

Minutes: of the meeting of Surrey County Council's Local Committee in Epsom and Ewell held at 19.00 on Monday 18th July 2005 at Bourne Hall, Ewell Village.

Members Present – Surrey County Council

Mr Chris Frost (Epsom and Ewell South East)	Jean Smith (Epsom and Ewell North)
NRM Petrie Esq. MBE (Epsom and Ewell North East) (Chairman)	Colin Taylor (Epsom and Ewell West) (Vice Chairman)

Members Present – Epsom and Ewell Borough Council

Cllr Pamela Bradley (Ewell)	Cllr Nigel Pavey (Stamford)
Cllr Graham Dudley (Cuddington)	Derek Phillips (Ruxley)

PART ONE

IN PUBLIC

[All references to items refer to the agenda for the meeting]

54/
05 **APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]**

Apologies were received from Cllr Jan Mason, Cllr Alan Carlson and Cllr Michael Richardson. Cllr Derek Phillips substituted for Mike Richardson.

55/
05 **MINUTES OF THE LAST MEETING [Item 2]**

The minutes of the last meeting on the 25th April 2005 were agreed.

56/
05 **DECLARATIONS OF INTEREST [Item 3]**

Nigel Pavey declared a personal interest by virtue of being Chair of the Danetree Primary School travel group.

57/
05 **PETITIONS [Item 4]**

A petition signed by 100 signatories was received from Katie Barttelot (Chair of the Downs Road Estate Association) regarding the speed of traffic along Downs Road and the safety of pedestrians crossing and using Downs Road.

58/ WRITTEN PUBLIC QUESTION TIME [Item 5]

05

Two public questions were received from Mr Barrie Taylor, the questions and answers were circulated at the meeting (attached as an annexe to these minutes).

59/ MEMBERS WRITTEN QUESTION TIME [Item 6]

05

A written question was received from Cllr Colin Taylor and the question and answer were circulated at the meeting (attached as an annexe to these minutes).

Cllr Colin Taylor asked a supplementary question. Cllr Colin Taylor was specifically concerned about the low bridge on the B280 and if sufficient and early warning would be given to drivers of high vehicles.

The Officer reassured Cllr Colin Taylor that there would be sufficient and early advance warning for drivers of high vehicles.

60/ ADJOURNMENT [Item 7]

05

The Committee agreed to adjourn for up to half an hour for questions from the public. A record of the questions received from members of the public and the answers is attached as an annexe to these minutes.

61/ SAFE ROUTES TO SCHOOLS – SALISBURY ROAD [Item 8]

05

The Officer introduced the report.

A Member enquired if black and white stripes could be painted on to the table.

The Officer replied that this would effectively turn the raised table into a zebra crossing. The raised table is not to act as a crossing but is to slow traffic down and improve the sight lines for motorists and pedestrians. Zebra crossings are reluctantly used now and the preferred option is for controlled crossings.

It was then

RESOLVED

- i) that approval be given to design and construct a pedestrian scheme on Salisbury Road outside Cuddington Community Primary School as shown in ANNEXE 1;
- ii) that approval be given to advertise the proposed installation of a road table; and
- iii) that the Local Transportation Director be authorised to consider any objections received in response to the statutory notice in consultation with the Chairman of the Local Committee and local Borough and County Members.

62/
05 **SAFE ROUTES TO SCHOOLS – PUBLIC FOOTPATH 14 IMPROVEMENT
[Item 9]**

The Officer introduced the report.

Members expressed concern about the width of the footpath and that they would like to see some form of barrier at either end of the footpath to prevent mopeds using the footpath as a cut through.

The Officer replied that the detail of the design would be looked at later and that issues around the installation of barriers would be taken in to account.

Members requested an additional recommendation be added to allow the detailed design to be considered in conjunction with local Members.

It was then

RESOLVED

- i) that approval be given for Epsom & Ewell Local Transportation Service to progress the deed of dedication for Epsom & Ewell High School land, running along side Public Footpath 14, between Scotts Farm Road and Ruxley Lane as shown in ANNEXE 1; and
- ii) that detailed design be considered in conjunction with local Members.

