

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (EPSOM & EWELL)

DATE: 28 MARCH 2022

**LEAD OFFICER: STEPHEN CLAVEY
SENIOR ENGINEER**

SUBJECT: EPSOM AND EWELL PARKING REVIEW (PHASE 14)

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 thirteen phases, with the most recent being implemented through 2022.

This report details locations and general proposals for the latest parking / waiting restriction review, to be progressed in 2021 / 2022, and seeks approval to carry out statutory advertising of the proposals. Proposals also include a number of on-street electric vehicle charging point bays.

Annex 1 contains drawings detailing the suggested changes to parking restrictions and a statement of reasons for them.

Annex 2 contains drawings showing the proposed locations for electric vehicle (EV) charging bays.

RECOMMENDATIONS:

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

- (i) That the county council's intention to introduce the proposals in Annex 1 is formally advertised, and subject to statutory consultation;
- (ii) That if no objections are received when the proposals are advertised, the appropriate traffic regulation orders are made;
- (iii) That if objections are received which cannot be resolved, in accordance with the county council's scheme of delegation, the Parking and Traffic Enforcement Team Manager considers 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.

ITEM 8

- (iv) the locations identified for conversion in to on-street electric vehicle charging points are approved. These locations are shown in Annex 2
- (v) That the Parking and Traffic Enforcement Team Manager is delegated authority to adjust the positions of the on-street Electric Vehicle charging bays in consultation with the Chair, Vice-Chair and Local Member prior to statutory consultation (if necessary). These locations are listed in each County Councillors division of this report, and displayed in their own set of drawings (Annex 2)

REASONS FOR RECOMMENDATIONS:

It is recommended that the waiting restrictions are implemented as detailed in Annex 1. They will make a positive impact towards:-

- Road safety
- Access for emergency vehicles
- Access for refuse vehicles
- Easing traffic congestion
- Better regulated parking
- Better enforcement

This will help us achieve our 2030 Community Vision objectives:

- Residents live in clean, safe, and green communities where people and organisations embrace their environmental responsibilities.
- Journeys across the county are easier, more predictable, and safer.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Following the introduction of DPE in Epsom and Ewell amendments to waiting restrictions have been carried out at various stages – the Phase 13 parking review was the last to be implemented.
- 1.2 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.
- 1.3 These reviews are carried out by the County Council's Parking and Traffic Enforcement Team in consultation with Epsom and Ewell Councillors.
- 1.4 Surrey County Council (SCC) is delivering an On Street Electric Vehicle Charging Point (EVCP) partnership project which will see the installation of on-street EVCPs across Epsom and Ewell Borough, over the next 12 months.
- 1.5 In November 2020 the Government announced plans to accelerate a greener transport future by ending of the sale of new petrol and diesel cars in the UK by 2030. The announcement was accompanied by a promise of over £1.8 billion invested in infrastructure and grants to increase access to zero-

emission vehicles and promote a green economic recovery. One element of this grant funding to facilitate the transition to electric vehicles is the On Street Residential Charging Scheme (ORCS). The Secretary of State for Transport, the Rt Honourable Grant Shapps wrote to all local authority chief executives in February 2021 confirming the continuation of the ORCS for 2021/22 and urging applications for the grant funding.

- 1.6 The ORCS funding covers up to 75% of the capital cost of installing EV charging bays, with the remaining 25% capital coming from Surrey. A revenue return for Surrey will arise from the use of the chargers, however the revenue depends upon the user demand of a charger. This demand varies the revenue collected.
- 1.7 The necessary support funding has been approved to deliver up to 120 On Street Residential Charge Scheme (ORCS) grant assisted publicly available Electric Vehicles (EV) chargers across 7 Surrey Boroughs and Districts during 2020/21. It will also support the strategy development for the longer term procurement and roll out plan for an EV charger network across Surrey.
- 1.8 EV charging bays are proposed on street in Epsom and Ewell as part of this parking review following consultation with Epsom and Ewell Borough Council. These are shown in Annex 2 along with further information and frequently asked questions about EV charging. At the time of writing there are still some technical issues regarding power supply to be confirmed to ensure the EV bays can be successfully installed in the locations shown. That is why it is recommended that the Parking and Traffic Enforcement Team Manager is delegated authority to adjust the positions of the EV bays prior to statutory consultation in the event this is needed.

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 and Traffic Enforcement Team.
- 2.2 This team collates all requests for changes to parking controls within Epsom and Ewell, all of which had been received since the last parking review. Following an initial desktop review of the requests, a number of them were rejected as either just requests for refreshment of existing restrictions, or duplicates of other requests on the list, or requests that were impractical or unfeasible or were already in place. The Parking and Traffic Enforcement team then undertook assessments of the remaining locations. Following the assessments, further requests were rejected, as there was no feasible or practical solution or it was not considered a priority to implement at this time.
- 2.3 Now that the requests for new parking controls in each location have been investigated, the recommendations of the Parking and Traffic Enforcement Team are contained in annex 1.

3. OPTIONS:

- 3.1 That the committee agree to the advertising the proposals (or part thereof) in annex 1 and 2.
- 3.2 That the committee does not agree to the advertising of the proposals in annex 1 and 2.

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 costs for implementation of the review (Phase 14) are likely to be about £20,000.00 and would be met jointly by the Local Committee and SCC Parking and Traffic Enforcement Team.
- 5.2 The SCC Parking and Traffic Enforcement Team can contribute up to £20,000.
- 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.
- 5.4 The ORCS funding for the EV charging bays covers up to 75% of the capital cost of installing EV charging bays, with the remaining 25% capital coming from Surrey. A revenue return for Surrey will arise from the use of the chargers, however user demand impacts the rate of return and therefore revenue is uncertain, but it is likely to increase over time. There are no budgetary implications for the Epsom and Ewell Local Committee regarding the proposed EV bays.

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 The introduction of parking restrictions can help reduce congestion and keep traffic moving. In some cases new restrictions can also encourage the use of off street car parks or alternative means of transport. The introduction of Electric Vehicle Charging Points should encourage more drivers to switch from petrol/ diesel powered vehicles.
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 proposals, as set out in Annex 1 and 2, are advertised as they will contribute to improvements in road safety, improve traffic flow and access, ease congestion and better control parking.

10. WHAT HAPPENS NEXT:

- 10.1 Subject to the agreement of the committee, 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 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 introduced and 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 parking review
Annex 2 – Plans showing electric vehicle bay locations and FAQs

Sources/background papers:

- None
-



**OFFICER REPORT TO LOCAL COMMITTEE
(Epsom and Ewell)**

**EPSOM AND EWELL PARKING / WAITING
RESTRICTION (PHASE 14) REVIEW**

Annex 1

Epsom and Ewell parking review 2022: Statement of reasons

A document explaining our parking proposals and reasons for introducing them

This document sets out our proposals for new parking controls and restrictions across the borough as part of our Epsom and Ewell parking review 2022. The proposals are listed in electoral county division and then by town.

At this stage, we are intending to introduce the controls and restrictions described in this document and shown in the associated drawings but are inviting representations (both for and against) to be made by the public before the final decisions are taken.

Once we have considered any representations, we can introduce the proposals unchanged, make minor modifications to them before introducing them, or cancel them entirely. Any comments that lead to a requirement for major changes would usually mean cancellation of the proposal and subsequent reconsideration of it in a future parking review. This approach means that we can progress the parking review in the most efficient way thereby maximising value for our residents.

If you wish to comment on, object to or express support for any of the proposals you must do so either online or by letter by the date given.



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Ewell Court, Auriol and Cuddington division proposals

The county councillor for this division is [Mr Eber Kington](#).

Worcester Park

Badgers Copse

Extend the current restrictions on both sides further around the bend to improve forward visibility and safety for pedestrians who currently have to negotiate vehicles parked on the footway. This proposal is shown on drawing 1.

Auriol Park Road and Northcliffe Close

Introduce double yellow lines at the junction to prevent obstructive parking, improve access and increase forward visibility. This proposal is shown on drawing 2.

Salisbury Road

Introduce double yellow lines at the access to the new development to improve access and increase forward visibility for those using it. These proposals are shown on drawing 2

Salisbury Road, Timbercroft and Cromwell Road

Introduce double yellow lines at the junction to prevent obstructive parking, improve access and increase forward visibility. This proposal is shown on drawing 3.

Ewell

Timbercroft

Extend the single yellow line that was introduced as part of the last parking review, at the request of residents, to prevent obstruction of driveways. This proposal is shown on drawing 4.

Mavis Avenue

Extend existing double yellow lines at junction to improve access to Mavis Avenue from the dual carriageway and prevent obstructive parking. These proposals are shown on drawing 5.

Ruxley Lane

Extend double yellow lines on both sides of carriageway, across the frontage of number 62 Ruxley Lane to prevent dangerous and obstructive parking. These proposals are shown on drawing 6.

Elm Way and Court Farm Avenue

Introduce double yellow lines at the junction to prevent obstructive parking, improve access and increase forward visibility. This proposal is shown on drawing 6.

West Ewell division proposals

The county councillor for this division is [Mrs Jan Mason](#).

Ewell

Scotts Farm Road

Introduce double yellow lines on the eastern side and at pinch points to prevent obstructive parking. Bus services have difficulty negotiating this road when vehicles park in these locations. The proposals are shown on drawings 7 and 8.

Poole Road

Revoke a section of double yellow line adjacent to number 84 Poole Road as it is deemed unnecessary and could not be implemented. This proposal is shown on drawing 8.

Vernon Close

Introduce double yellow lines on the north eastern side to prevent obstructive parking, especially at school drop off and pick up times. The road is not wide enough to accommodate parking on both sides. This proposal is shown on drawing 9.

Epsom

Sandy Mead

Introduce double yellow lines opposite the junctions to facilitate better movement throughout the junction, to prevent obstructive parking and increase forward visibility. This was part of the original request for the last parking review. The proposals are shown on drawing 17.

Jackson Way

Introduce double yellow lines on the south eastern side of Jackson Way, adjacent to number 9 Oakwood Avenue and across the access to numbers 1 to 4 Jackson Way. This is to improve access for vehicles as it is regularly obstructed. The proposals are shown on drawing 17.

Ewell division proposals

The county councillor for this division is [Mr John Beckett](#).

Stoneleigh

Cumnor Gardens

At the request of residents, we have been asked to alleviate parking issues and provide more on street parking spaces. The proposal is to revoke the current restrictions to the north-east and south-west of numbers 1 and 3 Cumnor Gardens, but to still prevent obstructive parking directly in front of those addresses. This proposal is shown in drawing 10.

Ewell

Kingston Road

Extend the current double yellow lines at the junction with Elm Road, South-westwards to improve forward visibility when leaving Elm Road.

Also to introduce double yellow lines opposite Shorecroft Road so that vehicles exiting Shorecroft are not confronted with vehicles having to drive on the wrong side of the road to avoid obstructive parking.

These proposals are shown in drawing 11.

Fairfax Avenue and Aragon Avenue

Surrey County Council have received a petition requesting the removal of some of the existing yellow lines on Fairfax Avenue and Aragon Avenue and an individual request to reduce the length of restrictions outside number 40 Fairfax Avenue. There is also a counter petition against the removal of restrictions. The parking team will carry out a consultation to determine the required course of action. These proposals are shown in drawing 13.

Ewell Bypass service road

As part of a previous parking review, the intention was to introduce double yellow lines on the eastern side of the service road and at the entrance to it. Due to overgrowth of vegetation, condition of carriageway and access issues, it has not been possible to implement these restrictions, which we do not feel are essential. The Traffic Regulation Order will be amended to reflect this.

It has also been requested that we remove the disabled bay outside number 106 as this is no longer required.

These proposals are shown in drawing 14.

Church Street

To provide a school keep clear marking across the access to Ewell Castle Junior School for pupil safety. This proposal is shown on drawing 15.

Hampton Grove

To extend the current double yellow lines, to improve access at the junction with Epsom Road and reduce obstructive parking. This proposal is shown on drawing 16.

Cheam

Holmwood Close

Introduce double yellow lines on the north-eastern side to prevent obstructive parking. The road is not wide enough to accommodate parking on both sides, which is especially a problem on 'match' days. This proposal is shown in drawing 12.

Epsom West division proposals

The county councillor for this division is [Mrs Bernie Muir](#).

Epsom

Manor Green Road

Introduce double yellow lines on the eastern side between West Hill and West Hill Avenue to prevent obstructive parking. Parking here does not enable free two way traffic flow. This proposal is shown in drawing 20.

Christ Church Road (access to Stew Ponds car park)

Introduce double yellow lines across the access to the Stew Ponds car park to prevent pavement parking and improve visibility for those exiting the car park and visibility for those approaching the car park entrance, who currently cannot see cars exiting the car park. This proposal is shown on drawing 21.

The Greenway

Introduce double yellow lines at the access to numbers 119 to 129 The Greenway. This is to improve crossing facilities for pedestrians, as the current hatching is not acting as a deterrent, and also to improve visibility accessing and egressing this small section of road. This proposal is shown on drawing 27.

West Hill permit scheme (Zone R)

A request has been received to allow numbers 2, 4 and 6 to apply for visitors permits in zone R. This will allow us to enforce parking on the access road to those properties, where vehicles currently shouldn't be parking. There is no drawing for this proposal.

Hawthorne Place permit scheme (Zone E)

A request has been received to include number 31 Prospect Place, Epsom into this resident permit scheme. There is no drawing for this proposal.

Epsom Town and Downs division proposals

The county councillor for this division is Mr [Steven McCormick](#).

Ewell

Dorling Drive

To extend the current double yellow lines on the north-eastern side of Dorling Drive to improve access. This proposal is shown in drawing 18.

Mill Lane

At the request of developers, we have been asked to introduce double yellow lines on the north-west side of Mill Road, to protect accesses and enable good forward visibility when exiting the development. This proposal is shown in drawing 19.

Epsom

Laburnum Road

This request is to change the northern most parking bay to a disabled parking bay for a local resident – this being the nearest safe location for that particular resident. This proposal is shown on drawing 22.

St Martins Avenue

As part of the development agreement of the Atkins site on Ashley Road, one of the obligations is to supply a car club bay on street. It has been determined that this is the most suitable location. This proposal is shown on drawing 23.

Downs Hill Road

Replace the existing single yellow line with double yellow lines as it has been reported that drivers are parking here for rest stops, therefore making the passing place redundant. This proposal is shown in drawing 23.

Chalk Lane and Woodcote End

At the request of the fire service, we have been asked to shorten the existing resident permit bay, on Chalk Lane, at the north-western end by one car length. We have therefore extended the bay at the south-eastern end to accommodate this.

Introduce double yellow lines at the junction of Chalk Lane and Woodcote End and extend these proposals up to a point where it is not feasible to park vehicles that may cause an obstruction. This was part of a proposal in the last parking review, that residents wished to be extended. This proposal is shown on drawing 24.

Bucknills Close

Extend the current double yellow line restriction across the frontage of number 4 to prevent obstructive parking. This proposal is shown on drawing 25.

Yew Tree Gardens and Woodcote Side

Introduce double yellow lines at the junction to prevent obstructive parking and improve forward visibility when exiting Yew Tree Gardens. This proposal is shown on drawing 26.

Treadwell Road

Introduce single yellow lines on both sides of Treadwell Road and double yellow lines for a short length on the southern side. These proposals have been requested by the residents following the last parking review. These proposals are shown on drawing 28.

Derby Arms Road

Extend the current double yellow lines to the push button crossing facility for horses. Currently parked cars make access to this facility difficult. This proposal can be seen on drawing 29.

Beaconsfield Road

Extend the current double yellow lines to prevent parking just before driveways, increasing forward visibility on the bend. This proposal is shown on drawing 30.

Hylands Road and Digdens Rise

Extend the current restrictions on the north-east side of both roads by 5 metres to improve access to private driveways. These proposals are shown on drawing 31.

