

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (EPSOM & EWELL)

DATE: 06 MARCH 2016



**LEAD OFFICER: STEPHEN CLAVEY
SENIOR ENGINEER**

SUBJECT: EPSOM AND EWELL PARKING REVIEW (PHASE 10)

DIVISION: ALL EPSOM AND EWELL

SUMMARY OF 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.

Since the introduction of Decriminalised Parking Enforcement (DPE) in May 2005, new parking / waiting restrictions in Epsom and Ewell have been introduced in nine phases, with the most recent being implemented through 2017.

This report details locations and general proposals for the Phase 10 parking / waiting restriction review, to be progressed in 2017 and seeks approval to carry out statutory consultation on the proposals.

The report also looks to assess whether or not it is possible to relocate parking bays and create additional chicanes along Temple Road.

ANNEX 1 contains drawings detailing the suggested changes to parking restrictions received since the last review went to committee in March 2016. Recommendations were received from both local councillors and the public alike and a statement of reasons is also included as part of this annex.

ANNEX 2 contains an assessment of the current layout of Temple Road.

RECOMMENDATIONS:

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

- (i) One of the options as described in section 3;
- (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;

That if objections are received the Parking Strategy and Implementation Group Manager is authorised to try and resolve them, in consultation with the Chairman / Vice Chairman of this committee and the county councillor for the division, and decides whether or not they should be acceded to and therefore whether the order should be made, with or without modifications.

REASONS FOR RECOMMENDATIONS:

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.

It is recommended that the waiting restrictions in this report are progressed as they will help to:

- Improve road safety
- Increase access for emergency vehicles
- improve access to shops, facilities and businesses
- Increase access for refuse vehicles, buses and service vehicles
- Reduce traffic congestion
- Better regulate parking

1. INTRODUCTION AND BACKGROUND:

Following the introduction of DPE in Epsom and Ewell amendments to waiting restrictions were prioritised into phases. Phases 1 to 9 have been implemented.

- 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.
- 1.2 These reviews are carried out by Surrey County Council's Parking Strategy and Implementation Team in consultation with local county members.
- 1.3 The parking team has discussed a number of waiting restriction proposals for Phase 10, at various locations around the borough that should be investigated. This has now been carried out and the recommendations of the parking team, for each location, is contained in ANNEX 1
- 1.4 SCC has been approached by a resident of Temple Road to see if we are able to relocate parking bays and create more chicanes along its length. A full background and analysis is contained in ANNEX 2

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 A full survey has been carried out of the current layout of Temple Road, the details of which can be found in ANNEX 2.

3. OPTIONS:

- 3.1 That the committee agree to only advertising the proposals that are considered to be priority P1.
- 3.3 That the committee agree to only advertising the proposals that are considered to be priority P1 and P2.
- 3.2 That the committee agree to advertising all of the proposals.
- 3.3 Do nothing.

4. CONSULTATIONS:

- 4.1 There have been no formal consultations carried out at this stage, for this review.
- 4.2 Residents will be informed by way of local press, street notices and flyers of the proposals agreed by this committee.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of the Epsom and Ewell parking review has been broken down into three parts - P1, P2 and P3. See ANNEX 1 statement of reasons and drawings for priorities.
- 5.2 P1 is the highest priority proposals, including double yellow lines at junctions and other safety measures. This also includes proposals which need to be included due to changes in the highway or joint schemes. These require little or no signing and can be estimated at a cost of between £10 - £15K including the advertising costs of approx. £4K.
- 5.3 P2 is lower priority schemes that act as traffic management schemes or are not essential safety measures – this includes the Temple Road proposals outlined in ANNEX 2. These schemes require some signing and can be estimated at a cost of between £15 - £25K including the advertising costs of approx. £6K (this includes those proposals that are P1).
- 5.4 P3 is lower priority and does not necessarily include any safety measures, these are mainly resident permit schemes which are 'sign heavy'. We estimate the cost of these schemes to be between £25 - £50K including the advertising costs of approx. £10K (this includes those proposals that are P1 and P2).
- 5.5 The costs would be met mostly by the local committee, with a contribution of £5K from the SCC parking team.
- 5.6 There is also £10K from the 2014/15 surplus to use on this review making the total £15K available.
- 5.7 Epsom and Ewell Borough Council carry out the enforcement of on street parking restrictions for Surrey County Council. The county council ultimately

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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.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 New disabled parking bays help improve access for disabled drivers.

7. LOCALISM:

7.1 Many of the new proposals in the report have been put forward by members of the community and their representatives.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

8.1 Crime and Disorder implications

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

9. CONCLUSION AND RECOMMENDATIONS:

9.1 It is recommended that the committee decide which proposals in Annex 1 and 2 should be advertised based on the priorities outlined in section 3.

10. WHAT HAPPENS NEXT:

10.1 A Traffic Regulation Order will be advertised and public notices detailing the proposed changes will be displayed in the local press and on site. Notices will also be posted to all affected residents.

10.2 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.

Contact Officer:

Stephen Clavey, Senior Engineer – 0300 200 1003

Consulted:

As part of the statutory advertising period, residents will be notified of the proposals agreed by the committee.

Committee members have been consulted with regarding the proposals put forward for the main parking review.

Annexes:

Annex 1 – Statement of reasons and plans for the Epsom and Ewell Phase 10 parking review.

Annex 2 – An assessment of the current layout of Temple Road and recommendations.

Sources/background papers:

- None
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