63/
05 **B2200 CHESSINGTON ROAD – INTRODUCTION OF 40 mph SPEED
LIMIT
[Item 10]**

The Officer introduced the report.

A Member disagreed with the proposal to increase the speed limit from 30 mph to 40 mph and would prefer that the 30 mph speed limit be enforced by the use of vehicle activated signs and 30 mph roundels. The Member felt that the 40 mph speed limit would increase the level of speeding and make the road more dangerous.

The Officer replied that it was not possible to introduce 30 mph roundels, as roundels have to be placed at the start of the speed limit, which would be on the round-about before the dual carriageway began. The Officer explained that it was the inappropriate use of speed that kills and not speed alone. By increasing the speed limit to 40 mph it is a more enforceable limit and one that motorists are more likely to abide by, thus actually creating a reduction in speed along that section of road.

Members suggested an amendment to recommendation ii) to bring the response to the statutory process back to a Local Committee meeting.

It was then

RESOLVED

- i) that approval be given to advertise the necessary Traffic Regulation Order for installing a 40 mph speed limit on the north-west bound section of the B2200 Chessington Road, between the junctions of Hook Road and Ruxley Lane; and
- ii) that the response to the statutory process be bought back to a Local Committee meeting.

64/
05 **HOSPITAL CLUSTER WORKS – TRAFFIC REGULATION ORDERS [Item 11]**

The Officer introduced the report.

Members expressed some concern that the problems surrounding the rising bollards system on Alexandra Way would delay the adoption of the roads on the Manor Estate. Residents are keen that the roads be adopted soon.

The Officer replied that he hoped that the problems with the rising bollards system would not delay the adoption of the roads, but the County Council would not take on responsibility for a system that was faulty.

It was then

RESOLVED

- i) that approval be given to advertise the making of a Traffic Regulation Order for a change in the speed limit from 40 mph to 30 mph on the section of Hook Road as described in ANNEXE 1; and
- ii) that approval be given to the advertising of a necessary Traffic Regulation Order for the provision of a bus link and rising bollard system on the Manor Estate.

65/
05 **ILLEGAL SIGNING ON THE HIGHWAY [Item 12]**

The Officer introduced the report.

Members supported the proposals in the report and stated that it was not just a problem in the Town Centre but across the whole borough. One Member was specifically concerned about schools and their ability to publicise their activities should not be impinged by this policy.

The Officer replied that the policy needed to be applied consistently and if the school put up a board causing an obstruction on the highway it would be removed, but schools could put up whatever type of advertising they liked on their land.

It was then

RESOLVED

- i) that support be confirmed for a strategy of increased and targeted enforcement of the removal of illegal signs on the highway;
- ii) that the problems associated with advertising boards being placed on the public highway can be addressed by undertaking enforcement as detailed in paragraph 2 of the report; and
- iii) a publicity campaign be initiated to publicise the strategy of removing boards to both business community and to the public at large.

66/
05 **BURGH HEATH ROAD, EPSOM – “BEFORE & AFTER” TRAFFIC SURVEYS [Item 13]**

The Officer introduced the report.

A Member stated that he was pleased at the results of the traffic survey. The figures show that there has not been an increase in the amount of traffic using the surrounding roads but that there does continue to be an issue with speed along Downs Road.

It was then

RESOLVED

That the Committee noted the report.

67/
05 **MINOR HIGHWAYS/ LOCAL TRANSPORTATION PLAN SCHEME PROGRESS REPORT [Item 14]**

The Officer introduced the report.

A Member raised the issue of the Safe Routes to School at Christ Church Mount pointing out that the consultation would take place in August which will be prime holiday time and may lead residents to feel that the consultation is not being carried out in the most open and transparent way.

The Officer replied that it maybe possible to extend the consultation period, to allow for people being away on holiday. However, it had been hoped that the scheme could be constructed during the summer holidays. The Officer agreed to discuss this further with local Members.

It was then

RESOLVED

That the Committee noted the report.

68/
05 **FLEXIBLE FORWARD PROGRAMME [Item 15]**

The Officer introduced the report.

A Member enquired about the report on the PARAMICS modelling and if it had taken in to account parking in the High Street.