Town Centre resident permit scheme (Zone G)

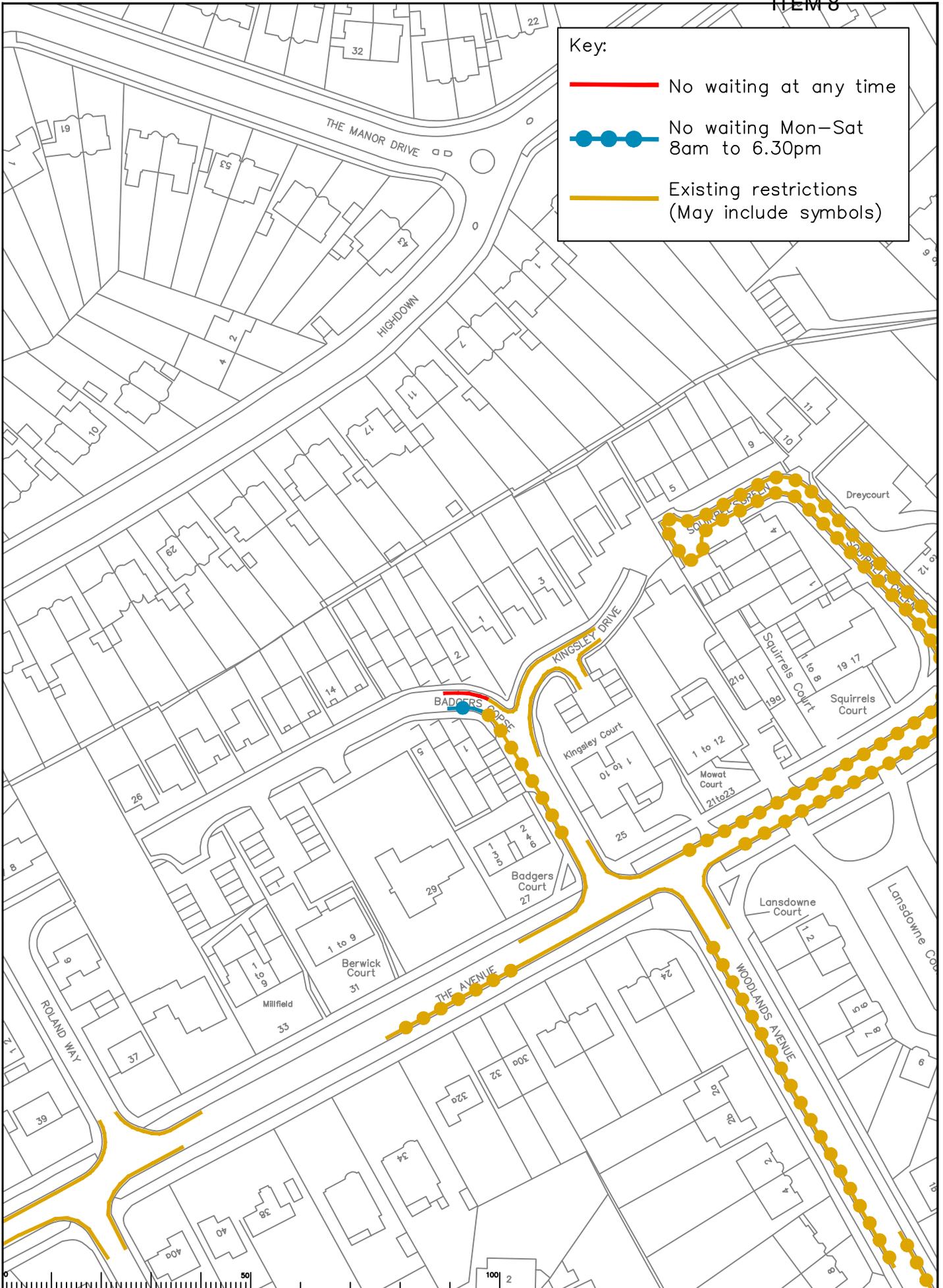
A request has been received to include number 27A High Street, Epsom into this resident permit scheme. There is no drawing for this proposal.

Ladbroke Road permit scheme (Zone J)

A request has been received to include number 34 Ashley Road, Epsom into this resident permit scheme. There is no drawing for this proposal.

Key:

- No waiting at any time
- No waiting Mon–Sat 8am to 6.30pm
- Existing restrictions (May include symbols)



Rev	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point

Scale: 1:1000

Drawn by: SDC, Date: 02/22

Checked by: RH, Date: 02/22

Approved by: DC, Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Badgers Copse

Project No.:

Contract No.:

Drawing No. 01

Revision:

Classification: COMM

SHEET 07

SURREY COUNTY COUNCIL

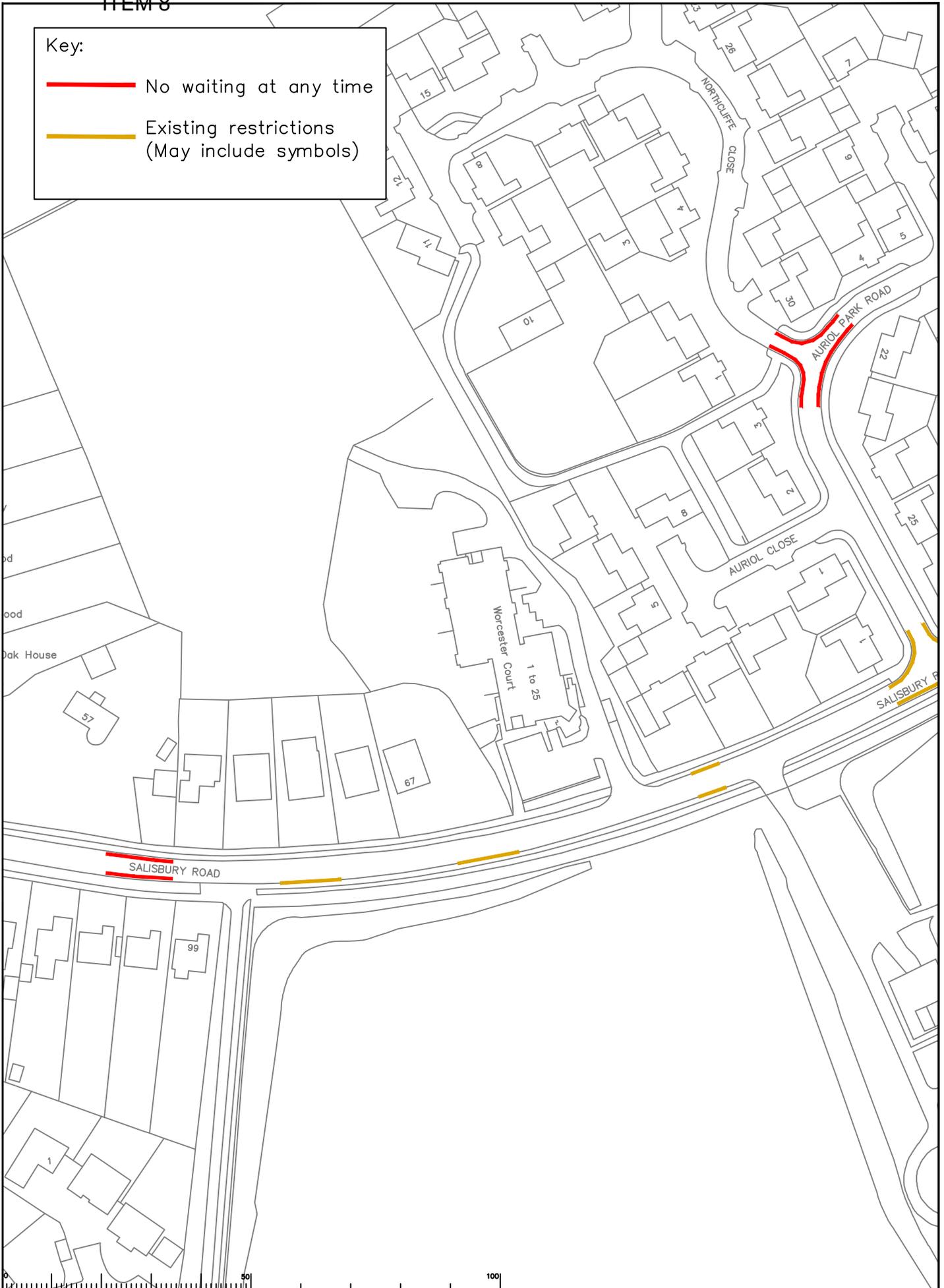
Sustainable Development

Surrey Highways

ITEM 8

Key:

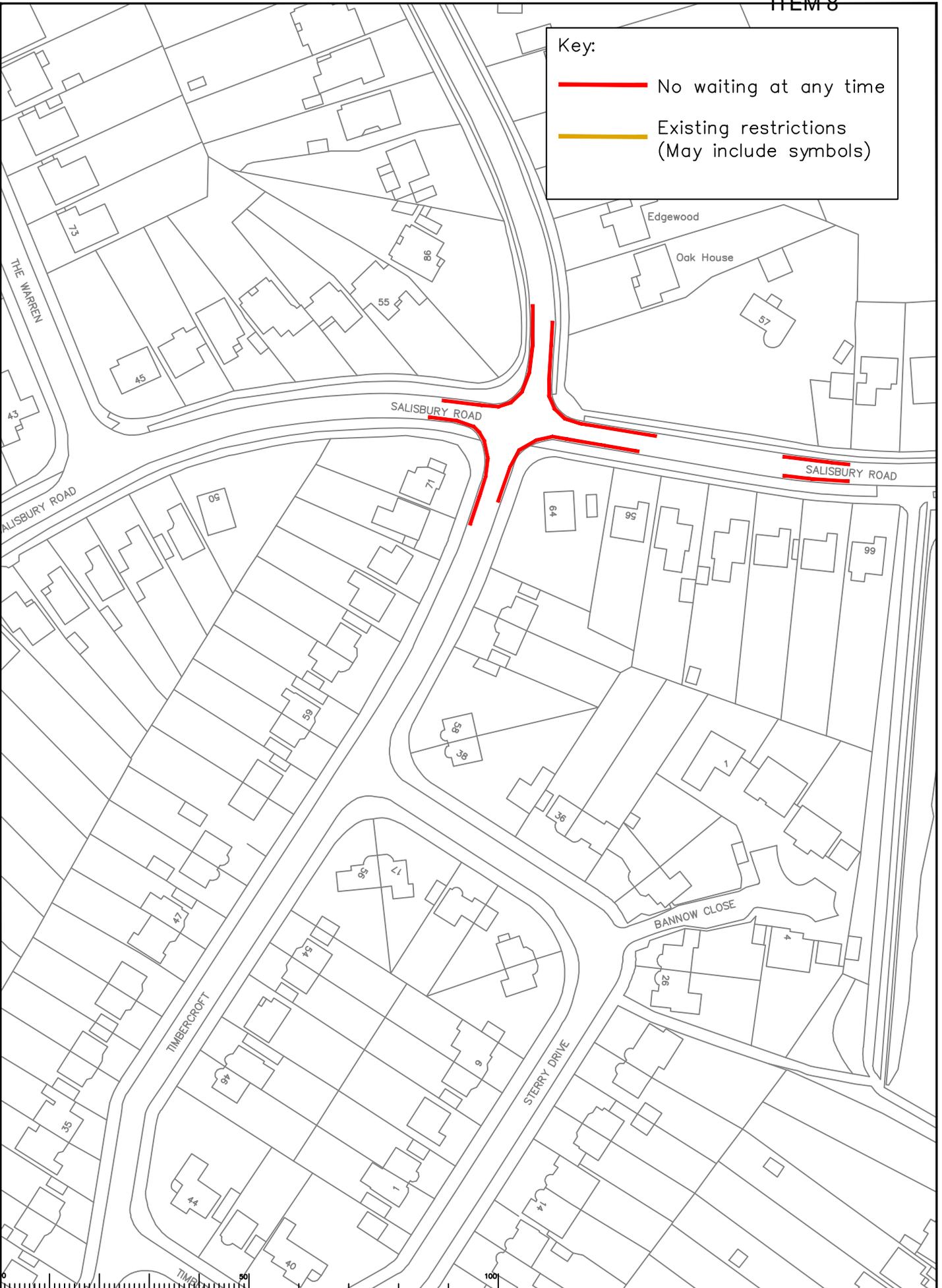
- No waiting at any time
- Existing restrictions (May include symbols)



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Key:

- No waiting at any time
- Existing restrictions (May include symbols)



Rev	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point

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Approved by DC Slg. DC Date 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Timbercroft / Salisbury Rd / Cromwell Rd

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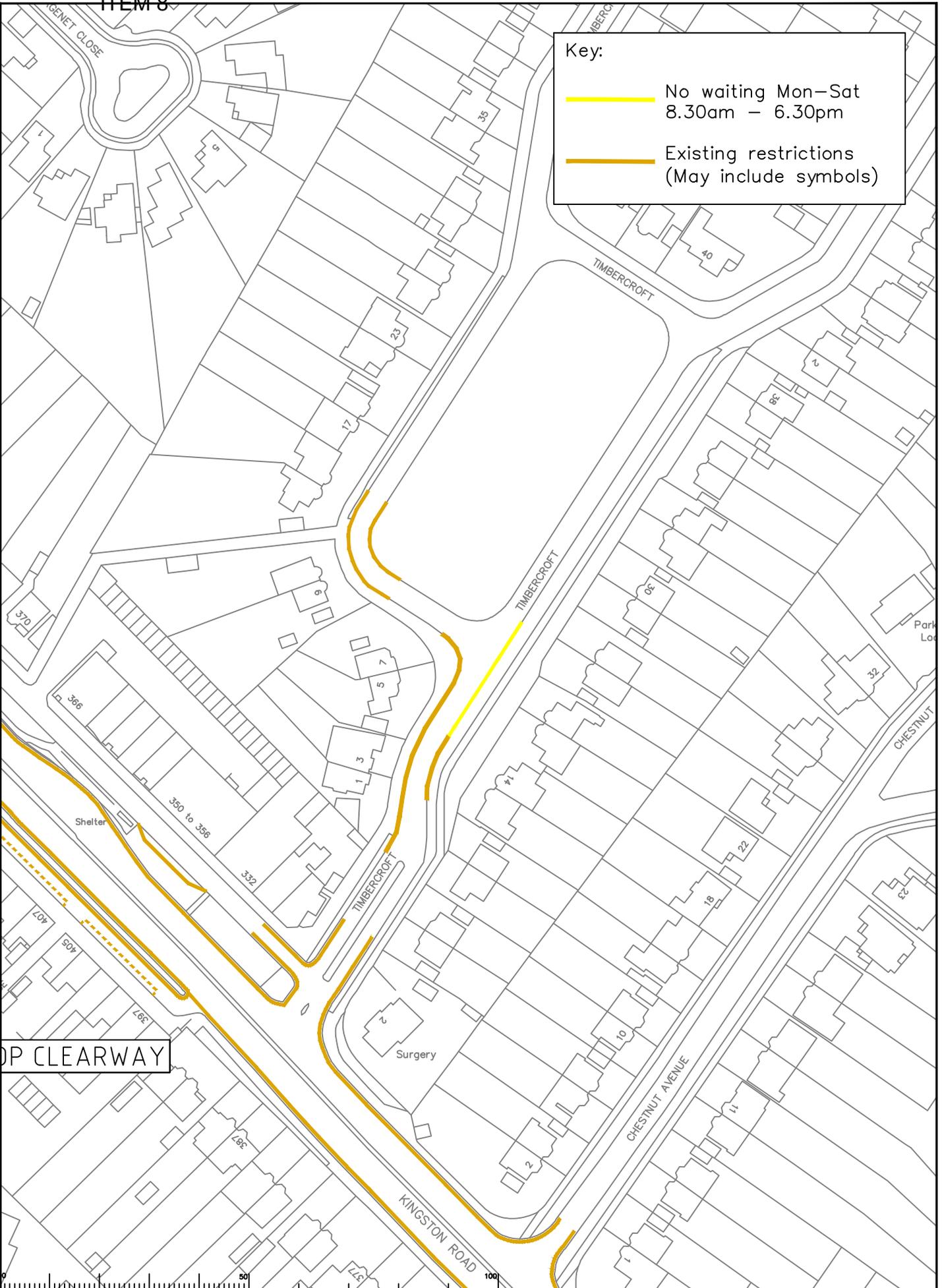
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Classification: COMM

Key:

- No waiting Mon–Sat
8.30am – 6.30pm
- Existing restrictions
(May include symbols)



OP CLEARWAY

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Date: 02/22
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Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Timbercroft

