

**Minutes of the meeting of Surrey County Council's
Local Committee in Epsom and Ewell
held at 19.00 on
Monday 10 September 2007 at
Southfield Park Primary School, Epsom**

Members Present – Surrey County Council

Jean Smith [Epsom & Ewell North]	[Chairman]
Chris Frost [Epsom & Ewell South East]	[Vice Chairman]
Jan Mason [Epsom & Ewell West]	
Nigel Petrie [Epsom & Ewell North East]	
Colin Taylor [Epsom & Ewell South West]	

Members Present – Epsom and Ewell Borough Council

Cllr Michael Arthur [Ewell] - substitute for Cllr Graham Dudley
Cllr Pamela Bradley [Ewell]
Cllr Mr Neil Dallen [Town]
Cllr Nigel Pavey [Stamford]
Cllr Michael Richardson [Woodcote]

PART ONE

IN PUBLIC

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

60/ 07 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]
Apologies for absence were received from Cllr. Graham Dudley. Cllr Michael Arthur substituted for him.

61/ 07 MINUTES OF THE LAST MEETING [Item 2]
The Minutes of the meeting held on 4 June 2007 were agreed and signed as a correct record.

The Chairman advised on 5/07 [item 17] that she had written a letter to the Executive Member for Transport and he advised that he expected the additional cost of the work to the A217 would be set against the sum of £800,000 that is currently unallocated, and confirmed it would not make an impact on the 2007/08 programme.

62/ DECLARATIONS OF INTEREST [Item 3]

07 County Cllr. Jean Smith and Cllr Nigel Pavey declared an interest as Members of the Friends of Ewell Court Library.

C. Cllr Jan Mason declared an interest in item 9 as a member of the Steering Group.

63/ WRITTEN PUBLIC QUESTION TIME [Item 4]

07 Written public questions were received from Miss L Vilven, Mrs Marian Jones and Ms S Martin and the responses are set out in Annexe A

64/ MEMBERS' QUESTION TIME [Item 5]

07 Four Members questions were received and the responses are set out in Annexe B.

65/ ADJOURNMENT [item 6]

07 Several members of the public attended and their questions, comments and informal responses are set out in Annexe C.

66/ PETITIONS [Item 7]

07 There were no petitions received this evening.
Mr Peter Haynes, Cudas Close, and Mr Peter Nuttall, Grafton Road had sent Petitions to the Highways Department prior to this meeting, and the Officer's response is tabled. Mr Roger Archer-Reeves, East Area Transportation Group Manager, reported that he considered, compared with other roads in Surrey, and with a limited budget, Grafton Road was in reasonable condition. See Annexe C.

67/ LIBRARY STAFFING REVIEW AND PROPOSALS TO INCREASE LIBRARY OPENING HOURS –[item 8]-

The Review has demonstrated that genuine efficiency gains result from enhanced automation and the introduction of self-service technology for library users. The benefit for library users is a measurable improvement in hours of access in Surrey County Council libraries. These proposals will have a positive effect on Library opening hours in each Borough/District.

The Chairman asked the Officer whether the implementation of self-service in some libraries had been successful, and the Officer reported that the response has been mostly positive. A Borough Member was unhappy about the reduction in hours at Ewell Library, and the Officer advised that research had shown that by standardising the hours and opening at 9am was more popular than late night opening. The Chairman asked the Officer of the timescale of when this system will be implemented and the Officer believed this to be March 2008. The

Officer confirmed that the Library Service will review the change in hours, self-service etc., on a regular basis.

It was **RESOLVED** that the Local Committee

1. supports the approach of seeking improvements to opening hours and services through efficiency gains from Self-service new technology.
2. supports the proposed new Group structure – three Groups of libraries, A ('Town' centre), B ('District' Centre) and C ('Local' Centre), with a geographic / strategic approach. The Local Committee requested the change in title from [B] 'district' to 'community and [C] 'local' to 'neighbourhood.'
3. supports the resulting improvements in opening hours in Libraries in Epsom & Ewell

68/07 GREEN ARC BONESGATE/HOGSMILL EXEMPLAR PROJECT [item 9]

The Local Committee noted the progress to date on the project. The Bonesgate exemplar project continues through 2008 and that resources be brought forward to allow it to expand in terms of geographical area and scope of work.