The Officer replied that one scenario did include parking on the road in the Town Centre.

It was then

RESOLVED

That the Committee noted the report.

69/
05 **LOCAL DEVELOPMENT FRAMEWORK [Item 16]**

It was

RESOLVED

That the Committee noted the report.

70/
05 **SELF RELIANCE [Item 17]**

The Officer introduced the report.

Members were impressed with the report and the work being carried out in Court and Ruxley. One Member enquired about the involvement of Epsom Primary School and other schools in the area.

The Officer replied that Epsom Primary School was very involved with the work and their chair of governors is part of the schools sub-group.

It was then

RESOLVED

That the Committee noted the report.

71/
05 **MEMBERS' ALLOWANCES [Item 18]**

The Officer introduced the report.

It was then

RESOLVED

That the Committee agreed to fund:

- i) £2,780 towards Conquest Art to extend its services to adults with learning disabilities (Chris Frost, Jan Mason, Jean Smith, Colin Taylor);
- ii) £1,400 + VAT to construct a new footpath from the Vale Primary School to Warren Recreation Ground (Chris Frost);
- iii) £700 to purchase new curtains/ blinds for the Lighthouse project (Jan Mason);
- iv) £4,000 to purchase 2 new interactive whiteboards for Epsom Primary School (Colin Taylor); and
- v) £375 to Friends Care for the printing of a leaflet publicising their work (Chris Frost, Jan Mason, Jean Smith, Colin Taylor).

That the Committee agreed to defer funding:

- i) for the refurbishment of Stoneleigh (St John's) Scouts and Guides Headquarters Hall; and
- ii) towards a domestic violence outreach worker to support the pilot Family Support Service Proposal.

Meeting Ended: 21.35

Chairman

Surrey County Council's Local Committee in Epsom & Ewell
18th July 2005
Public Question
Barrie Taylor

Safety Improvements in Ewell Village

Q1) “At the meeting on April 25, I tabled a question regarding the long delays in the commencement of work on safety improvements in Ewell Village. As will be seen on page 9 of the minutes circulated with the agenda papers for the July 18 meeting, the Officer response concluded: ‘The works are expected to be ready for construction in June and are programmed to last for an 8 week period’. Please explain the reasons for this further hold-up in the plans to make Ewell Village safer and please supply a revised and realistic forecast of when work will start and finish.”

Officer Response

“At the time of the last Committee in April, Officers were expectant that works would indeed commence in June, with an approximate 8 week programme of works.

The refurbishment of the Kingston Road/ High Street, Ewell signal junction and the installation of a new signal crossing at Spring Street is a complicated junction improvement. The establishment of costs associated with undertaking these works has been delayed for two separate reasons:

Firstly, the term Contractor was required to price up 86 major maintenance schemes across the County that had to be released as a single programme of works. Difficulties for the contractor in establishing enough Quantity Surveyors to undertake these costings has meant that some signal and improvement works have had their costings delayed.

Additionally, it is critical to the residents of Ewell and those using roads through Ewell Village that congestion associated with the works is kept to a minimum. Officers have therefore worked to establish a programme of work elements that reduce as far as possible the requirement to implement road closures and to divert traffic. Most people are aware that the closure of Spring Street would involve a lengthy and complicated diversion. Officers have therefore devised a programme of works that negates the need to close Spring Street as much as possible. This method of operation then needs to be fed back into the costing process prior to the release of the order to the constructor to commence with the works.

You will be pleased to note that following on from a meeting held on site on the 13th July all traffic management and construction programming problems have been resolved. The final price for the works is expected by the 29th July. A construction order will then be issued with the intention that the contractor commences on site in mid August, allowing for a reasonable lead-in time. The work will remain as an 8 week programme of works but as stated previously every effort will be made to minimise inconvenience to motorists and residents of Ewell Village alike.

Advanced signing warning of delays in Ewell Village will be erected in advance of the works commencing.”

Klin Lane Link

Q2 “Now that some time has elapsed since planning work was halted on the now moribund Kiln Lane Link can we please be given an estimate of the total cost to taxpayers – including Officer’s time, exhibitions and advertising etc – of the aborted scheme.”

