

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (EPSOM & EWELL)****DATE:** 23 September 2013**LEAD OFFICER:** Stephen Clavey, Senior Engineer, Parking Strategy and Implementation Team**SUBJECT:** Resident permit schemes and parking update**DIVISION:** Epsom and Ewell

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| <u>SUMMARY OF ISSUES:</u> |
| 1. Since the introduction of the resident permit zones, in Epsom, there have been additional requests by residents to be included within the zones. |
| <u>RECOMMENDATIONS:</u> |
| The Local Committee (Epsom & Ewell) is asked to agree that: |
| <ul style="list-style-type: none"> (i) additional properties should be included within the existing resident permit schemes, (ii) the necessary legal process should take place to make the relevant amendments to the traffic regulation orders, (iii) any unresolved objections, received following the advertisements, are dealt with, according to the county council's constitution, by the parking strategy and implementation team manager in consultation with the chairman/vice chairman of this committee and the relevant county councillor; |
| <u>REASONS FOR RECOMMENDATIONS:</u> |
| Since the introduction of the resident permit zones in Epsom and subsequent enforcement, it has come to light that some properties that were either not included within certain zones, or are slightly outside of the zones, would like to have permits. The zones in question are the 'Town Centre' zone, Ladbrooke Road and Chalk Lane. |

1. INTRODUCTION AND BACKGROUND :

- 1.1 The resident permit schemes were introduced in Epsom and Ewell in 2013 and came into operation on 01 June 2013. The parking team was asked to monitor the new schemes and recommend any additional improvements as necessary.

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- 1.2 The list of properties eligible to apply for permits in each scheme was based on informal and formal consultations that took place during the development of the schemes.
- 1.3 Some properties on The Parade, in Epsom, were still being developed and were therefore not included within the permit schemes, and it was specifically recommended that the flats along The Parade were not included, because of lack of on-street parking space.
- 1.4 The new developments have now been completed and since the permit schemes came into operation, the parking team has received a number of requests from properties in the developments and in the flats to be allowed to apply for permits.

2. ANALYSIS:

Permit schemes

- 2.1 There are three schemes, where we have received requests for additional properties to be eligible to apply for residents permits – the ‘Town Centre’ zone, (which comprises of The Parade, Heathcote Road, Hereford Road and Laburnum Road), Ladbroke Road, for its entire length, and sections of Chalk Lane.
- 2.2 Space allocation:

| Zone | Available on-street parking spaces | Permits issued (with visitors permits in brackets) | Potential number of unused spaces available | Potential number of additional properties requiring permits |
|---------------|------------------------------------|--|---|---|
| ‘Town Centre’ | 69 | 56 (668) | 13 | 105 |
| Ladbroke Road | 30 | 24 (300) | 6 | 3 |
| Chalk Lane | 13 | 3 (30) | 10 | 1 |

- 2.3 From the above table, it is clear that there is spare bay capacity in the Ladbroke Road and Chalk Lane schemes and so the new properties could be included without a problem.
- 2.4 Ladbroke Road has enough on-street spaces available for the inclusion of the three properties that have asked for permits. These properties are on Ashley Road and have no off-street parking available or are limited to one off-street parking place.

- 2.5 Chalk Lane has enough on-Street spaces available for the inclusion of the single property that has asked for permits, this property being on Woodcote Road.
- 2.6 However the situation is rather different in the 'Town Centre' zone. Here the requests have come from residents of the flats in Chelsea Court, Greenwood Court, The Old Court House and St James' Close, in which there are in total 105 properties, although there is some off-street parking of about 58 spaces.
- 2.7 The traffic regulation order states that residents can apply for as many permits as they have vehicles registered to that address, less the number of off-street parking spaces available. At a conservative estimate, allowing for just one vehicle per property, this would mean potentially 47 new applications for permits for use in a scheme where there is only spare capacity for about 13 vehicles – this would mean over-subscription to the limited number of on-street parking spaces within the 'Town Centre' zone.
- 2.8 This does not take into account demand for space by users of visitors permits, of which 688 have already been bought by residents, nor the fact that a number of the flats are likely to have more than one vehicle. As each new property would also be allowed to buy up to 120 visitors permits per annum this could further increase the pressure on the limited space.
- 2.9 Landlords are currently unable to apply for permits in Surrey. Under the current residents schemes for Epsom and Ewell the only person who can apply for a residents parking permit is "a person whose usual place of abode is at a house the postal address of which is specified and described in Column 2 of the table forming the First Schedule and which house includes a bathroom and a kitchen for the sole use of the said house". Therefore if the owner of the property does not live at the address they can't apply for a residents permit. Residents are also the only people that can apply for the residents' visitor permits. An owner who does not live at the property can not apply for visitors permits under the current Traffic Regulation Orders for Epsom and Ewell, although a resident will be able to issue the landlord one of their visitors permit so that they can carry out any maintenance.
- 2.10 In certain limited cases, it may be necessary to consider issuing permits to businesses that operate in CPZs or Resident permit zones. The number of these should be very small, if any, and they should only be for vehicles that are essential for the operation of the business and for which no alternative parking (either on street or off street) is available. They should not be issued to allow staff to park all day while at work, and to this end it is best if their use is time limited during the course of the operational hours of the zone. As such it is reasonable for the charge for a permit to reflect a rate more comparable to other commercial parking provision, such as car park season tickets. The minimum fee for a business permit is therefore £500 as recommended in line with the Surrey County Council parking strategy.
- 2.11 None of the current resident parking zones have businesses that require use of vehicles as laid out above. There is a time limited parking bay on Hawthorne Road, which is available for the use of clients to the funeral parlour on Church Road and funerary vehicles are exempt from parking on double yellow lines.

Parking update

- 2.12 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 and that a trial verge parking ban should be introduced. Revised proposals for these two roads and a verge parking ban were approved at committee on 17 June 2013.
- 2.13 All the proposed changes and new restrictions agreed at these two meetings are being formally advertised throughout September 2013.

3. OPTIONS:

- 3.1 To allow all the additional properties in all three areas to be eligible to apply for permits.
- 3.2 To allow the additional properties in the Ladbroke Road and Chalk Lane schemes to be eligible to apply for permits but make no change to the 'Town Centre' scheme.
- 3.3 To allow the additional properties in the Ladbroke Road and Chalk Lane schemes to be eligible to apply for permits and allow the additional properties in the 'Town Centre' zone to be able to apply for permits, but only issue up to 13 additional permits and put any further requests on to a waiting list for when permits become available.
- 3.4 To allow the additional properties in the Ladbroke Road and Chalk Lane schemes to be eligible to apply for permits and to just allow the additional properties within the 'Town Centre' zone to be able to apply for carers permits (particularly requested by residents of Greenwood Court)
- 3.5 Make no changes to any of the schemes.

4. CONSULTATIONS:

- 4.1 The proposals will be formally advertised and subject to statutory consultation.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The estimated cost of amending the traffic regulation order to include the previously mentioned properties would be approximately £3000, this includes notices in the local press, consultation and officer time. This will come from previously allocated funding.

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: |
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| 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 That all of the previously mentioned properties should be able to apply for permits in the appropriate zone, but the allocation of permits in the 'Town Centre' should be restricted to the 13 available spaces and a waiting list introduced.

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:

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Consulted:

Members of the local committee

Annexes:

None

Sources/background papers:

Epsom and Ewell Borough Council – permit allocation.

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