Concern was raised by Members regarding children on mopeds and bikers using the pathway, and this is a common problem on the Epsom Common as well. Cllr Michael Arthur asked whether the Officer had had discussions with the London Boroughs Councils that adjoin Surrey. The Officer responded that Surrey is discussing this with the GLA. The Officer agreed to look at the possibility of a gate to stop the bikers on the Hogsmill path. C. Cllr Colin Taylor and C Cllr Chris Frost, as members of the Steering Group Lower Mole Project, agreed to discuss the issue at one of their meetings.

It was then **RESOLVED** that this item be noted

69/07 NEIGHBOURHOOD POLICING [Item 10]

The Local Committee noted the progress on the development of Neighbourhood Policing in the Borough since the last presentation in September 2006

Members advised the Officer that they felt the information on the Surrey Police website as regards the Local Officers and the date of the neighbourhood panel meetings useful.

Cllr Nigel Pavey asked whether the extended licensing hours had caused more problems in Epsom & Ewell. The Officer advised that they are working closely with the local publicans and overall he felt that

the licensing hours change had not been a significant issue.

There was concern raised by the Members that the Police Community Safety Officers [PCSO's] are not evenly distributed across the Borough. The Officer responded that the central government grant for PCSO's had been reduced and Epsom & Ewell had been allocated less. However he considered that the PCSO's are deployed to the areas of most need.

It was then **RESOLVED** that this item be noted

**70/
07 DOWNS ROAD & TREADWELL ROAD, EPSOM CONSULTATION
FEEDBACK ON SUGGESTED ROAD IMPROVEMENTS [item 11]**

It was considered by Members that it would be useful if a follow up survey could be conducted with the residents of Downs Road after the scheme was in place to gauge its effectiveness.

Cllr Michael Arthur expressed his concern that the two traffic islands proposed to be installed in Downs Road (each side of the junction with Downs Hill Road) and the third in Downs Hill Road itself are positioned so that their presence does not impair long vehicle movements, and the Officer confirmed this has been checked.

The Officer was thanked for her excellent detailed report.

It was **RESOLVED** that the Local Committee

1. noted the results of the July 2007 public consultation.
2. agreed to progress with the proposed scheme, including amendments as shown on drawing number 6915/007 Rev C (Annexe D).
3. gave authorisation to advertise the proposed traffic regulation orders, in relation to the scheme and that if no objections to the orders are received, the order be made.
4. agreed that authorisation is given to the Local Highway Manager in consultation with the Chairman, Vice-Chairman and Local Ward Members to consider any objections to the proposals.
5. Agreed to review the scheme after two years

**71/
07 A24 EWELL BY PASS/b2200 CHEAM ROAD MODIFICATION TO
EXISTING TRAFFIC SIGNALS [Item 12]**

Members raised concern that residents had not been consulted. Members also raised their concerns regarding increased traffic on other surrounding roads should this scheme be implemented. However, as

Surrey Police were instrumental in requesting the changes to the junction due to the number of accidents, Members gave authorisation.

It was **RESOLVED** that the Local Committee

1. Give authorisation to advertise the proposed traffic regulation order to prohibit the right turn movement from the A24 into the B2200, and that if no objections are received the order be made.
2. Agree to revoke the existing “no U-Turn” traffic regulation order
3. Give authorisation to the Local Highway Manager in consultation with the Chairman, Vice-Chairman, and Local Members to consider any objections to the proposals.

72/ ANNUAL HIGHWAY MANAGEMENT PLAN [Item 13]

07 It was agreed that this list had been compiled and that the Officers would feedback to the next informal Local Committee meeting having taken stock of the likely costs in order to establish whether further scheme ideas were needed.

73/ MINOR HIGHWAYS/LOCAL TRANSPORTATION PLAN PROGRESS
07 REPORT [item 14]

C Cllr Jean Smith requested that additional car parking restrictions in Cromwell Road/Worcester Park Road be added to the waiting restrictions.

C Cllr Jan Mason requested that car parking restrictions in Longmead Road in the middle third be added to the waiting restrictions.

Cllr Nigel Pavey requested that the Officer advise Members when the notices for waiting restrictions are to be published

Members agreed that no further requests will be added to the priority 4 list of waiting restrictions.

It was **RESOLVED** that the Local Committee

1. note the report.
2. agreed to advertise an additional proposal within the next phase of the waiting restriction reviews [as per resolutions made at this Committee on 4 June 2007] of double yellow lines from the north eastern boundary of No. 138 Worcester Park Road in an easterly direction for a distance of 60m to the north western boundary of No. 4 Cromwell Road, and in Cromwell Road for 10 metres from the junction with Worcester Park Road, was agreed for the 4th phase of

waiting restrictions.