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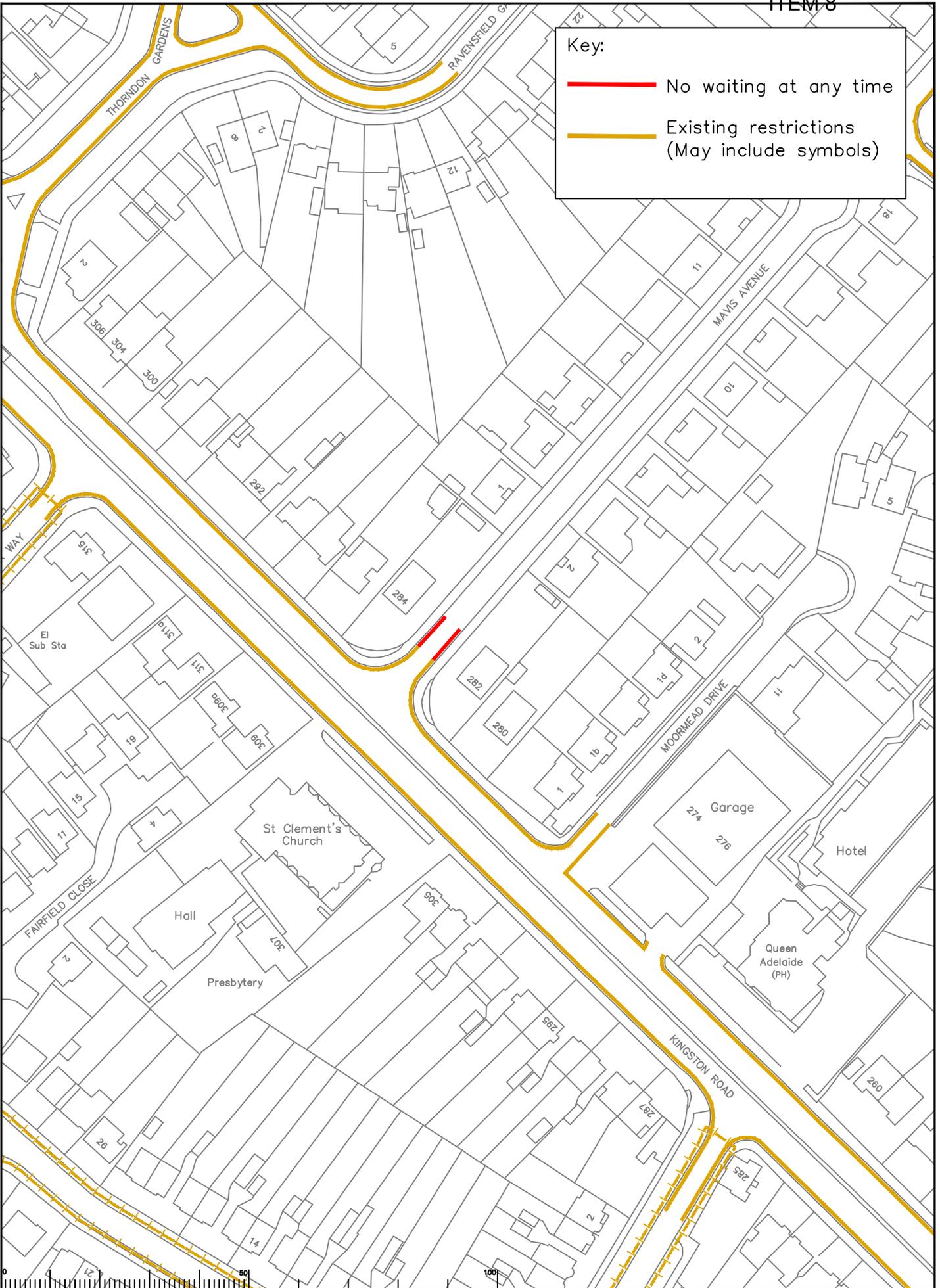
SHEET 04 OF 04

Surrey County Council
Sustainable Development
Surrey Highways

Project No. 100023 1000
Contract No. 04
Rev. 04
Classification: COMM

Key:

- No waiting at any time
- Existing restrictions (May include symbols)



Rev	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point

Scale: 0, 50, 100

Drawn by: SDC, Date: 02/22

Checked by: RH, Date: 02/25

Approved by: DC, Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14

Sheet: 05 of 05

SURREY COUNTY COUNCIL
Sustainable Development

Surrey Highways

Project No.:

Contract No.:

Drawing No. 05

Revision:

Classification: COMM

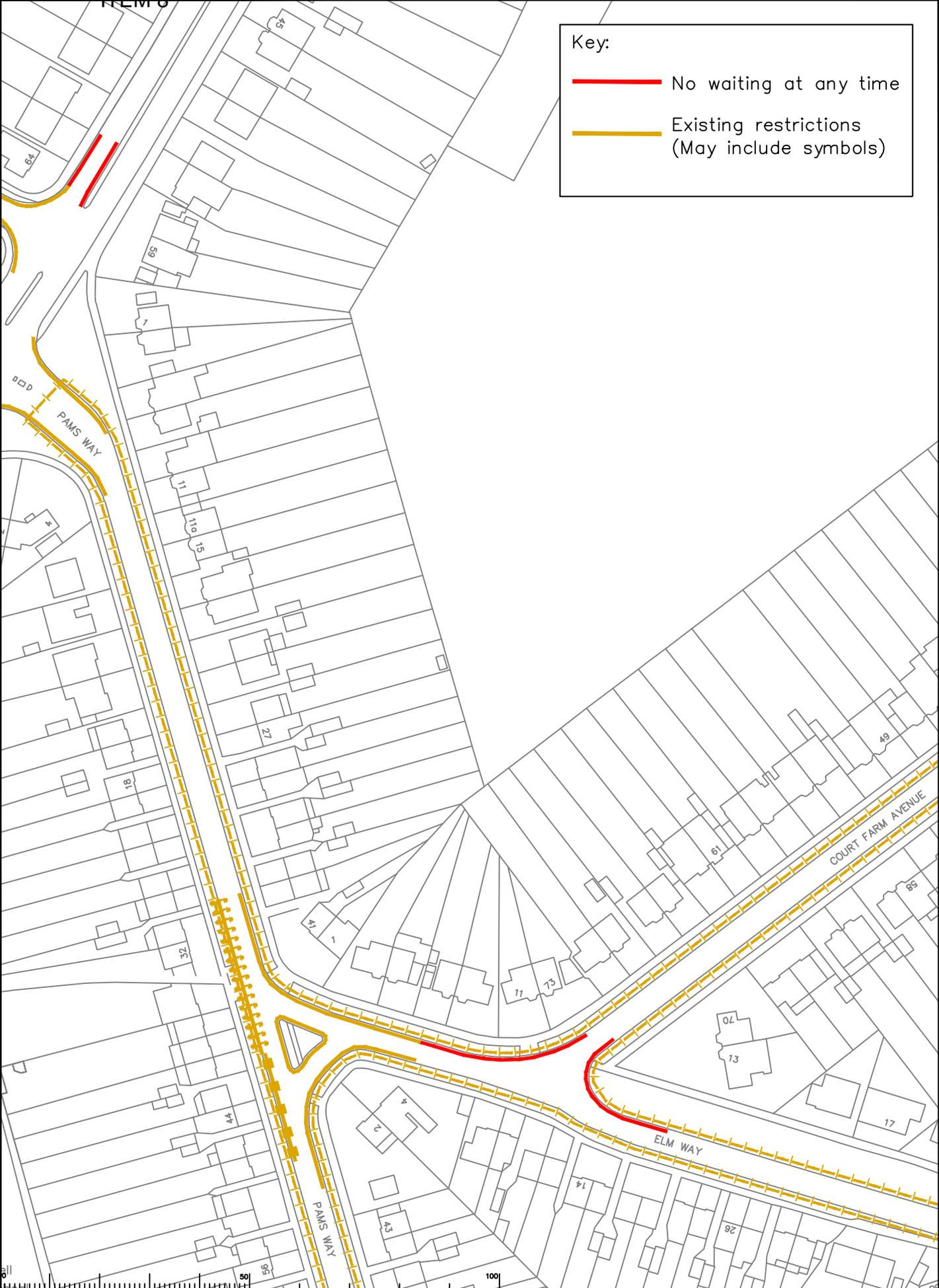
Project Name: Epsom and Ewell Parking Review Phase 14

Proposed Waiting Restrictions Mavis Avenue

SHEET 05 OF 05

Key:

- No waiting at any time
- Existing restrictions (May include symbols)



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 Checked by RH Slg. RH Date 02/22
 Approved by DC Slg. DC Date 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Pams Way / Court Farm Ave / Ruxley Lane

Scale: 1:1000

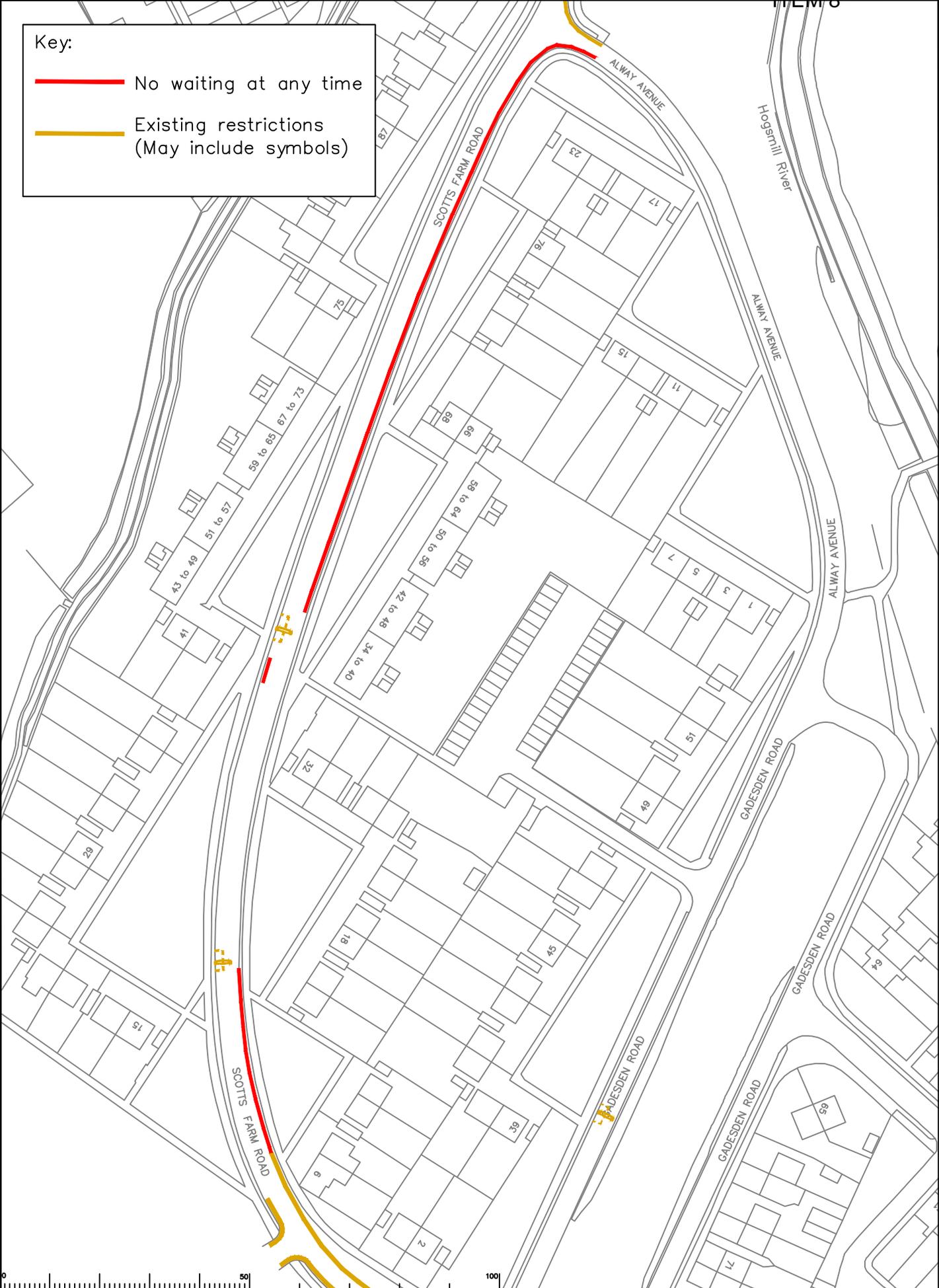
Sheet: 02 of 07

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. 06
 Contract No. 06
 Drawing No. 06
 Revision
 Classification: COMM

Key:

- No waiting at any time
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Date: 02/22
Date: 02/22
Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14
Drawing: Proposed Waiting Restrictions Scotts Farm Road

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Epsom and Ewell Parking Review Phase 14

Proposed Waiting Restrictions Scotts Farm Road

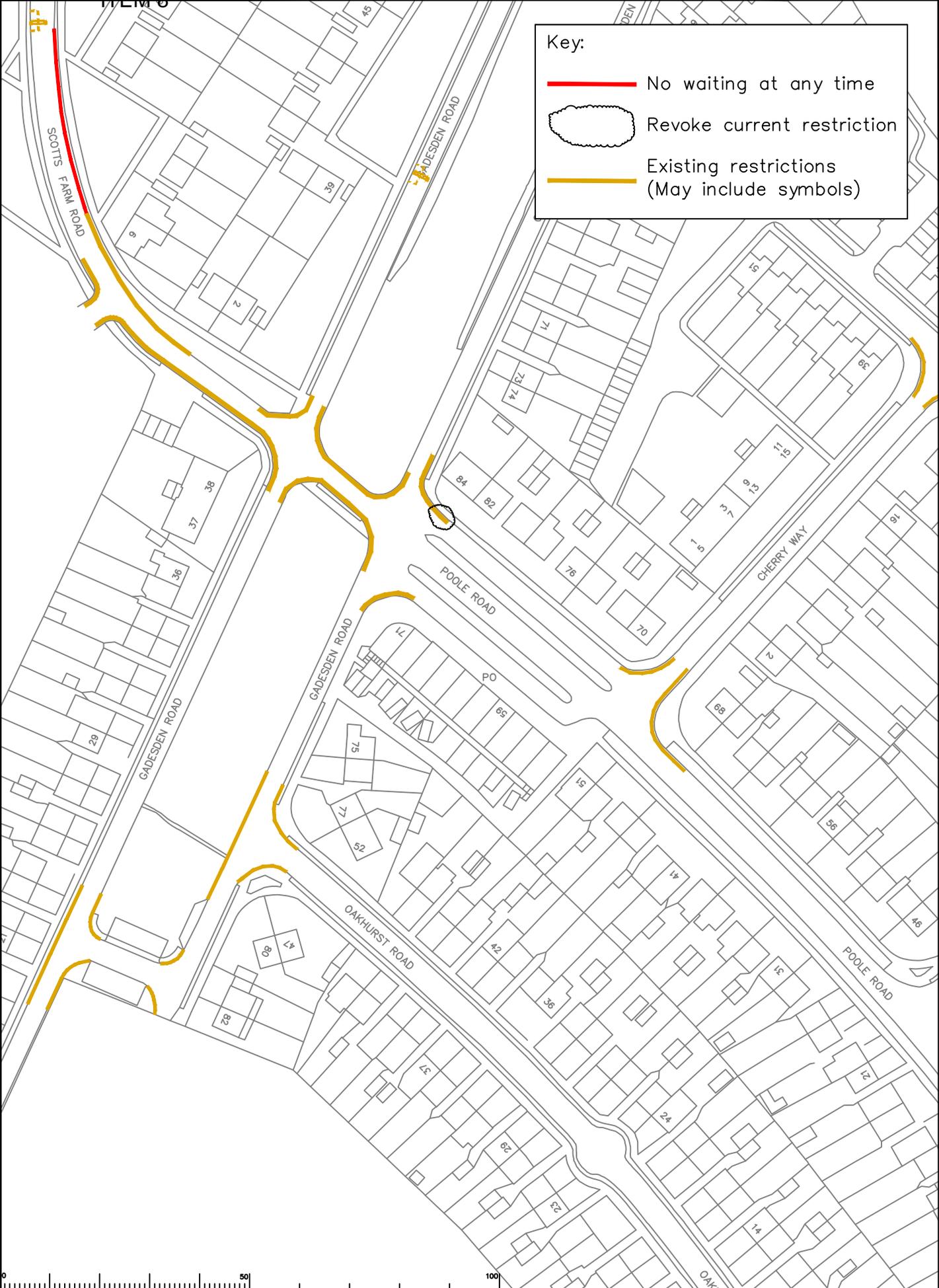
SHEET 07

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. 07
Contract No. 07
Rev. 07
Classification: COMM

