 2011.

This report details locations and general proposals for the Phase 6 parking / waiting restriction review to be progressed in 2011 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 December 2009. Recommendations were received from both local borough councillors and the public alike and a statement of reasons is also included as part of this annex.

Annex 2 contains information on types of controlled / ‘resident’ permit zones and also includes further analysis of parking availability and demand in the proposed permit areas.

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.
- (iv) That if objections cannot be resolved, they are reported to a future meeting of the Local Committee for consideration and decision.
- (v) Informal consultation be carried out to assess the requirement of proposed ‘Resident’ parking zones.

1 INTRODUCTION, BACKGROUND AND ADDITIONAL INFORMATION

Following the introduction of DPE in Epsom and Ewell amendments to waiting restrictions were prioritised into phases 1, 2, 3, 4 and 5. All Phases have been implemented with Phase 5 being completed in March 2011.

- 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 6 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
- 1.4 There have been three Controlled Parking Zones in Epsom for several years – these have not been enforced since they were introduced. Two years ago Surrey County Council amended the road markings and made sure that all of the signing in these areas is correct, with the intention that the borough should start enforcement – unfortunately, to date, the Borough has not enforced these zones. Surrey County Council is not prepared to introduce further permit zones in Epsom and Ewell until such times as the existing zones are enforced.

The process for issuing permits is in place and all correspondence to the residents giving details of enforcement have been agreed by SCC for the borough to move forward with enforcement.

- 1.5 In some of the proposed 'Resident' zones there may be a requirement to introduce shared use bays or free limited / unlimited waiting bays to prevent excessive offset parking.
- 1.6 Existing and proposed permit areas should be brought into line with the Surrey County Council parking strategy. There should still be a limit on the number of permits issued if there is adequate off street parking available to the residents of a particular household, in order to ensure that the use of off street parking is maximised, but there should no longer be a maximum per household, for example if a household has three vehicles and only two off street parking places, they should only be allocated one permit. However a maximum number of permits can be imposed if the conditions require it.
Visitors permits should be available to residents on the basis of an initial allocation of 30 per annum, with subsequent allocations of up to 20 at a time, up to a maximum of 120 per household in any one year.
- 1.7 The current charge for permits is set at a minimum of £50 per year for the first vehicle and £75 per year for any subsequent vehicles. Visitors permits are set at £2 per day per permit.
- 1.8 All permits are number plate specific and cannot therefore be sold on or used inappropriately.

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.
- 2.4 Further information relating to Controlled Parking Zones and Residents Permit Zones is outlined in Annex 2.

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 suggestion.

- 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 £60,000 has been allocated by the local committee and area highways manager for the development and implementation of the proposals detailed on the attached plans. This would be incurred in 2011/2012.
- 4.2 Any additional costs incurred would be met by Surrey County Council's parking strategy and implementation team's budget.
- 4.3 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 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 SCC will carry out an informal consultation with residents within the proposed permit zones to establish if these zones are actually required. The outcome of this informal consultation will determine whether or not those particular zones should be progressed. This decision should be made in conjunction with chairman and vice chairman of the committee, local councillor and the parking team.
- 8.2 A Traffic Regulation Order will be advertised and public notices detailing the proposed changes will be displayed in the local press and on site. This will be

progressed in the autumn of 2011 following informal consultation over the proposed resident permit areas.

- 8.3 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.

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BACKGROUND PAPERS:

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