3. agreed to advertise an additional proposal, within the next phase of the waiting restriction reviews [as per resolutions made at this Committee on 4 June 2007] of yellow lines in the middle third of Longmead Road was agreed, the exact limits of which are to be defined by C Cllr Jan Mason to the Highways Department by 21 September 2007.

74/ 07 RELATIVE POSITIONS OF ROAD NETWORK AND STREET LIGHTING ISSUES IN EPSOM & EWELL {item 15}

: Concern was raised by all Members on the amount of time it takes to get faulty lighting repaired. The Officer noted this.

It was **RESOLVED** that the Local Committee note the report.

75/ 07 KILN LANE LINK UPDATE [Item 16]

The Area Highway Manager agreed to prepare draft letters for the Chairman of the Local Committee to send to the Chairman of the Regional Transport Board, the MP, Chris Grayling, and the Executive Member for Transportation.

C Cllr Colin Taylor provided Members with a suggestion of a possible mitigation solution to keep HGV's and busses off the footway in the form of steel bollards. The Officer agreed to look into this and respond to the C Cllr.

It was **RESOLVED** that the Committee note the report.

76/ 07 THE EDGE OF THE COMMON {item 17}

It was **RESOLVED** that the Local Committee noted that

1. An "Edge of the Common" working group should be set up.
2. The Members should be County Councillors Jean Smith (chairman) and Colin Taylor, Borough Councillors Nigel Pavey and Mike Richardson, Helen Dibley (Stamford Ward Residents Association) and a representative (Vic Hayden) from the Epsom Common Association.
3. The terms of reference are delegated to the Chairman, Vice Chairman, C Cllr Colin Taylor and Area Director for approval.
4. The working group should submit their recommendations as soon as practicable (and not later than 15th February 2008) and it should then be wound up.

77/ MEMBERS' ALLOCATIONS [Item 18]

07 The Local Committee agree to fund the following from the Councillors Members' Allocations Revenue Budgets

1. Branded Youth Theatre [Jean Smith] £600
2. Sixth form seating Epsom & Ewell High School
[Jan Mason] £1000
3. Age Concern Toenail Cutting Clinic [Jean Smith] £1000
4. Tennis for Free [Jan Mason £1500], Colin Taylor
[[£1500] Nigel [Petrie [£1000] and an additional sum
from Jean Smith once her funding allocation on two proposals
for the December 2007 meeting of the Local Committee have
been costed.] up to £5000
5. Footpath Improvement – Ewell East Stn to
Nescot [Nigel Petrie] £1500
The members agreed to support the changed proposal for
security fencing [approx cost £8,000] made up from £1500
added to the £6500 allocated at the 19 March 2007 Local
Committee meeting for a more comprehensive scheme, on the
condition it is ensured the criterion for funding for the well being
of the community is met.

The Committee agreed to fund the following from their Capital Grant
Surrey Air Ambulance £2500

It was then **RESOLVED** that the Committee noted the report.

78/ FORWARD PROGRAMME [Item 24]

07

It was **RESOLVED** that the Committee noted the report.

79/ DATE OF NEXT MEETING

07

The Committee noted the date of the next meeting on Monday 3
December at Ewell Court House, Lakeside Drive,, Ewell at 7.00pm

Meeting Ended: 10.10

SCC LOCAL COMMITTEE IN EPSOM & EWELL – 10 September 2007

AGENDA ITEM 4
WRITTEN PUBLIC QUESTION TIME

Question 1 – Miss L Vilven
Parking concerns around Clayton Road and Prospect Place

I am writing after reading several articles that have been published recently in the Epsom & Ewell Post local newspaper regarding the parking concerns around Clayton Road and Prospect Place.

As a resident of Hawthorne Place for several years I am writing with growing concern on the level of cars parking in this road.

From around 4.30am onwards we are plagued with cars parking by Post office staff, Commuters, Local shoppers and Rainbow Leisure Centre users both in the week and at weekends.

This is leaving no space for when returning from work or just out for the day, if you have visitors or tradesmen they have nowhere to park.

It has become more noticeable over the past months that residents are now parking on the pavement outside their properties until a space becomes available, or not as the case maybe.

The way the vehicles are parked are leaving no room for pedestrians to pass freely, diverting them into the road, this also causes tight and blocked access to residents driveways.