Key:

-  No waiting at any time
-  Revoke current restriction
-  Existing restrictions (May include symbols)



Rev	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point



Scale: 1:1000

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Project: Epsom and Ewell Parking Review Phase 14

Proposed Waiting Restrictions
Poole Road / Scotts Farm Road

Page 28

08

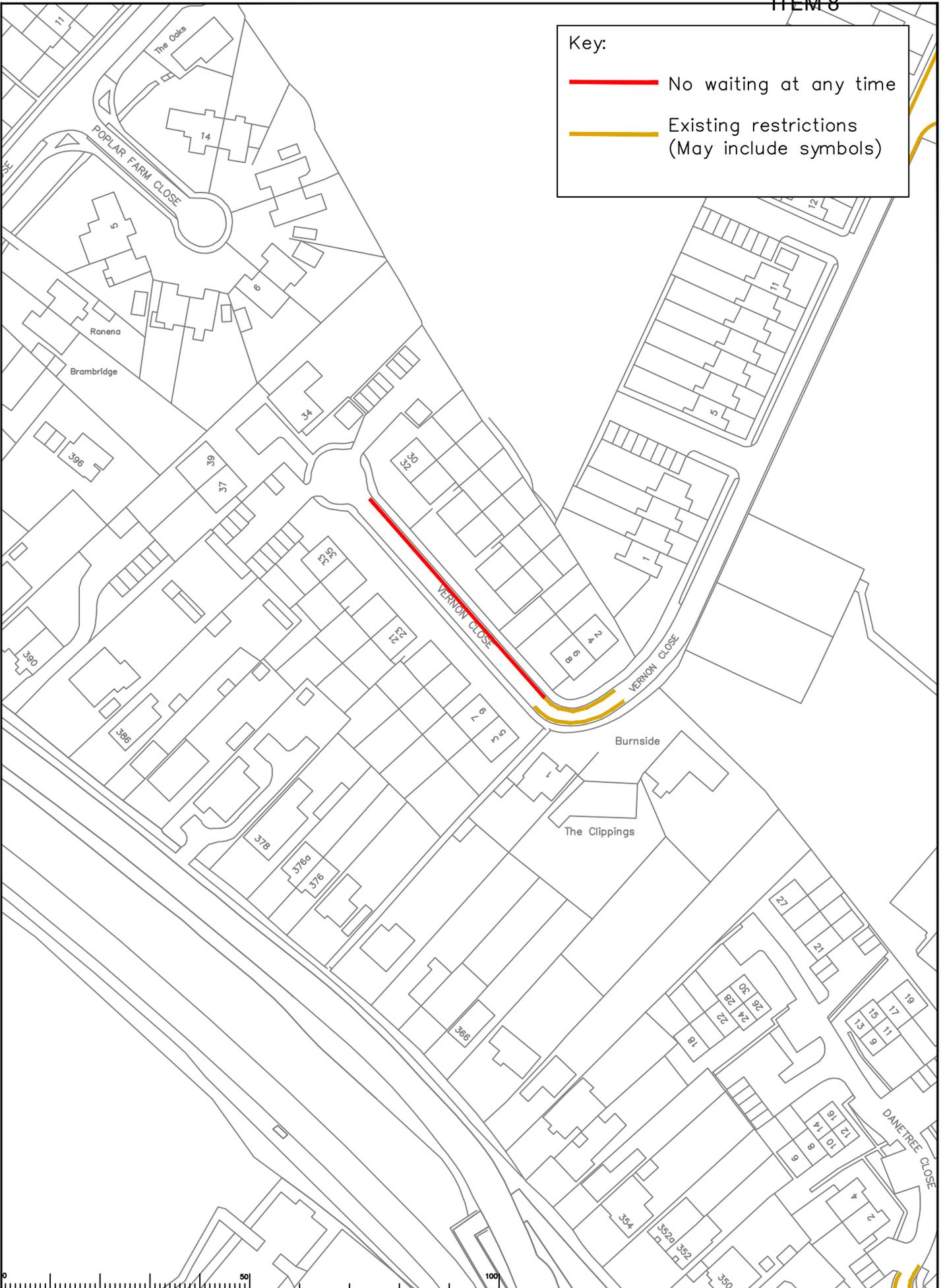
COMM



Surrey Highways

Key:

- No waiting at any time
- Existing restrictions (May include symbols)



Rev	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point

Scale: 1:1000

Drawn by: SDC
Checked by: RH
Approved by: DC

Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Vernon Close

Sheet: 29 of 29

Epsom and Ewell Parking Review Phase 14

Proposed Waiting Restrictions Vernon Close

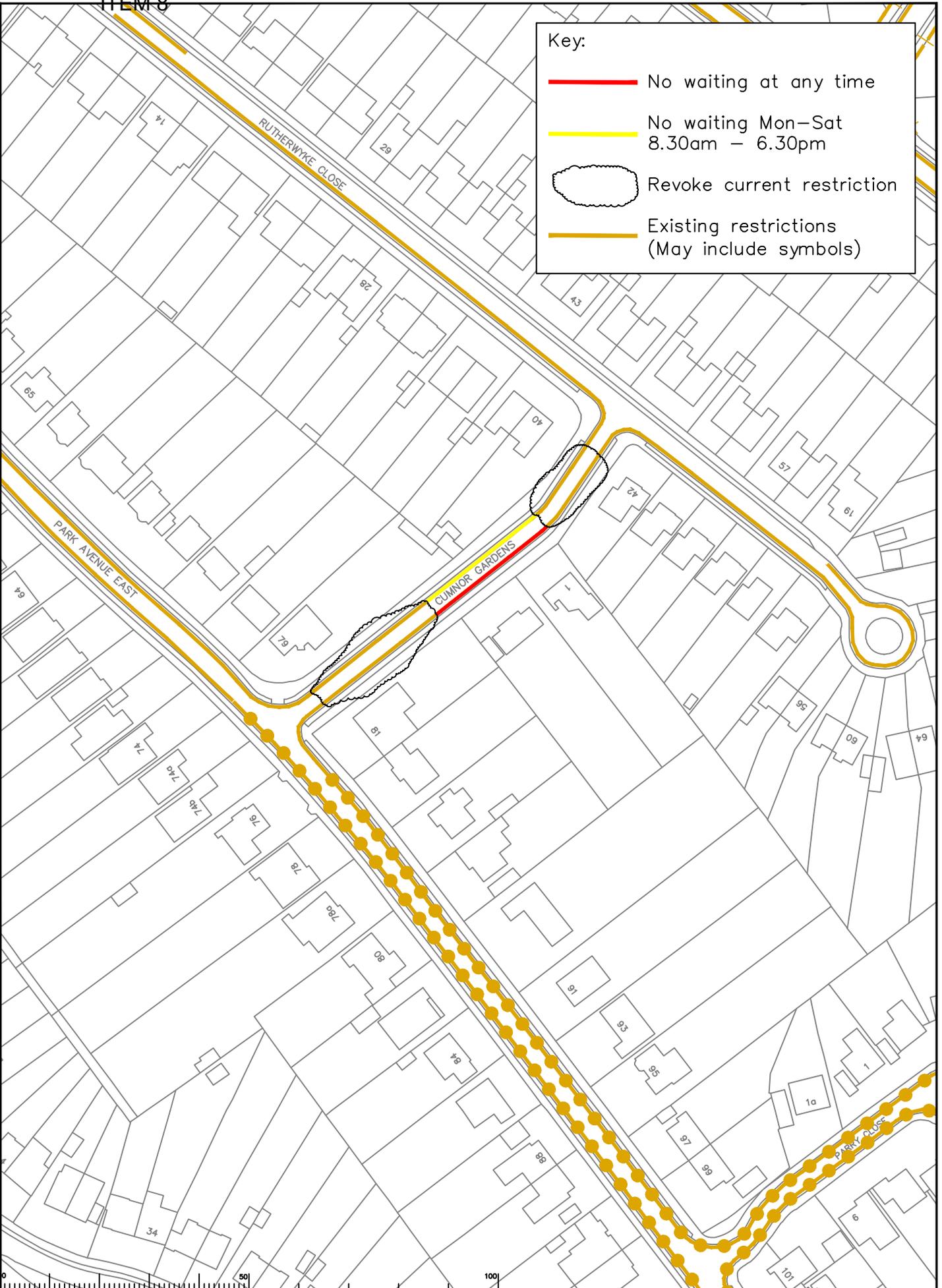
Surrey Highways

Project No. 09

Classification: COMM

Key:

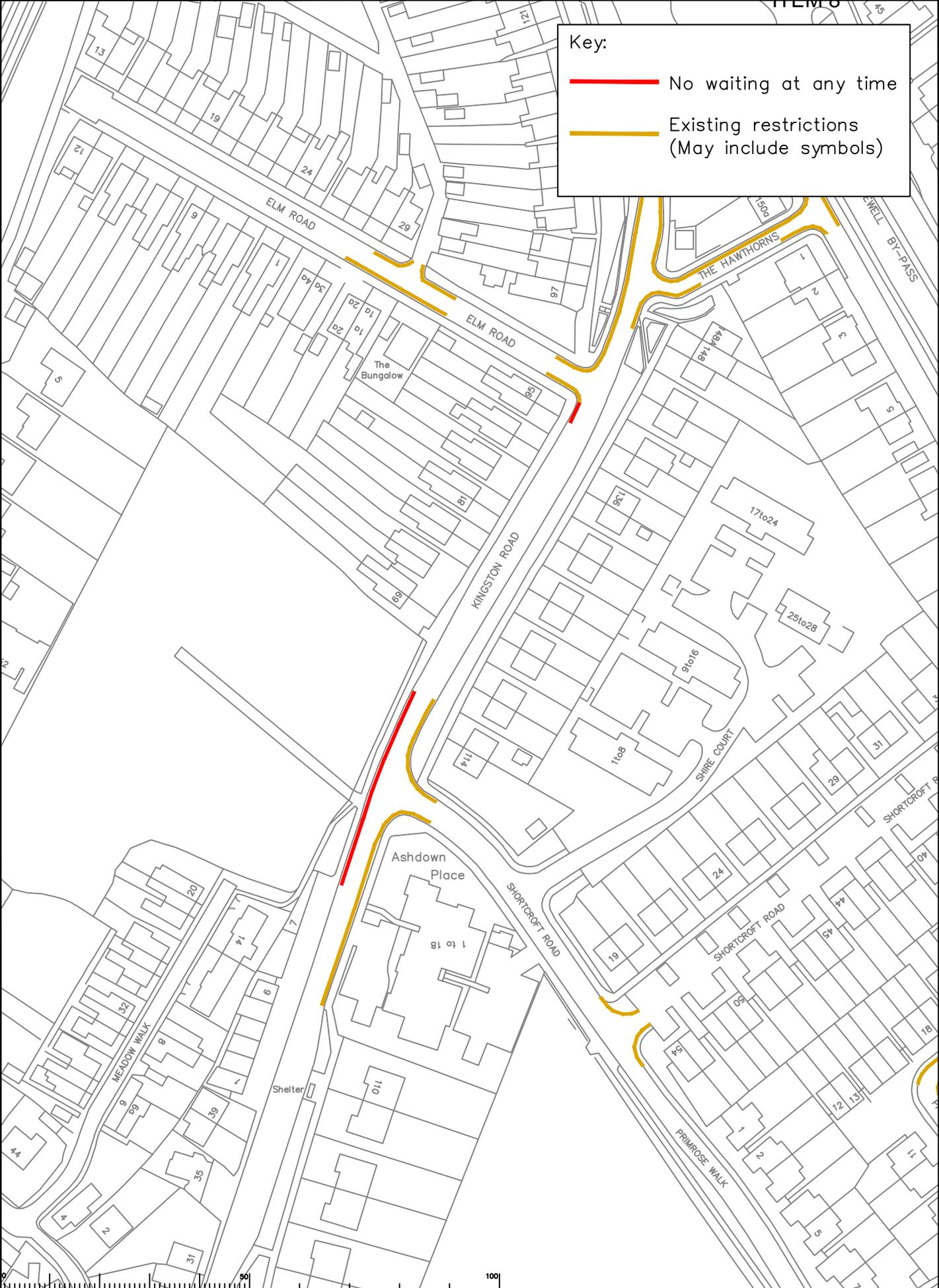
- No waiting at any time
- No waiting Mon–Sat 8.30am – 6.30pm
- Revoke current restriction
- Existing restrictions (May include symbols)



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Key:

- No waiting at any time
- Existing restrictions (May include symbols)



Rev	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point

Scale: 1:1000

Project: Epsom and Ewell Parking Review Phase 14

Drawn by: SDC, Date: 02/22

Checked by: RH, Date: 02/22

Approved by: DC, Date: 02/22

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Epsom and Ewell Parking Review Phase 14

Proposed Waiting Restrictions Kingston Road

SHEET 07

SURREY COUNTY COUNCIL
Sustainable Development

Project No. 11

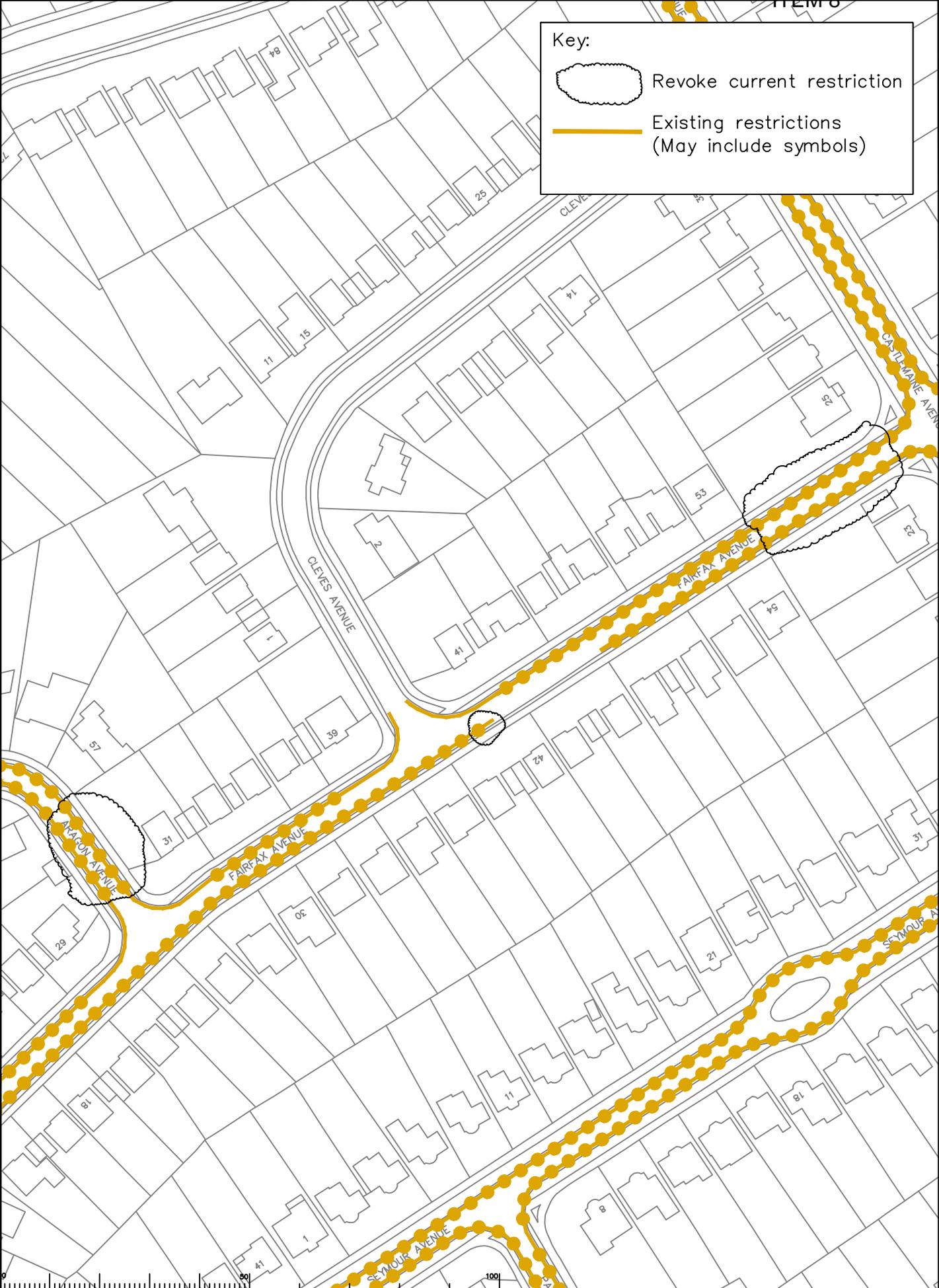
Contract No. 11

Revision: 11

Classification: COMM

Key:

