

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (EPSOM & EWELL)

DATE: 23rd JUNE 2014
 LEAD OFFICER: NICK HEALEY, AREA TEAM MANAGER (NE)
 SUBJECT: PARKING IN HIGH STREET, EWELL
 DIVISION: EWELL

**SUMMARY OF ISSUE:**

In March 2014 Committee approved the removal of the parking bays in High Street, Ewell on an experimental basis.

In response to representations from the local business community an alternative scheme is suggested, also on an experimental basis.

RECOMMENDATIONS:

The Local Committee (Epsom & Ewell) is asked to decide between two options:

Option A – remove the parking bays altogether from High Street, Ewell, on an experimental basis, according to Committee’s resolution in March 2014.

Option B – implement an alternative scheme on an experimental basis, including waiting restrictions during peak hours, and time limited parking off-peak, as detailed in Table 1, and authorise the Area Team Manager to modify the experimental Traffic Regulation Orders to facilitate this alternative scheme.

REASONS FOR RECOMMENDATIONS:

If the new parking regime in High Street, Ewell, were to be enforced effectively both options would result in reduced congestion during peak hours. Option A would result in reduced congestion during the off-peak. Option B would provide short term parking for customers of the shops and businesses in High Street.

1. INTRODUCTION AND BACKGROUND:

- 1.1 All local authorities have a responsibility to review and assess the current and likely future air quality within their borough from time to time.
- 1.2 Air quality is assessed against objectives for various pollutants which are set out in the National Air Quality Strategy. These objectives are based on scientific and medical evidence on the effects of each pollutant on human health.
- 1.3 Where a local authority identifies that an air quality objective for a particular pollutant is being, or may be, exceeded in a particular area where there is relevant public exposure, they must declare an Air Quality Management Area (AQMA).

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- 1.4 As a result of the detailed assessment of air quality on Ewell High Street in 2007, Ewell High Street was declared an AQMA. This was because a risk was identified that the annual nitrogen dioxide objective could be exceeded in this area in the future.
- 1.5 Epsom & Ewell Borough Council's Social Committee approved the Action Plan for Air Quality in Ewell High Street in November 2010, which now forms the basis of air quality improvement work in Ewell Village. This includes a package of Highway improvement schemes intended to reduce the impact of traffic on air quality. This is a combination of schemes to reduce congestion, and schemes to encourage journeys on foot or by bicycle.
- 1.6 The first project to be implemented as part of the Air Quality Action Plan was the widening of the footway in Spring Street which was completed last year.
- 1.7 In March 2014 following consultation with Divisional and Ward Members and representatives of the Ewell Village Residents' Association Committee approved the removal of the limited waiting parking bays in High Street, Ewell. Double yellow lines were approved for the entire section of High Street between Reigate Road and Cheam Road.
- 1.8 The new parking measures were to be implemented on an experimental basis and were intended to be reviewed after 12 months. This would allow time for the results of the changes to be observed and for comprehensive engagement with the local community before any decision was made to make a permanent change.
- 1.9 Alternative parking places are available in the three large car parks in Ewell Village. The objective of the proposed parking changes was to keep High Street clear of parked vehicles, which often cause congestion for through traffic, particularly when large vehicles (for example buses) are unable to pass and have to wait and give way.
- 1.10 The proposed experimental parking changes are part of a larger package of measures including:
 - Widening the footway in Spring Street – completed last year;
 - Revalidating the traffic signals around Spring Street and Bourne Hall to optimise their operation;
 - Converting the mini roundabout at the junction of High Street and Cheam Road to a Give-Way junction to facilitate pedestrian crossing improvements, improve sight lines exiting Cheam Road, and improve the flow of traffic along the High Street – completed in June 2014;
 - Installing signs to direct drivers to the car parks – completed in June 2014;
 - A number of further measures that are currently the subject of feasibility studies.

2. ANALYSIS:

2.1 Businesses in Ewell Village High Street were informed of the proposed experimental changes on 24th April 2014 by e-mail. There was considerable feedback received from the business community over the following weekend, with two main themes:

- Business are opposed to the removal of the parking bays;
- Businesses feel the consultation leading up to the proposed change was not adequate.