The road generally is tight for parking and the pavement is not an agreed space nor designed to house parked vehicles outside these properties and the situation of these vehicles are causing obstruction.

A particular issue at the moment is on the bend of Hawthorne Place where several residents' vehicles are parked on the pavement, the bend is a blind spot and the tightness of the road with parked cars adjacent, and is severely restricting any view of on coming traffic or pedestrians, leaving very little or no room to manoeuvre.

I note that the police have been called recently informing residents that they are unable to park their vehicles on the pavement of the bend, due to the blind spot and tightness of the road which goes into a bottle neck, but this continues to happen.

I have contacted Epsom & Ewell Council to try and raise these concerns but the response I have been given is because there are No road markings within

Hawthorne Place it becomes a police matter, classed as an obstruction / illegal parking.

I notice that there have been a few minor changes around Prospect Place recently with more parking signs and bollards placed to stop their current parking concerns.

With the increasing number of new homes being built in and around the town centre, feel that this issue will continue to worsen and the local council is already losing out on Public Car Parking fees.

With the increasing movement and number of parked cars on the pavement, I feel this is leading to a potential accident waiting to happen to a vehicle or even worse a person. [photographs attached]

Officer Response:

In order to address the parking problems highlighted, the best solution would be to install some sort of waiting restriction (e.g. single yellow lines). This legally requires the making of a Traffic Regulation Order. Unfortunately, due to the way Traffic Regulation Orders are made, it is not possible to progress one request in advance of others within an area. This is because the legal Traffic Regulation Orders are dealt with on an area wide basis. The advertisement of the proposed measures generally cost £1000's and statutory procedures are such that it is always necessary to advertise the measures at least twice. The first advert would detail the Council's intention to make an Order and the second advert would detail the Council's 'making' of the Order. If objections to Orders are forthcoming, it is sometimes necessary to amend the Orders being advertised and then re-advertise, thus resulting in perhaps 3 or more advertising phases.

The problems identified are noted and as with all new requests for parking restrictions, the road will be added to the list of sites for future consideration. Another way in which parking in Hawthorne Place could be managed is by the creation of a Residents Only Parking Scheme. However, as indicated in the response to Borough Councillor Alison Kelly (also tabled at this meeting under Item 5, Question 3), there are a great number of issues to resolve before such steps could be taken within the Borough of Epsom and Ewell.

The pattern of parking that is now being observed has probably changed in the last few years due to the now very high levels of car ownership in the borough and indeed the County. This is obviously a difficult thing to manage and it must be noted that any form of restriction would potentially move the problems into other roads

With regard to the matter of vehicles parking on the footway and causing an obstruction, this is indeed a matter for Surrey Police. Surrey County Council does not have powers of enforcement for these types of issues.

Question 2 – Mrs Marian Jones
Street lights A240 Ewell

I contacted Surrey Highways on 20 December 2006 and spoke to Mr Sammie regarding lamps 51 and 52 not working and 49 not been replaced since a road traffic accident in August 2006 still to this date no action to repair/replace these lights. About 8 weeks ago lamppost 50 was hit by a car breaking the bulbs and clear glass bulb covers, nothing has been done about this light and the glass from the light still has not been cleared away.

These lights being out of order make the area of the junction Moormead Drive [which has no street lighting] and the Jet garage with the A240 very dark also making it more dangerous for drivers and pedestrians having to cross the roads.

Why are these lights still out of order and not been repaired or replaced as required to rectify the situation as part of resident's council tax goes towards highway maintenance I feel the problem now should receive prompt action.

Officer response:

In order to attend to lighting faults on the A240 / Kingston Road, fairly extensive traffic management is required, to comply with Health and Safety requirements. The cost of the traffic management alone is in the region of £500 per day. In order to carry out works in the most cost effective way, the County Council do try to coordinate works so that the traffic management is arranged to cover a number of different types of work at one time.

Kingston Road is on this years bulk 'lamp change' program undertaken by the main Street Lighting Contractor. During the course of this work all lamps will be replaced. The traffic management costs for these works are not paid out of local funds and it is intended that the East Area Office will use the opportunity to carry out all repairs and new installation works.

Question 3 Ms S Martin
Pedestrian crossing Epsom High Street

Is it at all possible to change the green man setting at the cross roads of Waterloo Road/Ashley Road and High Street to allow a longer time for pedestrians to cross?

Is there any way to stop drivers jumping the lights at the above crossing, which makes crossing the road difficult when it is evident the green man is showing?