-  Revoke current restriction
-  Existing restrictions (May include symbols)



Rev	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point



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Checked by RH Slg. RH Date 02/22

Approved by DC Slg. DC Date 02/22

Scale 1:1000

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Aragon Avenue / Fairfax Avenue

Project No. 13

Contract No. 13

Revision: 13

Classification: COMM

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Sustainable Development
Surrey Highways

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SHEET 07



Key:

-  Revoke current restriction (not resident permit scheme)
-  Existing restrictions (May include symbols)

Rev	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point



Scale: 1:1000

Drawn by: SDC, Date: 02/22
 Checked by: RH, Date: 02/22
 Approved by: DC, Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Ewell Bypass Service Road

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SHEET 07



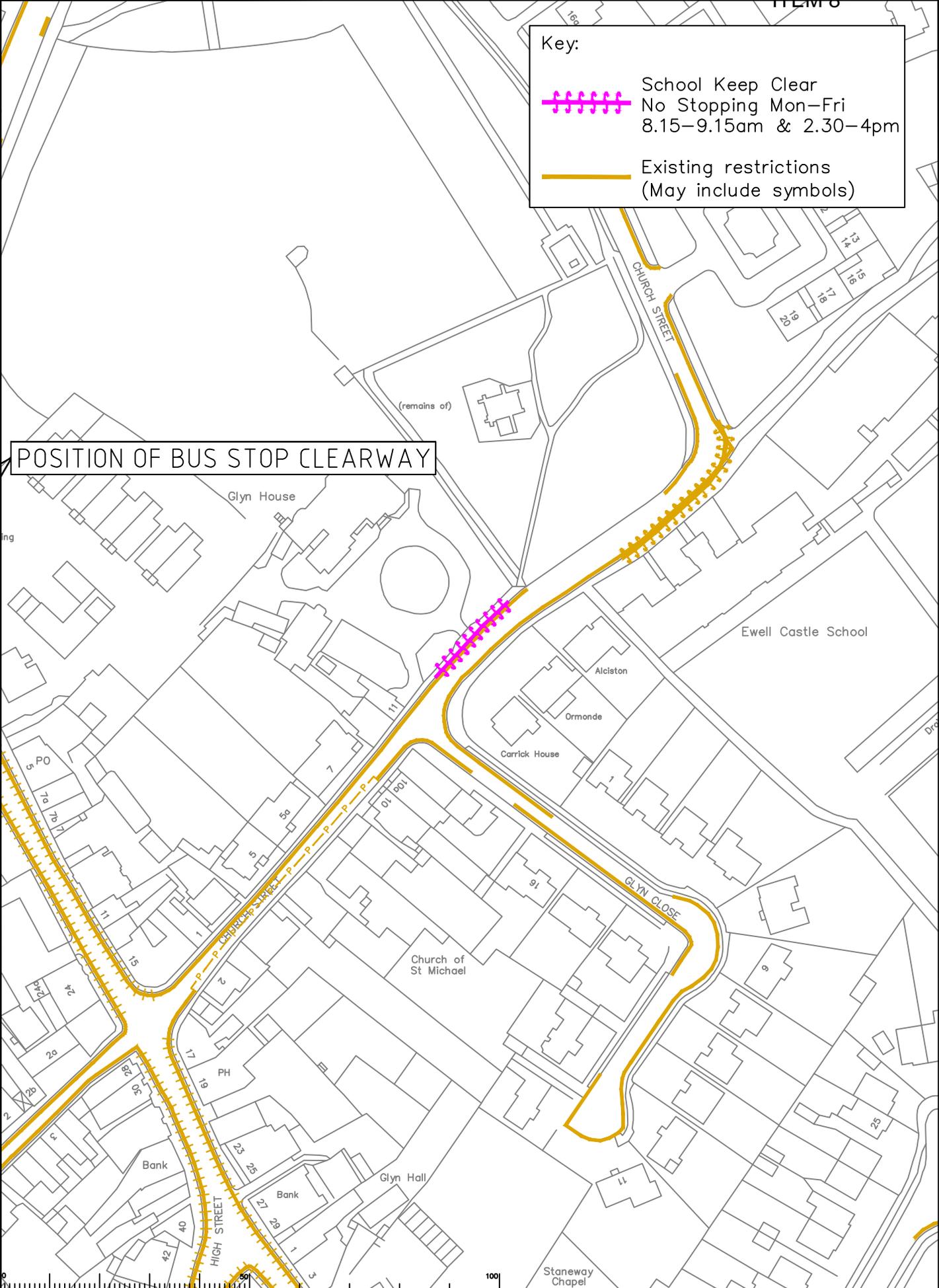
SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. []
 Contract No. []
 Drawing No. 14
 Revision: []
 Classification: COMM

Key:

-  School Keep Clear
No Stopping Mon–Fri
8.15–9.15am & 2.30–4pm
-  Existing restrictions
(May include symbols)

POSITION OF BUS STOP CLEARWAY



Rev	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point



Scale 1:1000

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Church Street, Ewell

Drawn by: SDC
Checked by: RH
Approved by: DC

Date: 02/20
Date: 02/20
Date: 02/20

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SURREY COUNTY COUNCIL
Sustainable Development

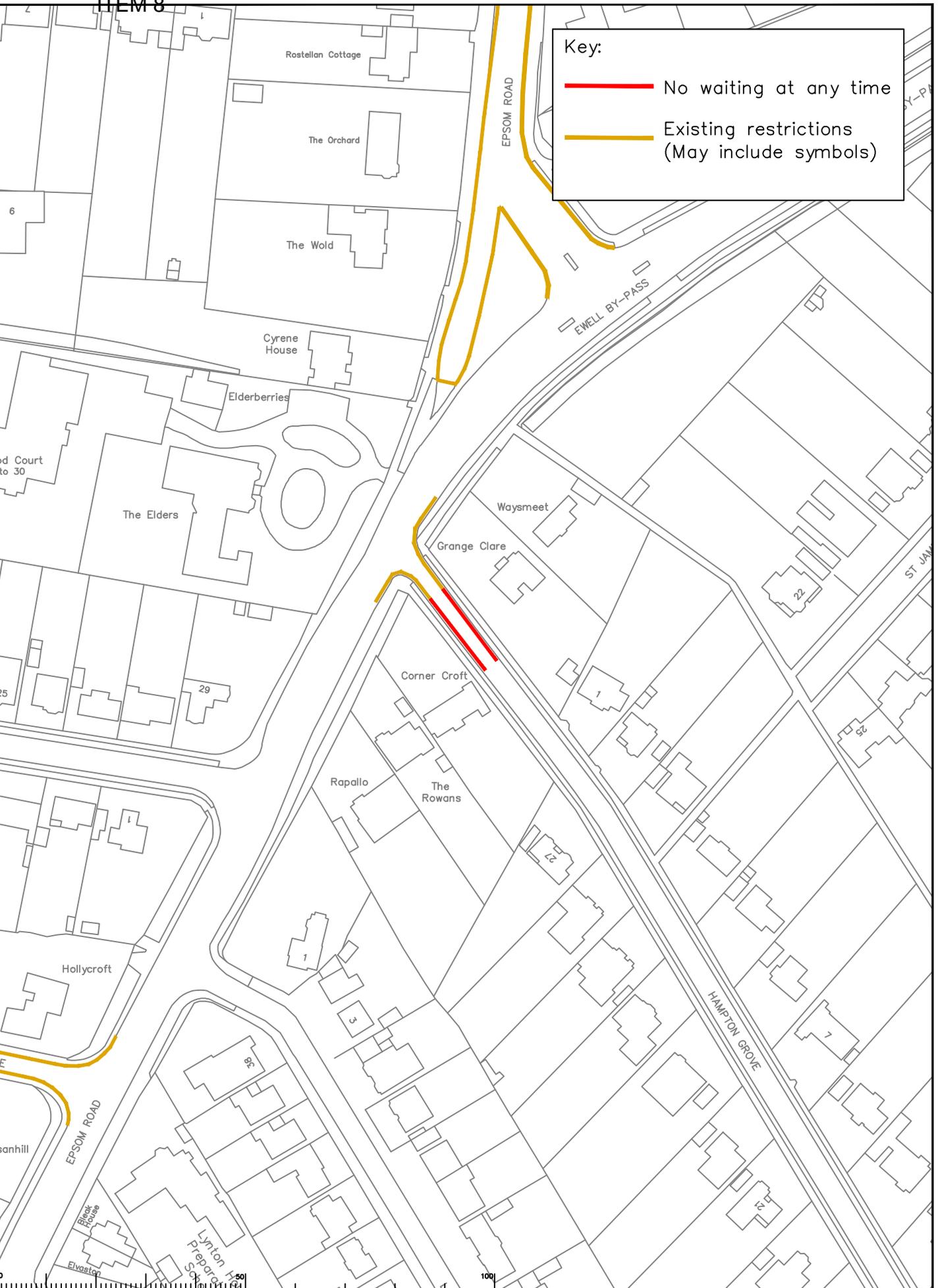
Surrey Highways

Project No. 15
Contract No. 15
Drawing No. 15
Revision
Classification: COMM

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SHEET 07

ITEM 8



Key:

- No waiting at any time
- Existing restrictions (May include symbols)

Rev	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point

Drawn by: SDC
Checked by: RH
Approved by: DC

Date: 02/22
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Date: 02/22

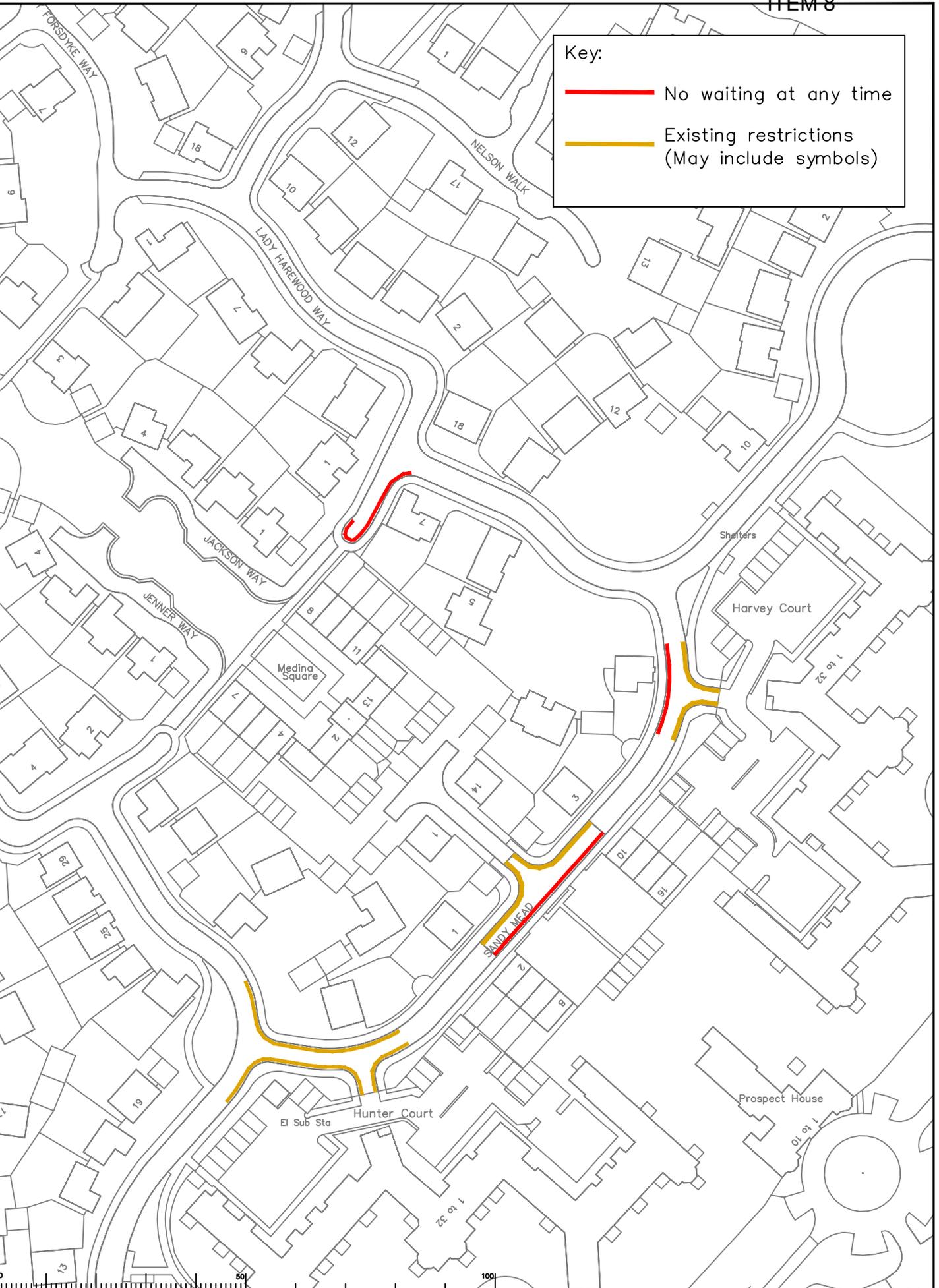
Project: Epsom and Ewell Parking Review Phase 14

Proposed Waiting Restrictions Hampton Grove

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Surrey County Council
Sustainable Development
Surrey Highways

Project No. []
Contract No. []
Drawing No. 16
Revision []
Classification: COMM



Rev	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

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Approved by DC Slg. DC Date 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Sandy Mead / Jackson Way

Project No. 17

Classification: COMM

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Surrey Highways

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SHEET 07

Key:

- No waiting at any time
- Existing restrictions (May include symbols)



Rev	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

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Checked by RH Slg. RH Date 02/22

Approved by DC Slg. DC Date 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Dorling Drive

