

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (EPSOM & EWELL)****DATE: 16 September 2019****LEAD OFFICER: STEPHEN CLAVEY
SENIOR ENGINEER****SUBJECT: EPSOM AND EWELL PARKING REVIEW (PHASE 12)****DIVISION: 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 eleven phases, with the most recent being implemented through 2019.

This report details locations and general proposals for the Phase 12 parking / waiting restriction review, to be progressed in 2019 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 June 2018. 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 1 also contains drawings detailing proposals for a verge / footpath parking ban in various roads in Stoneleigh. These are drawings numbered 09 to 17 (which include some other changes to existing parking restrictions).

RECOMMENDATIONS:

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

- (i) One of the options as described in section 3;
- (ii) That the committee contribute £18,000 funding towards the proposals in Annex 1 from the 2018/2019 parking surplus.
- (iii) That the committee contribute £12,000 funding towards the proposals shown in Annex 1 for a verge parking ban, from the 2019/2020 parking surplus.
- (iv) 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;
- (v) 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 Civil Parking Enforcement (CPE) in Epsom and Ewell amendments to waiting restrictions were prioritised into phases. Phases 1 to 11 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 12, 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

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.

3. OPTIONS:

- 3.1 That the committee agree advertising all of the proposals in Annex 1
- 3.2 That the committee agree advertising the proposals in Annex 1, but not the verge parking ban as outlined in drawings 9 to 17.
- 3.3 That the committee agrees to 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.
- 4.3 Letters, FAQs and plans will be sent to residents within proposed resident permit schemes.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The costs for implementation of the review (Phase 12) are likely to be about £30,000 and would be met jointly by the Local Committee and SCC Parking Team.
- 5.2 The SCC Parking Team can contribute £12,000, and the rest would need to be provided by the committee (approximately £18,000). This could come from the parking surplus generated in 2018/2019. The total surplus is reported as £30,023.15 with the Local Committee share being £18,013.89.
- 5.3 The proposals for a verge parking ban, as set out in Annex 1 are likely to cost around £12,000 and cannot be met as part of the budget set out in 5.2, it is therefore suggested that although the proposals can all be advertised at the same time, the implementation of the proposals for the verge parking ban can be paid out of the surplus from the 2019/2020 parking surplus and implemented in the next financial year.
- 5.3 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.

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 agree to all of the proposals being advertised.

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:

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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 12 parking review, including proposals for a verge / footway parking ban on various roads in Stoneleigh.

Sources/background papers:

- None