Officer Response

The pedestrian Green Man (All Red to traffic) period is set at 10 seconds which is already 2 seconds above that which would normally be given or crossings of these lengths.

It should be noted that the Green Man period is only the "invitation to cross" after which pedestrians should wait for the next signal cycle. Once on the crossing, sufficient time has been calculated in the signal sequence to enable pedestrians to complete the crossing before the start of the following vehicle phase. In the case of the Spread Eagle junction, following on from the 10 second Green Man is a 10 seconds combined blackout/Red Man/Red to traffic phase, followed by 2 seconds Red/Amber.

There is a modification currently in progress to provide more time (unopposed by traffic turning left from High Street (East)) to traffic turning right into Ashley Road. During the course of this work it will be possible to consider if additional time should or could be given, but it must be borne in mind that any increase in the 'All Red' pedestrian period will add to delays to town centre traffic. A decision will need to be made about whether this additional congestion is sustainable.

One of the consequences of increasing traffic delay could be an increase in red-light violations, which would of course be counter-productive.

Question 4 Ms S Martin
– Road resurfacing Gadesden Road, Always Avenue, Scotts Farm, Poole Road

I have been awoken by relief milkmen [at 4.30am] cursing at the potholes in Gadesden Road many times

Officer Response:

There is a statutory requirement for all the roads listed to be inspected yearly. The last safety inspections were carried out as follows:

Gadesden Road 13/11/06
Always Avenue 13/11/06
Scotts Farm Road 23/11/06
Poole Road 09/05/07

At this time, there are no maintenance schemes planned for these roads. However, if information could be supplied regarding any specific areas, these could be inspected and works orders raised for any necessary repairs in the short term.

**SURREY COUNTY COUNCIL
LOCAL COMMITTEE IN EPSOM & EWELL – 10 September 2007**

**AGENDA ITEM 5
MEMBER QUESTIONS**

Questions **Cllr Derek Phillips**
Re: School Places at Southfield Park School, and
helping Epsom Primary School's overcome their
difficulties

Southfield Park School was built as a consequence of the development of the Hospital Cluster sites to provide for the expanding population of children these sites would generate.

Unfortunately a number of residents of Clarendon Park have discovered that they are unable to obtain places in this school for their children. Some have been offered places in West Ewell infants and others at Epsom Primary.

The consequence of this is that some parents will be forced to drive their children to school - in some instances right past the school of their choice - rather than walk to a local school.

A further factor in the allocation of school places in this area is that Epsom Primary has a set of challenging circumstances caused it would by its proximity to a large area of social housing. This does not make it an attractive option for residents of Clarendon Park to send their Children.

I have two questions for the local Committee.

Question 1 **Could the intake of Southfield School be increased so**
that residents of Clarendon Park can be assured of a
school place for their children in the nearest school?

Officer Response

Currently there are no plans to expand Southfield Park and there is no funding allocated to this in the Education Capital Programme.

Originally, the cluster of hospitals was put forward for development of the region of 1500 dwellings. In 1998 the developers entered into a S106 Agreement (where developers make a contribution to mitigate the effects of developments) and this funded the building of Southfield Park School.

At the time of the agreement, 1FE additional provision was judged to be appropriate to meet the anticipated demand for places. Southfield Park was

built as a 1FE primary school with core provision (according to building requirements at that time) that would enable it to be expanded into a 2FE primary school. It was prudent to plan in for potential future expansion.

The first attached map [map A] gives postcode locations for September 2007 applications to Southfield Park (green asterisk) and allocations to Southfield Park (green pentagons). The allocation of places also takes into account the preference expressed by the parents/carers. The second attached map [map B] gives postcode locations for September 2007 allocations to both Southfield Park (green) and Epsom Primary (yellow) Schools. These indicates that Southfields attracts applications from a wide are, but that those living locally obtain places at the school. (Please note that more than one pupil may be allocated the same postcode.)

The St Ebba's Hospital site was part of this cluster, but the development in only now commencing. This means pupils will be generated in due course. School Place Planning are monitoring the situation in the area and if demand for school places is forecast to outstrip capacity in the area, then this may trigger a review of school provision. At the time of the original review, a range of options were considered, including the building of Southfield Park, and similarly, a range of options would be considered, and we are not able to give any undertaking that Southfield Park would expand.

[maps attached]

Question 2. Could a report be made to the committee on what measures are in place to help Epsom Primary to overcome the difficulties that it faces and therefore improve its reputation in the community?