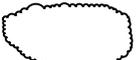
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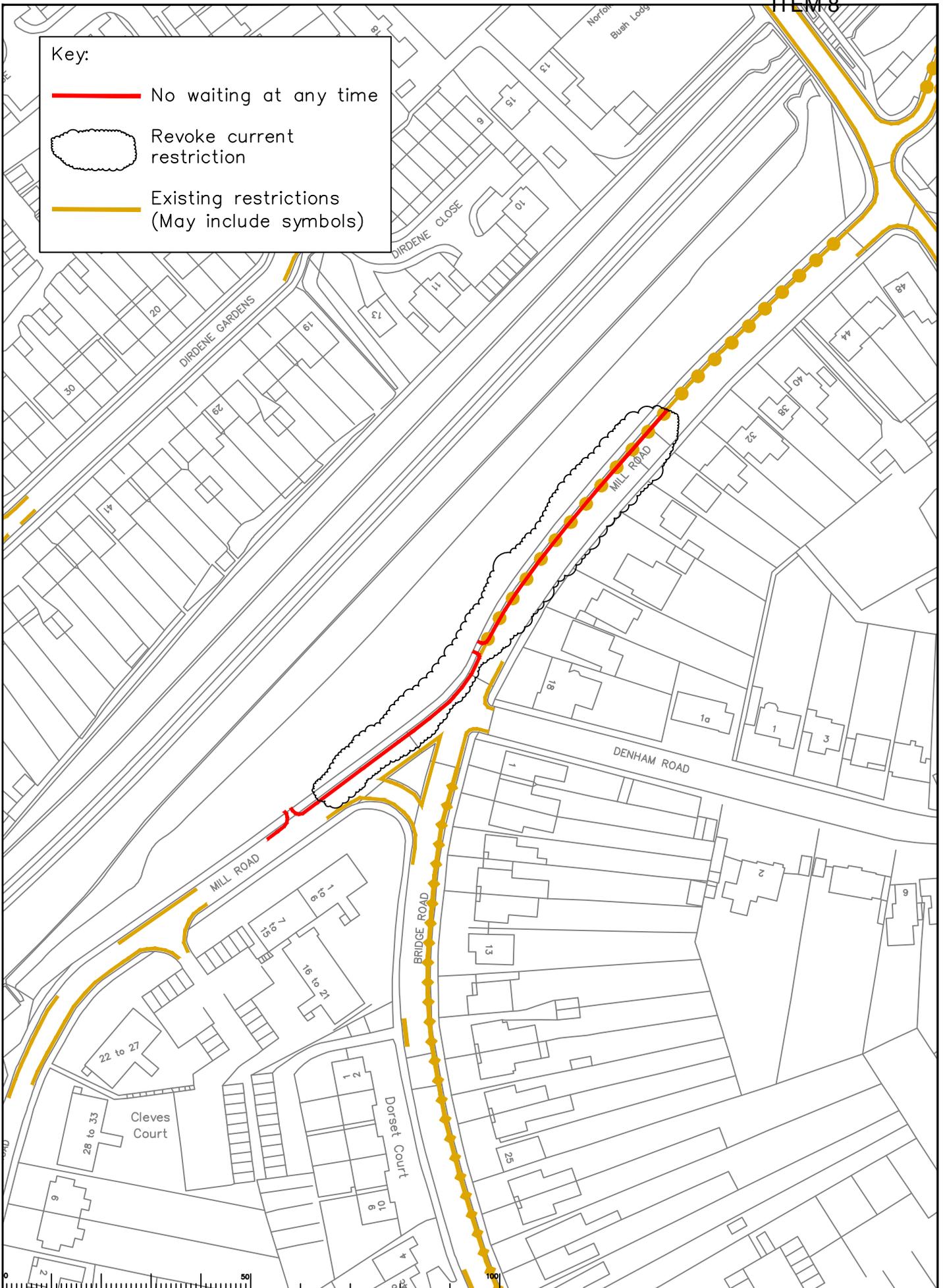
Sheet 18 of 18

SURREY COUNTY COUNCIL
Sustainable Development

Project No. []
Contract No. []
Drawing No. 18
Revision []
Classification: COMM

Key:

-  No waiting at any time
-  Revoke current restriction
-  Existing restrictions (May include symbols)



Rev	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point



Drawn by: SDC
Checked by: RH
Approved by: DC

Slg.: SDC
Slg.: RH
Slg.: DC

Date: 02/22
Date: 02/22
Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14
Drawing: Proposed Waiting Restrictions Mill Road

Epsom and Ewell Parking Review
Phase 14

Proposed Waiting Restrictions
Mill Road

SHEET 07

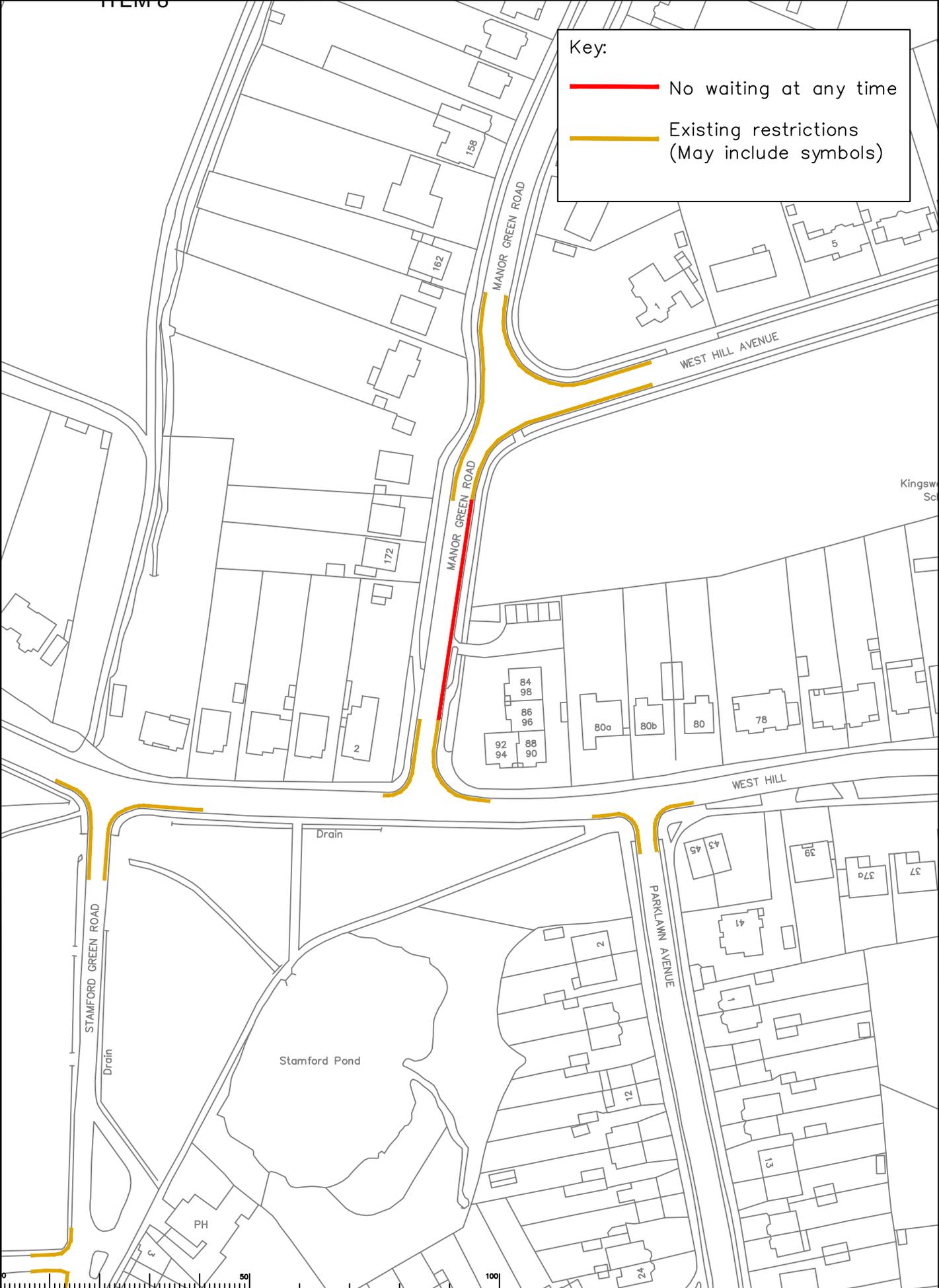


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Sustainable Development
Surrey Highways

Project No. 19
Drawing No. 19
Revision
Classification: COMM

Key:

- No waiting at any time
- Existing restrictions (May include symbols)



Rev	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point

Scale: 1:1000

Checked by: SDC
 Drawn by: RH
 Approved by: DC

Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Manor Green Road

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Project No. _____

Contract No. _____

Sheet No. 20

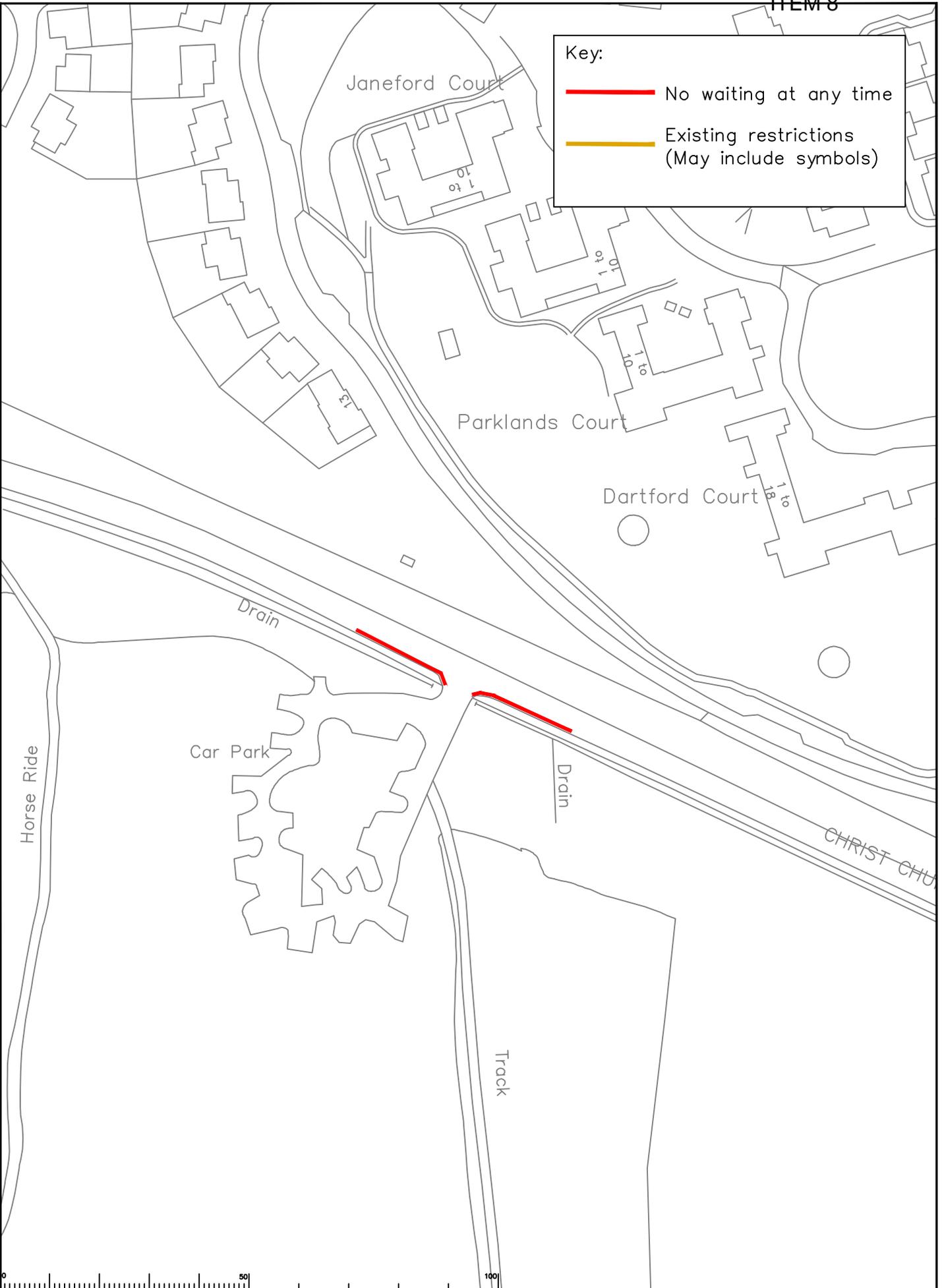
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 Sustainable Development
 Surrey Highways

SHEET 20 OF _____

Key:

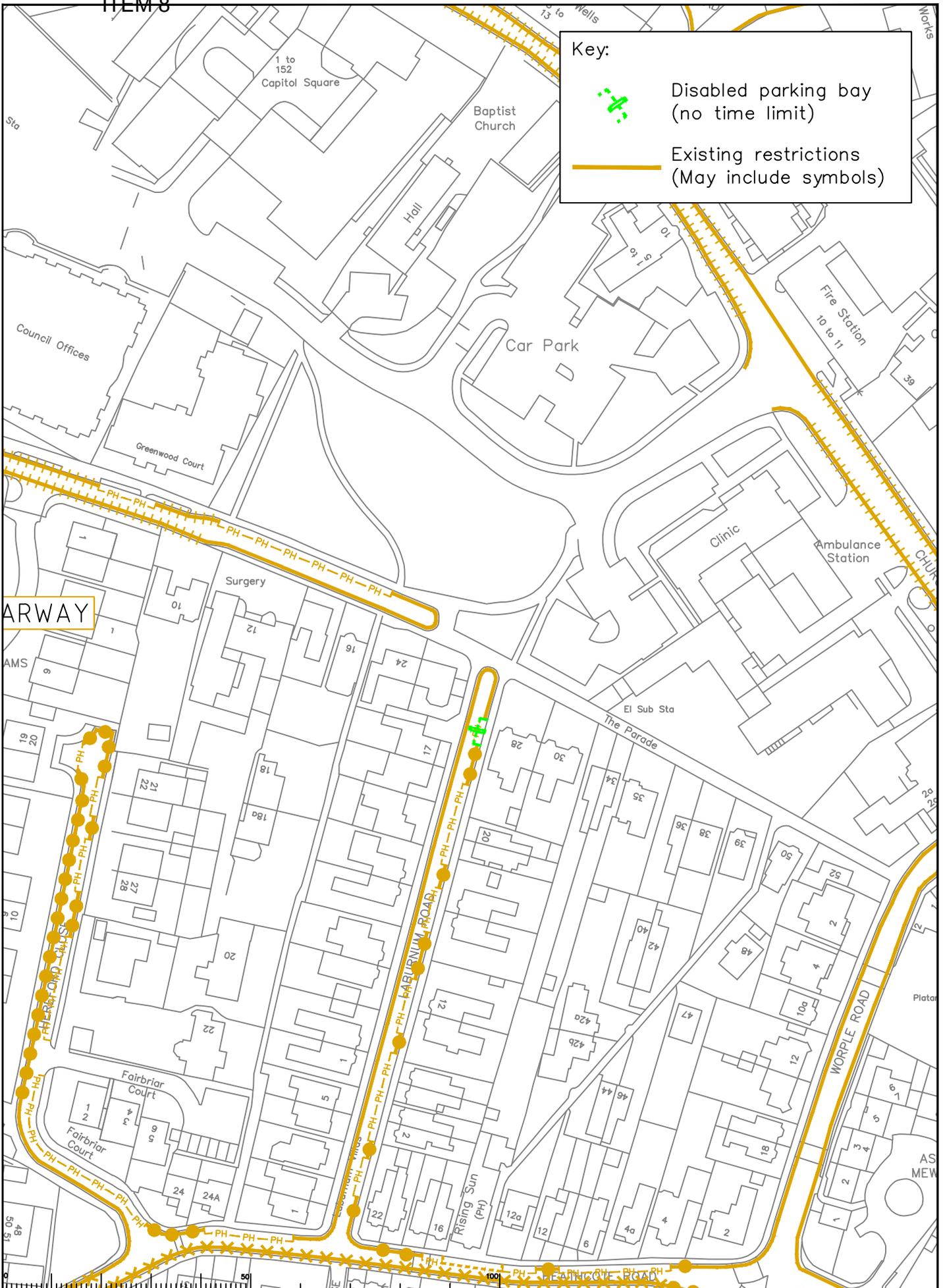
- No waiting at any time
- Existing restrictions (May include symbols)



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Rev	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr.	Slg.	Date																																																		

Key:

-  Disabled parking bay (no time limit)
-  Existing restrictions (May include symbols)



Rev	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point



Based upon the Ordnance Survey map showing the location of the boundaries of the Ladbroke Grove Ward. The drawing is the property of the Council and is not to be used for any other purpose without the prior written consent of the Council. The drawing is not to be used for any other purpose without the prior written consent of the Council.