Officer Response

“As reported in Epsom & Ewell Local Committee report on 24 January 2005 the Kiln Lane Link has not been aborted. The Kiln Lane Link remains in the ‘provisionally approved’ category. It is, like a number of other schemes across the country, to be delayed until an assessment is made by Government appointed regional bodies in the regional and sub-regional context, and alongside new proposals, which will emerge in the next round of Local Transport Plans. This will allow decisions on timing and priority to be taken by Government.

It is anticipated that a decision on the priority of the scheme would be announced at the end of 2005/ early 2006, at which time it should be known when full Government funding may be expected for the scheme.

The total estimated preparation costs to date since provisional acceptance amount to £665,000. This has included traffic, environmental and ground investigation surveys, consultations with residents groups and business and a public exhibition, preparation of legal and planning information, and the outline design of the scheme.”

Surrey County Council's Local Committee in Epsom & Ewell
18th July 2005
Members' Question
Cllr Colin Taylor

A24 South Street – Temporary Diversion

Q1) “The proposed diversion during resurfacing of South Street between Ashley Avenue and Woodcote Road diverts motorists via Malden Rushett and Leatherhead. The preferred alternative route by motorists with local knowledge will be via Ashley Road, Worple Road, Avenue Road and Woodcote Road (then possibly via Woodcote Green Road and Woodcote Side). Longer vehicles not wishing to negotiate the turn into Worple Road (and others) might continue on Ashley Road then via Langley Vale and Ashted Park by various roads. It maybe advisable to ensure that this does not cause problems by putting out cones to prevent parking at bottleneck points on these routes. My main concern is that the official route includes West Hill – will HGV and bus drivers be given sufficient warning about the low Bridge? I am also concerned about how the bus routes to Epsom General Hospital will be affected?”

Officer Response

“The works on the A24 South Street, from Woodcote Road to Ashley Avenue, involves removal of the existing worn out surface to a depth of 100mm and the relaying of a new base course (70mm) then wearing course (30mm). The removal of the base course will prevent any vehicles from running over the section of road concerned during the course of the works, which is why a full closure is required and associated diversion route.

During the operation, existing drainage problems will be investigated and remedied and kerb relaying will take place.

During the course of the works there is a requirement to warn drivers in advance of the works of the closure ahead. These warning signs will be placed to intercept drivers at an appropriate point to place them on an alternative route. In order to accommodate large vehicles this route will be via Junction 9 of the M25, the A243 Leatherhead Road, Malden Rushett and the B280 Christ Church Road. The closure will operate at nights only in order for the structural carriageway works to be undertaken (during the day traffic will be controlled by signals), it is our intention to sign a secondary diversion route for cars only. This will be from the extent of the closure via Woodcote Road, Avenue Road and Ashley Road and will be applicable for those that miss the main diversion or choose to ignore it.

It is the contractors intention to restrict the access on the A24/ Leatherhead By-pass using cones and to have a operator on duty providing advance warning to HGV's on the A24 that they are required to follow the longer diversion.

Epsom and Ewell Local Transportation Service Officers will be driving the entire route with Carillion to provide both the appropriate diversion/ information signing schedule and to note points of concern such as narrow bends and restrictive parking. The low bridge on West Hill (12' 6" as signed) will be indicated with an alternative route signed for high vehicles via Horton Lane/ Chessington Road and Ewell Village.

The works were originally programmed for the end of July. The programme has been put back until 18th October because of the necessity to establish correct traffic management operations.

The bus companies are informed of the start dates via the Passenger transport group, who will liaise with the operators to ensure minimal disruption to services.”

**Informal Minutes of Public Question Time at
Surrey County Council's Local Committee
In Epsom & Ewell
18th July 2005**

Mrs Cooper, Chessington Road Dual Carriageway
Speaking in a personal capacity.

Mrs Cooper asked why the dual carriageway section of Chessington Road going into Epsom is still not fully open and 1 lane remains coned off?