2.2 In response to the feedback from the business community the Divisional Member decided to defer the removal of the parking bays pending further consideration.

2.3 An urgent meeting was convened on the morning of 1st May 2014 to review the proposed changes and the feedback received. The meeting was attended by the Divisional and Ward Members for Ewell Village, the Chairman of the Local Committee, representatives of EVRA, and Surrey County Council officers. Having considered the feedback from the business community the following plan of action was proposed:

- Keep the new double yellow lines on an experimental basis;
- Ask the Local Committee to retain the parking bays but to modify them as follows in Table 1, again on an experimental basis.

Table 1 – proposed alternative scheme for parking bays

Monday to Saturday	0700 to 0930hrs	No waiting
	0930 to 1500hrs	Free parking for up to 30 minutes, with no return within 1 hour
	1500 to 1830hrs	No waiting
	1830 to 0700hrs	No restriction
Sunday	Anytime	No restriction

- To use the time leading up to the Local Committee meeting to:
 - Inform the local community of the alternative proposal, to give the local community plenty of time to respond;
 - To install a comprehensive scheme of signs directing drivers to the two car parks off Cheam Road;
 - For Epsom and Ewell Borough Council to prepare free short term parking spaces in the car park behind the Green Man, in the event that the Local Committee decides to remove the parking bays according to the original proposal.

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- To monitor the Air Quality in Ewell Village continuously through the trial period. (This is something that Epsom and Ewell Borough Council does continuously anyway.)
- If the proposed compromise solution were to be approved by the Local Committee and implemented, to allow a two week grace period, where vehicles parked in contravention of the restrictions would receive a warning letter instead of a Penalty Charge Notice.
- To ensure the experimental parking changes are enforced robustly after the proposed two week grace period.
- To work closely with the local community for the duration of the experiment, to monitor the results of the changes and listen to any feedback.

2.4 The scheme detailed in Table 1 is a compromise solution to remove parking during peak times, while providing free short term parking off peak, with no restriction overnight or on Sunday. There is no proposed change to loading arrangements. The proposed alternative solution would allow loading at any time, as per the original proposal.

2.5 The proposed alternative scheme was presented to the business community by representatives of the Ewell Village Residents Association on the evening of 1st May 2014. Interested parties were invited to attend the Local Committee meeting and contact details provided for Highways and Local Partnership Team officers.

2.6 Committee is asked to choose between the original proposal, to remove the parking bays altogether, or the alternative proposal detailed in Table 1 above. Annex A shows the sign that would be installed adjacent to the parking bays, if Committee were to choose the alternative scheme.

3. OPTIONS:

3.1 As detailed above in section 2.

4. CONSULTATIONS:

4.1 The experimental procedure mandates that any representation made in the first six months following the making of an Experimental Traffic Regulation Order must be considered.

4.2 It is intended to undertake a comprehensive public consultation once the changes have bedded in, guided by the Divisional Member.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 Either option could be implemented within a budget of £5,000.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

7. LOCALISM:

- 7.1 The Local Committee has prioritised its expenditure according to local priorities.

8. OTHER IMPLICATIONS:

- 8.1 A well-managed highway network can contribute to reduction in crime and disorder as well as improve peoples' perception of crime.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Following representations from the local business community, an alternative parking scheme is proposed for the parking bays in High Street, Ewell.
- 9.2 Members are asked to choose between the original proposal to remove the parking bays altogether, and the alternative scheme detailed in Table 1 above.

10. WHAT HAPPENS NEXT:

- 10.1 The Area Team Manager will implement the chosen option and work with the Divisional Members to design the public consultation intended to accompany the experimental parking arrangements on site.

Contact Officer: Nick Healey, Area Team Manager (NE)

Consulted: Divisional Members, Ward Members, Ewell Village Residents' Association, Local Business Community.

Annexes: 1

Sources/background papers: None.

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