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Checked by: RH
Approved by: DC

Slg. SDC
Slg. RH
Slg. DC

Date 02/22
Date 02/22
Date 02/22

Project: Epsom and Ewell Parking Review Phase 14

Proposed Waiting Restrictions Laburnum Road

SURREY COUNTY COUNCIL
Surrey Highways

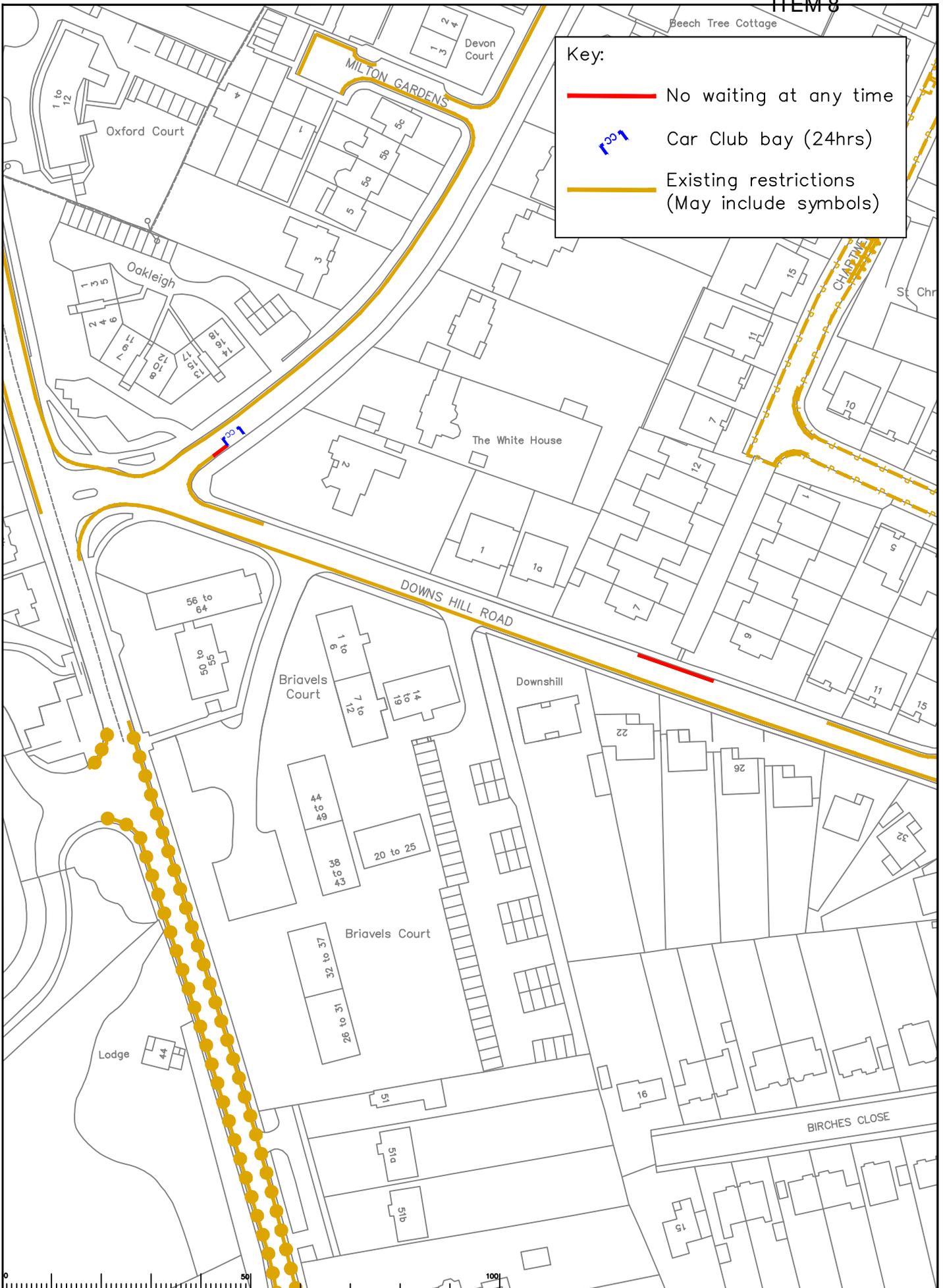
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Drawing No. 22
Revision
Classification: COMM

Page 2 of 2

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Key:

- No waiting at any time
- P Car Club bay (24hrs)
- Existing restrictions (May include symbols)



Rev	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point

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Checked by: RH, Date: 02/22

Approved by: DC, Date: 02/22

Scale: 1:1000

Project: Epsom and Ewell Parking Review Phase 14

Sheet: 23 of 23

Epsom and Ewell Parking Review
Phase 14

Proposed Waiting Restrictions
St Martine Avenue / Downs Hill Road

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COUNTY COUNCIL
Sustainable Development

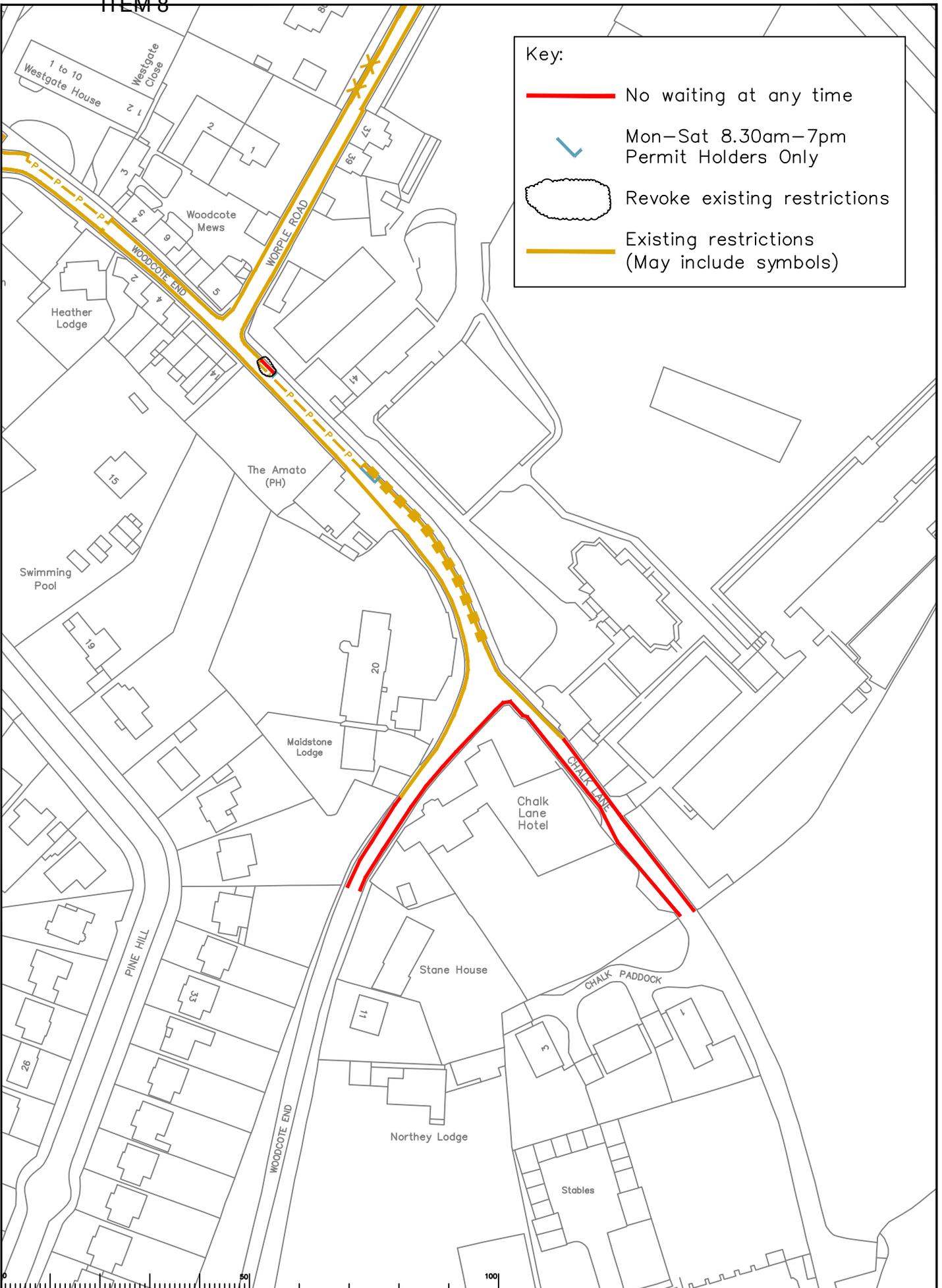
Project No. []

Contract No. []

Drawing No. 23

Revision []

Classification: COMM



Rev	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point

Scale 1:1000

Drawn by SDC Date 02/22
 Checked by RH Date 02/22
 Approved by DC Date 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Chalk Lane / Woodcote End

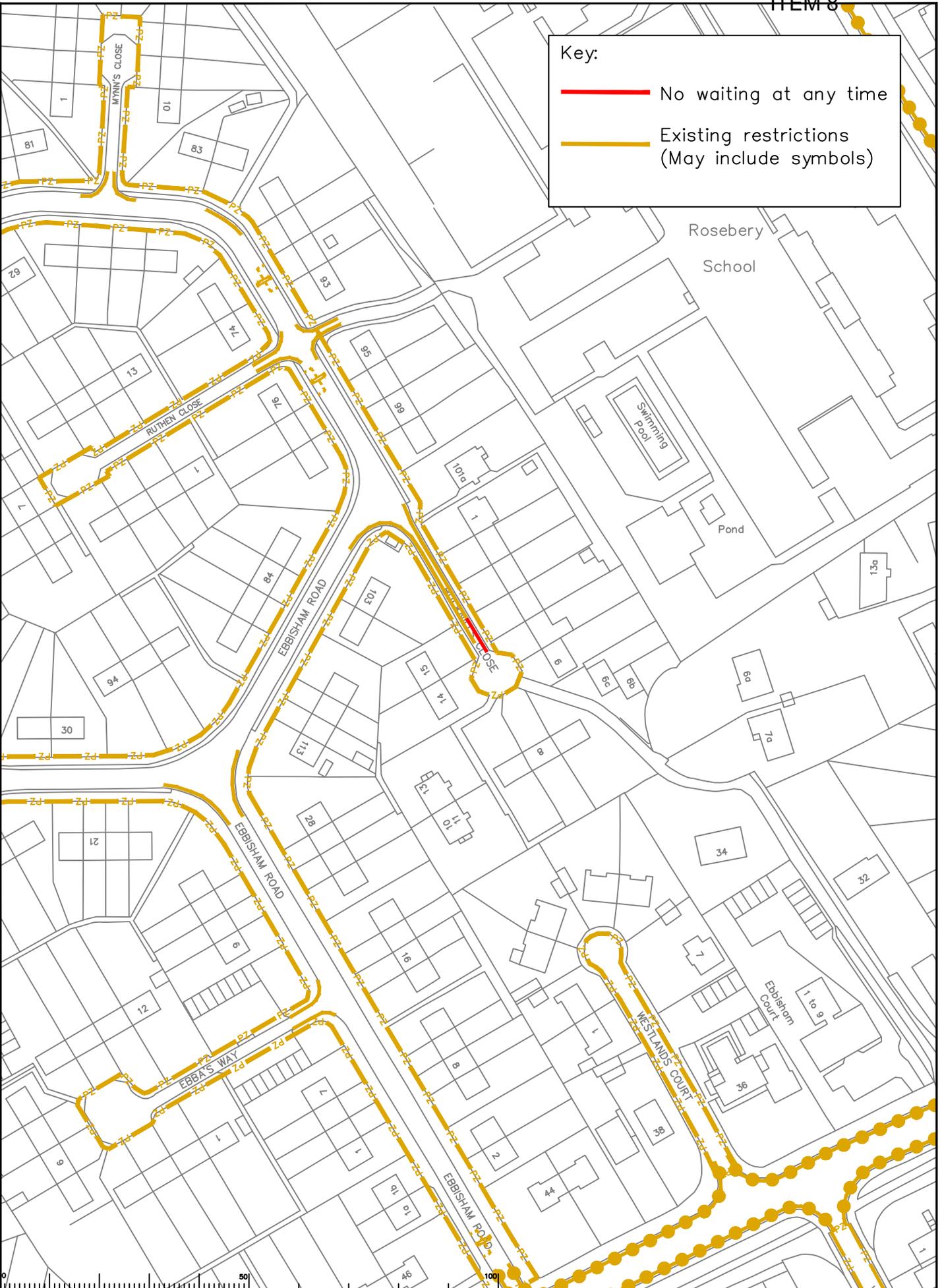
Page 24

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Sustainable Development

Project No. []
 Contract No. []
 Drawing No. 24
 Revision []
 Classification: COMM

Key:

- No waiting at any time
- Existing restrictions (May include symbols)



Rev	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point

Scale: 1:1000

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Checked by: RH, Date: 02/22

Approved by: DC, Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Bucknills Close

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Surrey County Council
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Surrey Highways

Project No.:

Contract No.:

Drawing No. 25

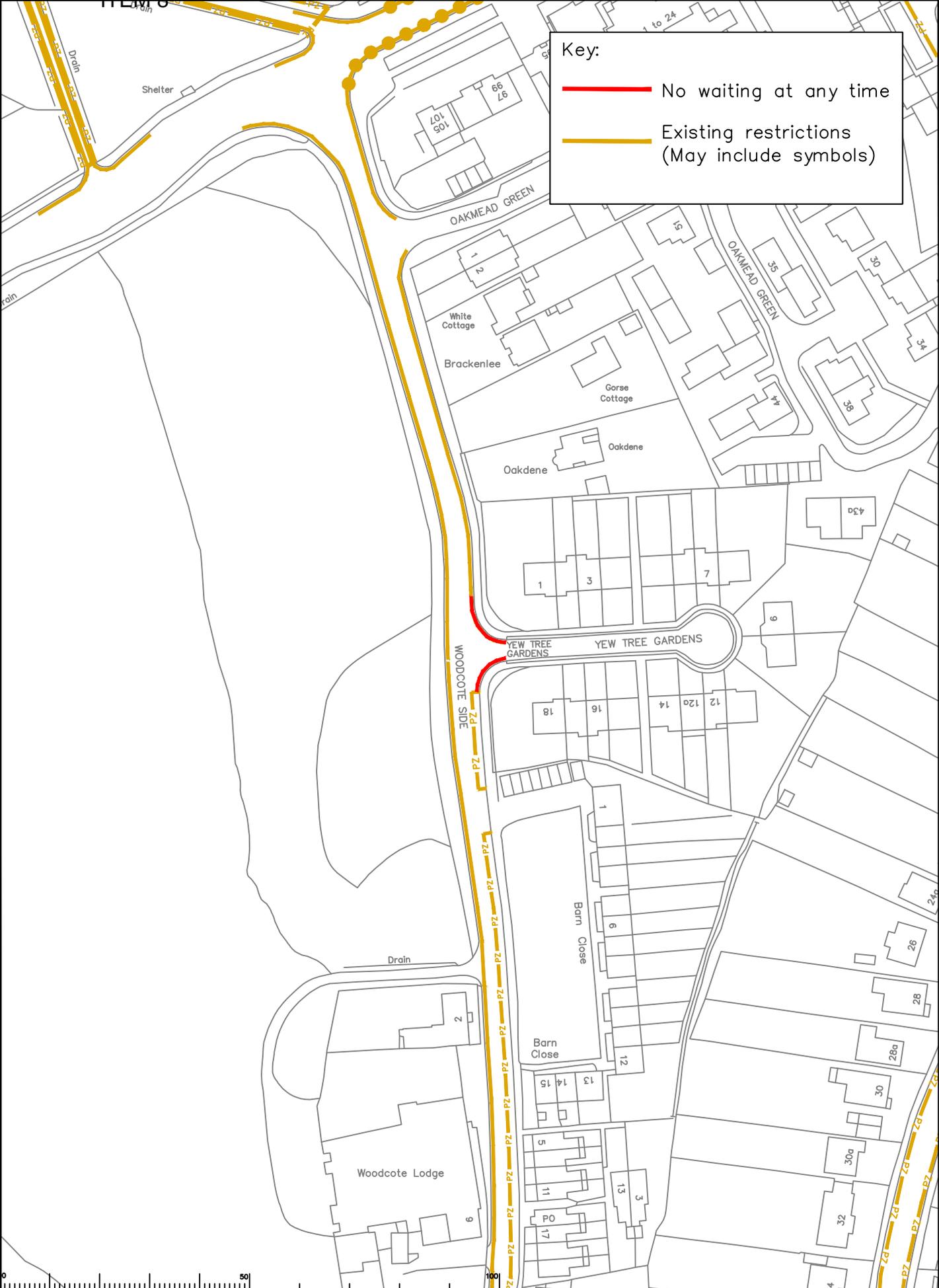
Rev.:

Classification: COMM

SHEET 07

Key:

- No waiting at any time
- Existing restrictions (May include symbols)



Rev	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point

Scale: 1:1000

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Approved by: DC, Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14

Sheet: 26

Classification: COMM

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Sustainable Development
Surrey Highways

Key:

 No waiting at any time

 Existing restrictions
(May include symbols)



