

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (EPSOM & EWELL)

DATE: 17 June 2013

LEAD OFFICER: David Curl, Parking Strategy and Implementation Manager

SUBJECT: Protection for grass verges and on street parking

DIVISION: Ewell Court, Auriol & Cuddington and Ewell

**SUMMARY OF ISSUES:**

1. Parking on verges is unsightly and detrimental to the local environment. Recent special authorisation from the Department for Transport allows local authorities to use new zonal signing to indicate a prohibition on parking on verges, which we would like to trial in Ewell.
2. At the March meeting of the Local Committee it was agreed that the draft parking proposals for Chadacre Road and Waverley Road should be looked at again.

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

- (i) Our intention to introduce the verge parking ban is formally advertised, and subject to statutory consultation;
- (ii) Our intention to introduce the revised restrictions in Chadacre and Waverley Roads is formally advertised, and subject to statutory consultation;
- (iii) That if objections are received the Parking Strategy and Implementation Group Manager is authorised to try and resolve them.
- (ii) That if objections cannot be resolved, they are reported to a future meeting of the Local Committee for consideration and decision.

REASONS FOR RECOMMENDATIONS:

The verge parking ban will improve the local environment and amenity and reduce the damage caused by cars parking on the verge and reduce costs of repair.

The parking restrictions will improve sightlines for safer access and egress at junctions and prevent obstruction and narrowing of effective carriageway width.

1. INTRODUCTION AND BACKGROUND – VERGE PARKING:

- 1.1 Concern has been raised previously about the negative impact on the local environment that can be caused by cars parking on pavements and grass verges instead of wholly on the carriageway. It can be both unsightly and cause damage to the surface and potentially pipe work and cabling beneath the surface.
- 1.2 In June last year, this committee considered a report which explained new signs, authorised by the Department for Transport, which allow local authorities to implement a ban on verge and/or pavement parking over an area, without the need for lots of signs throughout the area.
- 1.3 The committee decided that members should advise the parking team of locations which they thought might be suitable to trial the new signs, and that the parking team would then assess the locations and report back to the committee with a recommended location for a trial.

2. ANALYSIS:

- 2.1 The possible locations suggested by members included some or all of Cheam Road, East Street, Ewell Court Avenue, Fairfield Way, Court Farm Avenue, Ravensfield Gardens, Riverholme Drive, Collier Close, Danetree Road in Ewell, Ormonde Avenue and Orlando Gardens.
- 2.2 At some of the locations, such as Cheam Road, the parking was only taking place on a very short section of road, which would not lend itself to the new signing regime. In places like this putting up a physical barrier would be more suitable, and indeed in some of the suggested locations, bollards had already been installed.
- 2.3 In some of the other locations, while there was an issue with cars parking on the pavement and so impeding pedestrians, there was almost nowhere else for the cars to park while still allowing vehicles to pass along the road unless several streets away. Any attempt to introduce a pavement parking ban in such places would be likely to meet strong opposition and, if imposed, seriously inconvenience residents.
- 2.4 In other places waiting restrictions, indicated by yellow lines, are due to be introduced. Where a waiting restriction exists it covers the entire width of the highway, which includes the pavement or verge, and so any car parking on the pavement could be issued with a parking ticket already, so obviating the need for a pavement parking ban
- 2.5 Having visited and assessed all the locations we decided that the best place to trial the new zonal signing would be in the Ewell Court area, covering Pams Way, Elm Way, Court Farm Avenue, River Way, Willow Way, Oakland Way, Fairfield Way, Fairfield Close, Ewell Court Avenue and Elmstead Close.
- 2.6 This is an area where unnecessary parking does take place on the verges and it has caused damage to them. Also although it sounds like a lot of roads, there are only four points of entry into the zone that would be created. To sign the prohibition, we would therefore only need to install signs at these

four entry points with a small number of repeater signs throughout the area. The types of signs that we would use are shown in Annex 1.

INTRODUCTION AND BACKGROUND – STREET PARKING:

- 2.7 At this committee's meeting in March this year, members considered a number of changes to the parking restrictions across Epsom & Ewell. Most of them were agreed but the committee decided that the proposals for Chadacre Road and Waverley Road should be looked at again. Having revisited these roads, we have developed a new set of proposals, which are shown in the drawings in Annex 2.

3. OPTIONS:

- 3.1 Introduce the proposals described in this report and reduce the amount of verge parking that takes place, and so reduce its impact, and to better control parking in Chadacre and Waverley Roads.
- 3.2 Do not introduce the proposals and leave the problems unresolved.

4. CONSULTATIONS:

- 4.1 Members have been consulted on possible locations for the pavement/verge parking ban. If agreed, statutory consultation will be carried out about the proposals in this report.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The estimated cost of introducing a verge parking ban in the roads described above will be approximately £2000. The advertising costs will be shared with the parking review agreed earlier in the year.
- 5.2 Surrey highways receive many complaints about damage to verges caused by parking. Our response is often to introduce bollards or posts to prevent it. Over time the number of posts increases, becoming unsightly, increasing clutter and creating a maintenance issue (also making it harder to maintain grass verges).
- 5.3 The introduction of a verge parking ban, although requiring up to 20 new signs over a large area will mean a reduction in the cost of maintaining and repairing grass verges in the area.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 No significant implications arising from this report

7. LOCALISM:

- 7.1 Improve amenity for local residents.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
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

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The verge parking ban should be trialled in the roads in the Ewell Court area, as described in this report.
- 9.2 The parking restrictions in Chadacre and Waverley Roads should be advertised and introduced, subject to completion of due process.

10. WHAT HAPPENS NEXT:

- 10.1 The proposals are formally advertised and subject to statutory consultation. Consequent objections are considered and, depending on the outcome of that consideration, the proposals are introduced as advertised or in a modified form.

Contact Officer:

Stephen Clavey, Senior Engineer, 0300 200 1003

Consulted:

Member of the local committee

Annexes:

Annex 1 – verge parking drawings

Annex 2 - Chadacre Road and Waverley Road proposals

Sources/background papers:

'Verge report' – Report to Epsom & Ewell Local Committee 25 June 2012

'Epsom And Ewell Parking / Waiting Restrictions (Phase 7) Review' – Report to Epsom & Ewell Local Committee 11 March 2013
