

CHESSINGTON ROAD CAR PARK REPRESENTATIONS

Report of the:	Head of Customer Services&Business Supt.
Contact:	Richard Chevalier, Joy Stevens
Urgent Decision?(yes/no)	No
If yes, reason urgent decision required:	
Annexes/Appendices (attached):	
Other available papers (not attached):	Representations and petitions from residents of Oakdale Road

Report summary

This report asks the Committee to consider the representations received in relation to the change of parking restrictions in Chessington Road car park (Richards Field) in West Ewell and to decide to either continue, delay or not proceed with the proposal.

Recommendation (s)

- (1) That the Committee considers the representations received in relation to the change of parking restrictions in Chessington Road car park (Richards Field) in West Ewell and decides to either:**
 - a) continue with the proposal as per the notice of intention**
 - b) continue with the proposal but defer its implementation until Surrey County Council implement a residents parking zone in Oakdale Road**

or,

 - c) not proceed with the current proposal**

1 Implications for the Council's Key Priorities, Service Plans and Sustainable Community Strategy

- 1.1** The proposal supports businesses and our local economy in the Ewell West Ward by increasing available parking spaces for visitors to the nearby shops.

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2 Background

- 2.1 In July 2017 a consultation survey was sent to local residents who live near the Chessington Road car park (Richards Field). A total of 125 letters were sent and 55 responses were received (44%).
- 2.2 At the meeting of 30 January 2018 the Environment Committee agreed to a proposal to change the use of the Chessington Road car park (Richards Field) to introduce 17 resident only permit parking bays and 14 free to use bays limited to 3 hours maximum stay between 8:30am and 6:30pm Monday – Friday.
- 2.3 The report stated that any representations received are brought back to Environment Committee to consider any representations received prior to the implementation of the scheme.
- 2.4 The proposal was advertised in the Epsom Guardian on Thursday 8 February 2018 with signs being placed in and around the car park notifying of the Council's intent.
- 2.5 All objections and representations were to be made to the Chief Executive by 4pm on Thursday 8 March 2018.
- 2.6 The representations received contained sensitive data such as email addresses and signatures so have been summarised in 2.7, 2.9 and 2.11.
- 2.7 A representation has been received from a resident of Oakdale Road which includes a petition signed by 21 residents of 19 different properties within the road. A summary of the concerns raised are as follows:
 - 2.7.1 The introduction of permits or maximum stay bays within the car park may displace car park users who will then park in Oakdale Road, which currently has no parking restrictions.
 - 2.7.2 Residents of Oakdale Road usually park within their road and would only use the car park as an alternative if no such parking was available.
 - 2.7.3 The summary report of the original consultation sent in July 2017 did not consider those who had no off-street parking spaces.
 - 2.7.4 In the resident's view the shops do not require long stay parking and can be served by the short stay bays available on Chessington Road.
- 2.8 In response to 2.7.3 the original survey asked the question 'How many off-street parking spaces do you currently have?' with the options being one, two or three or more. 41 of the 55 respondents provided one of these answers so it would be safe to assume that 14 respondents had no off-street parking available.

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- 2.9 In addition to this representation five separate letters of objection have also been received by residents of Oakdale Road, all of whom also signed the petition. A summary of additional concerns to those in 2.7.1 to 2.7.4 were as follows:
- 2.9.1 The original consultation should be disregarded due to a low response rate.
 - 2.9.2 The scheme would increase parking in alternative local roads already used heavily by residents and school traffic.
 - 2.9.3 By including Epsom Station in oyster zone 6 commuter travelling from Ewell West, and therefore local parking by commuters, would decrease.
 - 2.9.4 Visitors to residents of Oakdale Road will find their parking restricted.
 - 2.9.5 The price is “exorbitant” and should not be aligned with Hook Road car park as the comparison of the car parks is not realistic.
 - 2.9.6 A lack of a comprehensive impact study on the local businesses or the use of Lambeth methodology to survey parking.
 - 2.9.7 The lack of CCTV coverage of the site to remotely monitor parking.
 - 2.9.8 The scheme may reduce available spaces for shoppers to use if some are being used by permit holders.
 - 2.9.9 The survey indicated that 63% were not in favour of a permit only parking scheme being introduced to part of the car park based on the standard resident permit fee being £330.
- 2.10 In January 2017 Environment Committee agreed that in principle, if and when any annual permit schemes are introduced in Epsom & Ewell Borough owned car parks in future, the charges are aligned with Hook Road permit prices.
- 2.11 A subsequent email has also been received from the resident of Oakdale Road who has instigated the petition requesting that the Council consider delaying the current plans until a Resident Parking Zone can be introduced by Surrey County Council in Oakdale Road. The required paperwork has been submitted to the County Council to consider implementing this.

3 Proposals

- 3.1 The Committee is asked to consider the objections/representations and to decide whether it wishes to continue with the proposal, defer it until Surrey County Council have implemented a resident parking zone in Oakdale Road or overturn the proposal.

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- 3.2 The current indication is the earliest that Surrey County Council would be able to implement a resident parking zone is December 2018.
- 3.3 Deferring the proposal would satisfy many of the concerns raised by residents of Oakdale Road.
- 3.4 The pricing structure proposed is kept in line with the residents permit rate at Hook Road car park as agreed by Environment Committee in January 2017. The permit would guarantee a space within the car park at all times.
- 3.5 If the proposal is accepted those eligible to apply for a residents permit must reside in one of the following locations:
 - All residents of Oakdale Road
 - Residents of 95 – 169 Chessington Road (odds)
 - Residents of 170 – 220 Chessington Road (evens)
 - All residents of Richards Field
 - Residents of 1-30 Belfield Road
- 3.6 Should supply of permits to residents of the properties outlined in 3.5 outweigh demand then permits are made available to non-residents charged in line with the Hook Road season card rate, due to be £630 in 2018/19.
- 3.7 That necessary measures are taken to deter vehicles from parking on the footway of the access road within the car park. This could be done by painting yellow lines and/or installing appropriate signage and/or bollards.

4 Financial and Manpower Implications

- 4.1 There is no expectation within the 2018/19 Budget of any income from this car park. Therefore any income derived from these new permits would be additional income.
- 4.2 The signage and lining costs can be met from existing car park budgets.
- 4.3 The consultation in 2017 indicated that nine residents would be interested in purchasing permits. If this was the case then payback would be achieved within two years.
- 4.4 If the proposal was deferred then this would in turn defer the payback period timescale accordingly.
- 4.5 **Chief Finance Officer's comments:** the finance considerations are detailed in paragraphs 4.1 to 4.4.

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5 Legal Implications (including implications for matters relating to equality) and Monitoring Officer's comments

- 5.1 Consideration of objections/representations is an important part of the statutory process by which Orders are made. Members should consider all relevant factors before deciding whether to proceed with the proposed Order or whether it requires modification. The statutory process must be followed.

6 Sustainability Policy and Community Safety Implications

- 6.1 N/A

7 Partnerships

- 7.1 Working in partnership with local retailers to increase available space for customers to park.

8 Risk Assessment

- 8.1 N/A

9 Conclusion and Recommendations

- 9.1 That the Committee consider the representations received in relation to the change of parking restrictions in Chessington Road car park (Richards Field) in West Ewell and to decide to either:

a) Continue with the proposal

b) Continue with the proposal but defer its implementation until Surrey County Council introduce a residents parking scheme in Oakdale Road

or,

c) not proceed with the proposal.

Ward(s) affected: West Ewell Ward;