Officer Response

The Officer responded that the lane had been coned off because of road safety concerns for residents exiting from Nightingale Drive and Chessington Close. When both lanes of the dual carriageway were open drivers exiting from Nightingale Drive and Chessington Close had poor sightlines and approximately 0.4 seconds to decide whether to pull out on to Chessington Road or not. A new system of line markings and hatching is due to be put in place to enable both lanes to be open and to improve sight lines for drivers.

Mrs Parker, Bus Stop in Ewell Village Outside the Property Known As Tresco
Speaking in a personal capacity

Mrs Parker requested an update on the progress being made with re-positioning the bus stop currently outside her property to a new location and also wanted to know why she had not received a response to her letter on the same matter?

Officer Response

The Officer responded that currently there are no finances available to re-locate the bus stop. The cost of re-locating the bus stop would be approximately £4,500. The Officer apologised for not having responded to Mrs Parkers letter, but assured her that he would respond to her letter and would provide a fuller response to her queries raised about the repositioning of the bus stop.

Mr West, Chessington Road Junction With Nightingale Drive
Speaking in a personal capacity.

Mr West expressed concern about the dual carriageway section along Chessington Road as it had made that section of the road less safe. Mr West was also concerned about an increase in criminal damage since the 2 lamp columns at the junction of Nightingale Drive and Chessington Road had been out of order for the last 4 months and wanted to know when they would be repaired.

Officer Response

The Officer responded that a new scheme will be implemented over the next few weeks to improve sightlines for drivers exiting from Nightingale Drive. The street lights are on part of the road that is unadopted and Officers will pursue this with the developers.

Chris Pottinger, Parking Issues at Glyn School

Speaking in a personal capacity.

Mr Pottinger asked if the problems associated with parents dropping off and picking up pupils from Glyn School could be eased in some way, perhaps by enabling the school to be accessed via Kiln Lane.

Officer Response

The Officer responded that the Safe Routes to Schools Officer had visited the school and was in the process of drawing up a school travel plan which would include access to the school.

Bill Slaughter, Stoneleigh Traffic Calming

Chairman of Stoneleigh Residents Association

Mr Slaughter asked when would the Committee agree and keep to a date to determine the matter of Stoneleigh Traffic Calming and would interested parties be invited to respond to the working group.

Chairman Response

The Chairman responded that a report would be taken to the October 31st meeting and that the meeting would be held at a venue in Stoneleigh.

Andrew Kinder, Downs Road Petition

Speaking in a personal capacity.

Mr Kinder asked if a feasibility study will be carried out along Downs Road and if it will consider permanent road safety measures; will accurate data be available for the section of Downs Road between the junctions of Downs Hill Road and Treadwell Road and how long will the vehicle activated sign remain in its current position.

Officer Response

The Officer responded that the feasibility study will consider permanent road safety measures. The Officer also reassured Mr Kinder that more accurate data will be available for the section of Downs Road between Downs Hill Road and Treadwell Road. The vehicle activated sign will remain in its current location until the feasibility study has been completed.

Katie Barttelot, Downs Road

Speaking as Chair of the Downs Road Estate Association.

Katie Barttelot asked if there were any plans to improve pedestrian access and crossing facilities along Downs Road, in many places the pavement becomes very narrow and pedestrians face several obstacles

Officer Response

The Officer responded that the Safe Routes to Schools Officer is working with St Martins junior and infant school to look at the measures that need to be put in place along Downs Road and Downs Hill Road to improve pedestrian safety.

Mr Mullen, Water Supplies

Speaking in a personal capacity.

Mr Mullen enquired about water conservation with particular reference to new developments in the area and the 2012 Games, which will all place new pressures on our water supply in the South East. Are all the authorities looking at this in a joined up way and what relationship does this council have with the authority responsible for water conservation.

Officer Response

The Officer responded that Mr Mullen would receive a written response once it had been established who was the relevant authority. The local plans that are produced such as the Local Development Framework, the Community Strategy and the Spatial Strategy all do take into account new developments and the drain on the water supply.

Local Resident, Commuter Parking in Staneway

Speaking in a personal capacity.

Are there any plans to address commuter parking in Staneway and Mongers Lane. The parking along both roads is beginning to damage the pavements and grass verges.

Officer Response

The Officer responded that the local resident will receive a written response.