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North Point 

Scale: 1:1000

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Checked by: RH, Date: 02/22

Approved by: DC, Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14

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Project: Epsom and Ewell Parking Review Phase 14

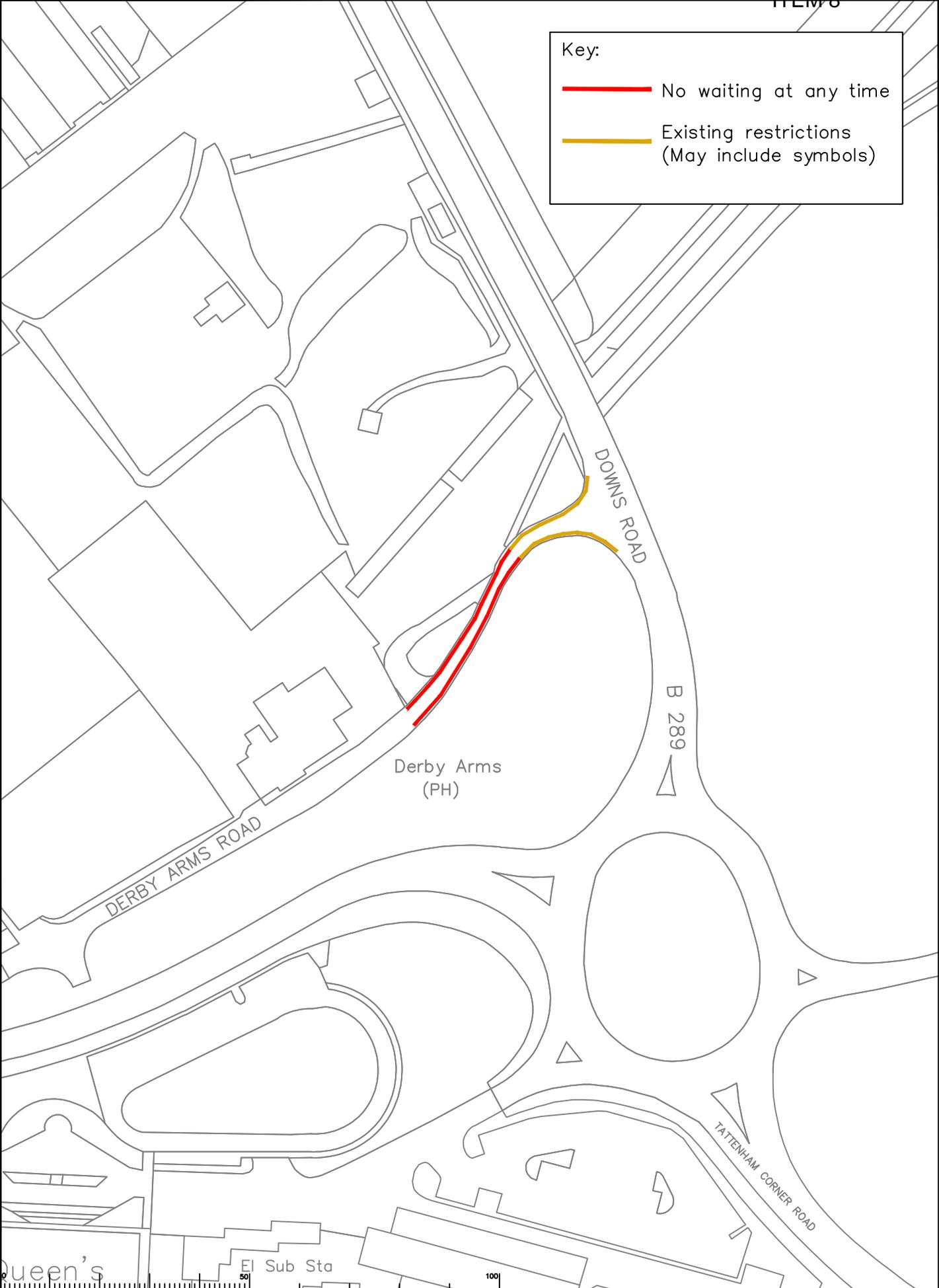
Proposed Waiting Restrictions The Greenway

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Sustainable Development
Surrey Highways

Project No.
 Contract No.
 Drawing No. 27
 Revision
 Classification COMM

Key:

- No waiting at any time
- Existing restrictions (May include symbols)



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Approved by	DC	Slg.	DC	Date	02/22

Project: Epsom and Ewell Parking Review Phase 14

Proposed Waiting Restrictions Derby Arms Road

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SHEET 07

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No.	
Contract No.	
Drawing No.	29
Rev.	
Classification	COMM

Key:

- No waiting at any time
- Existing restrictions (May include symbols)



Rev	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date



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Approved by DC Slg. DC Date 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Beaconsfield Road

Scale: 1:1000

SHEET 50 OF 50

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. []

Contract No. []

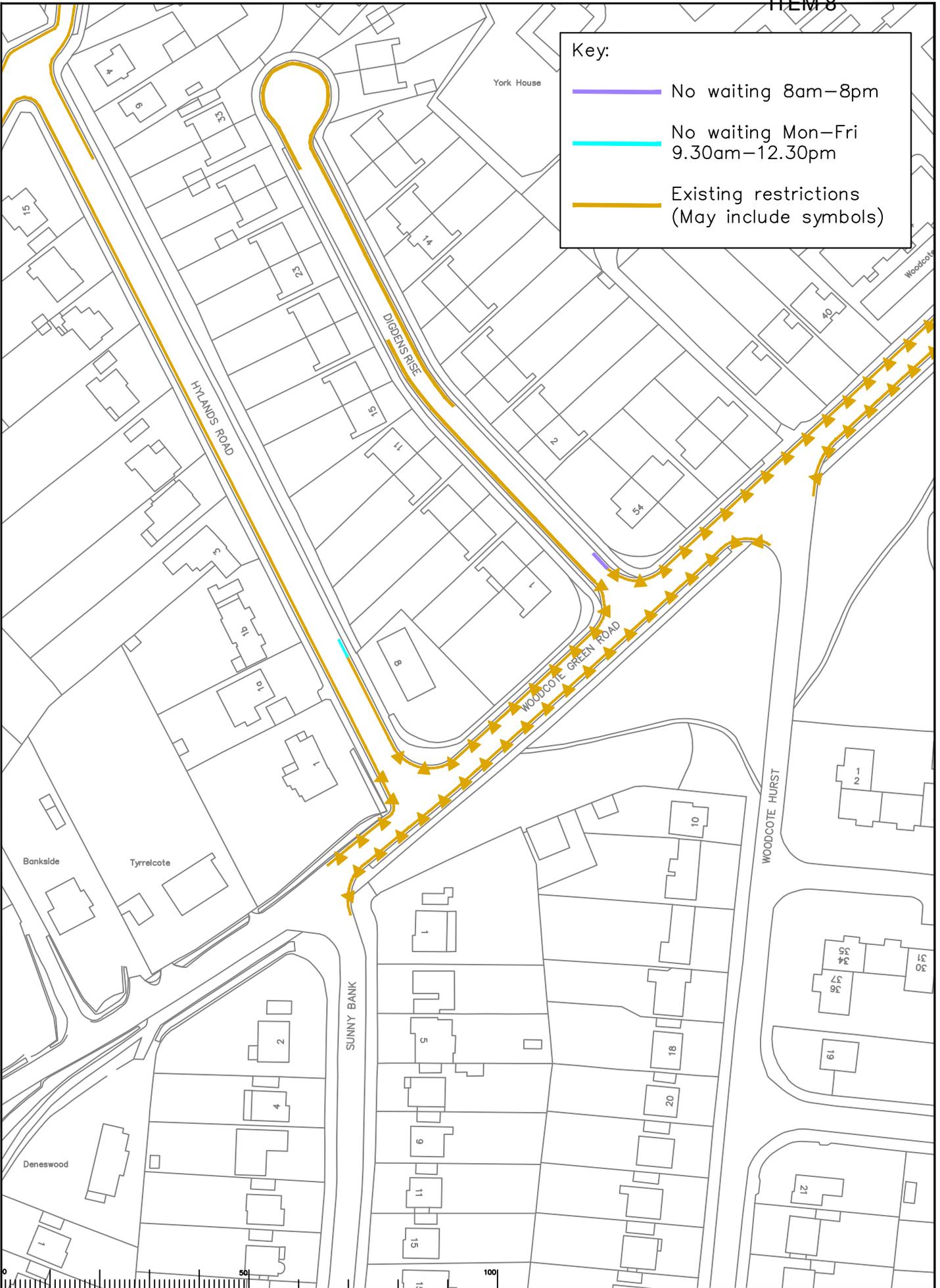
Drawing No. 30

Revision []

Classification: COMM

Key:

- No waiting 8am–8pm
- No waiting Mon–Fri 9.30am–12.30pm
- Existing restrictions (May include symbols)



Rev	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point

Scale: 1:1000

Drawn by: SDC, Date: 02/22

Checked by: RH, Date: 02/22

Approved by: DC, Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14

Sheet: 51 of 51

Epsom and Ewell Parking Review Phase 14

Proposed Waiting Restrictions Hylands Road / Dيدgens Rise

SHEET 51 OF 51

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. 31
Contract No. 31
Classification: COMM



**OFFICER REPORT TO LOCAL COMMITTEE
(Epsom and Ewell)**

**EPSOM AND EWELL PARKING / WAITING
RESTRICTION (PHASE 14) REVIEW**

Annex 2

Electric Vehicle and Charging Points FAQ.

What is an electric vehicle (EV)?

For our purposes an electric vehicle is defined as a passenger vehicle which can be recharged through an electricity supply, this could be fully electric (Battery Electric Vehicle) or a Plug-in hybrid electric vehicle (PHEV).

What is an electric vehicle charging point?

An electric vehicle charging point, or charging point, is defined as a singular point of connection between an electric vehicle and the electricity supply. A single charging point can facilitate the charging of one vehicle at any one time. These chargers can vary in design or style depending on the setting.

Where can I find publicly available charge points in Surrey?

There are already a number of publicly available charge points in Surrey, the majority are privately owned and operated. Their location are all on the National Charge Point Register and can be identified through the use of mobile phone apps. One example of this is [Zapmap.com](https://zapmap.com) which is the most widely used independent chargepoint locator. As chargers are installed in Surrey, these locations will be added to online directories.

Will the charging points be compatible with all EVs and hybrids?

Yes, they are compatible with all models, but the maximum charging speed will depend on the make and the model of the vehicle.

Can I request an EV charging location to be considered?

Yes, you can register an interest in a site on the following online form:

- [Suggest a location for an on street EV charging point in your area](#)

Should I expect to pay to use a local authority charge point

The costs of the electricity to charge an EV should be expected to be borne by the EV user. In most cases, this is at a lower cost than fuelling a petrol or diesel car. It is reasonable to expect that electricity is provided at a commercial rate and where this is through an on street charger, then the economics of the costs of equipment, installation, maintenance, payment system and management means that this is likely to be higher than the costs of off street residential charging. The convenience of a faster than normal charge also bears a higher cost. Additionally review if there are parking fees associated with the bays.

How can I pay for EV charging?

Publicly available charge points have either a payment software application or the ability to pay by contactless bank card. For the Surrey trial, charger users will be able to pay for charging sessions either by using the InCharge RFID card/fob or by an ad hoc payment. In the case of ad hoc payment, customers start a charging session by accessing a website, either by scanning a QR code or manually navigating to the operator's webpage, and then provide their payment details.

Is the use of EV Charger parking bays be regulated?

The restrictions for each charging point will be signed at each location. Normally each parking bay will be reserved for an EV that is connected and charging. The duration of stay will be time limited and any parking charges may also be due in some locations. Outside of enforcement hours (e.g. overnight in many cases) any vehicle may park in the bay. Check signage at each bay to ensure you are following the regulations.

How long can I park for?

Each charging bay has parking regulations. These will be signposted and detail time restrictions. These restrictions have been developed in accordance with any existing

local restrictions and EV charging suitability. Most sites see a maximum stay of 2-4 hours depending on the location.

Are the parking bays accessible to disabled users?

We will be ensuring that where possible at least one parking bay at each new charging site will be sufficient length for Blue Badge holders (6.6m as opposed to 5.7m standard spacing). These 'easy access' bays will not be reserved for Blue Badge holders for the duration of the two year pilot but it is our intention that once the level of electric vehicle use has reached a significant level in comparison to conventional internal combustion engine vehicles, the appropriate Traffic Regulation Orders will be updated to enforce Blue Badge only parking to prioritise those with mobility impairment. We have consulted with Surrey Coalition of Disabled People on this matter.

Will the charging points obstruct the footpath?

Sites are assessed against our criteria that 1.5m of footpath width is retained for pedestrian access. Where it is not possible to retain more than 1.5m, a 'build out' has been designed which extends the existing width of the pavement for the charging unit to be installed.

Can I have an electric lead from my home onto the street to charge my EV?

Surrey County Council do not allow for EV charging cables to trail across footpaths under any circumstances as it is a hazard to pedestrians and other highway network users. However, the council is reviewing best practices for charging from home onto the street and will publish a report based on these facts.

What about lamppost chargers?

During the early assessment and planning of the trial different options were reviewed in terms of on-street feasibility and suitability. While installing electric chargers into lampposts is a potential option for EV charging point provision, it has not been considered to be the preferred option for the Surrey on-street charging trial. A separate trial would be undertaken to review the feasibility of this option.

Why should Surrey provide electric vehicle chargers?

Surrey County Council has declared a climate emergency and since transport is responsible for more than one third of carbon emissions in Surrey, the County's Climate Change strategy has determined that one of its priority is to 'encourage uptake of zero emission vehicles amongst partners and residents for journeys that cannot be made on foot, by bicycle or public transport through innovative policy supported by adequate funding'.

Furthermore, the Government has stated that its intention to ban the sale of petrol and diesel vehicles by 2030 which means that there must be sufficient charging infrastructure in place to ensure Surrey's 'readiness' for this eventuality. This is especially important for residences without off-street parking and therefore cannot install home charging points.

Air Quality improvement is also a key national priority to protect public health. The improvements in air quality resulting from the reduced NOx emissions and reduced particulate matter (enabled by the transition to electric vehicles) will mitigate negative health implications leading to respiratory diseases which poor air quality is proven to cause.

Does Surrey have an EV strategy?

Surrey CC published its Electric Vehicle Strategy in late 2018. One important element of this strategy was to identify the need for On Street EV Chargers available to EV car owners without access to their own off street charging. The rapid evolution

of Government policy to bring forward the transition to electric vehicles has meant that Surrey is currently undertaking a review of its existing strategy to accelerate EV On Street Charger provision.

How is Surrey acting upon its EV strategy?

The on-street charging infrastructure trials is the implementation phase of the Surrey's EV strategy. Through funding received from the Enterprise M3 Local Enterprise Partnership (EM3 LEP) and the On Street Residential Charging Scheme (ORCS) Surrey is undertaking a trial to deliver on-street charging points. <https://www.surreycc.gov.uk/roads-and-transport/sustainable-driving/electric-vehicles/electric-vehicle-charging-point-pilot-scheme>. The trial will help in our understanding of the different commercial models available, site design and selection, management of parking restrictions as well as understanding monitoring the response and take up of these chargers. The trial will deliver upto 200 charge points around the county.

What is Surrey's responsibility for EV charging infrastructure?

At present there is no duty for Local Authorities to provide or invest in EV charging infrastructure. However, in order for Surrey to respond to the climate change emergency and move towards meeting their climate objectives. Through delivering EV charging infrastructure, it is hoped the transitions towards electric vehicles will be supported and accelerated.

Can my local borough install chargers?

Many of Borough and District councils are installing or planning to install chargers in their car parks. The district and county councils are working collaboratively to promote a consistent approach.

How have locations for current EV charging installation been decided?

Current on-street charging installation is being delivered as part of the LEP funded trial (<https://www.surreycc.gov.uk/roads-and-transport/sustainable-driving/electric-vehicles/electric-vehicle-charging-point-pilot-scheme>). Within these boroughs, a range of considerations have been applied to site selection. This has included; resident requests, trial objectives, power supply costs, site design and suitability as well as public responses from consultation. Moving forward there could be a wider EV charger roll out based upon the learnings of the trials which is likely to see EV chargers delivered across the county. Resident requests will be considered when reviewing new sites.

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