Officer Response:

Following the 2003 Ofsted visit and its judgments, Epsom Primary School has been provided with supplementary support through a structured Local Authority programme. Epsom Primary is considered by Surrey County Council to have made good progress since the 2003 visit.

Epsom Primary was in the top 5% of schools nationally last year for its Value-Added, and outstripped the other local schools in this measure. While the pupils with English as an Additional Language made excellent progress last year, these children cannot be expected to achieve the same levels as other pupils.

The school enjoys close links with Blenheim High School. Epsom Primary is becoming more popular all the time, with its nursery class nearly full for next year, also the Reception class. The school does not perceive that pupil behaviour is a problem to be addressed.

Epsom Primary has a strong emphasis on developing the children's emotional literacy, and the school's caring atmosphere reaps benefits in terms of pupil attainment and progress.

All of the above points are evidence of the way in which Epsom Primary School has made great efforts to improve its reputation in the local community, and it should be noted that this is an ongoing process.

Question 3 **C Cllr Colin Taylor**
Traffic Signals at the 'Spread Eagle' junction, Epsom High Street adjustment

At the June 4th meeting of this Local Committee, agreement was finally reached to adjust the traffic signals at the "Spread Eagle" junction, so as to allow traffic wishing to turn right from the High Street into Ashley Road more time, thereby reducing the tailback in the High Street.

At least up to 22nd August the tailback situation did not seem to be any better. Am I correct in thinking that this was because the agreed timings of the traffic signals had not so far been adjusted?

Have they been adjusted now? If not, when will this happen?"

Officer Response

It is understood the specialist contractor will carry out alterations to the controller in October 2007.

Question 4 **Cllr Alison Kelly**
Parking facilities for residents and daytime commuter parking

I see that Phase IV of the council's parking programme, due to be advertised soon, is helpful in many respects, but it does not fully address the on-going congestion and lack of parking facilities for residents caused by daytime commuter parking. Many roads in Town ward, and indeed in the other Epsom wards close to the station, have severe access problems because of indiscriminate parking, which can prevent emergency access and refuse collection.

What plans does the Local Committee have to look at a scheme to allow residents' parking near to their homes and to address the illegal and obstructive parking which is prevalent in and around the Epsom area? If it has no plans at the present time, then can it be on an agenda of a future meeting please.

Officer Response:

There are no current plans to introduce resident parking schemes in the Borough of Epsom and Ewell. Nevertheless, officers are logging all these types of requests at present, in order to build a picture of the residents parking needs across the Borough. These schemes are not easy to implement and they have to follow a lengthy and costly legal process. There are unfortunately no funds available at present to progress with this. However, it is possible that elected members will be minded to assign funding to this issue at some point in the future. There are a considerable number of issues that need to be considered before such schemes can be introduced. Some of the issues are set out below:-

'Resident Only Parking' schemes are a means by which on-street parking places are reserved for the sole use of residents, holding a parking permit. These permits would be purchased by residents from the Local Authority and are then displayed on the resident's vehicle, when it is parked in a designated parking place. Most Resident Only Parking schemes operate a restricted number of permits (for example it may be necessary, initially, to allocate one permit per household). Temporary permits could also be purchased for use by residents' visitors. The purchase of permits will however, not necessarily guarantee a parking space in the immediate vicinity of a residents address as other residents with permits can occupy any space designated for permit holders. In other words, a permit gives an opportunity to park but not a right to park.

'Resident Only Parking' will prevent the use of the designated parking places by other motorists. A system of free permits for essential providers such as: Doctors etc will need to be resolved. Other visitors to the houses, such as tradesman would have to use the Visitors Permits.

'Resident Only Parking' will require the marking out and signing of bays in each road (not necessarily setting out individual spaces within the bays but bays that accommodate a number of vehicles). These can only be marked in safe locations with junctions and access points being protected by Waiting Restrictions. The current situation at many locations is that, vehicles are often parked on corners, across driveways or on footways and this will not be possible if a Resident Only Parking scheme is introduced. This will often result in a reduction of parking capacity as compared with the existing situation, but the removal of vehicles parking all day may well compensate for this. The parking of vehicles on the footway obviously causes an obstruction to pedestrians and so is not really acceptable to the County Council. As such the County Council will not generally provide spaces where the practice of parking would necessitate this. Nevertheless, there are instances where there is no alternative but to allow footway parking. There is a legal way of introducing this type of parking although it does increase the scope of the legal work required.

It is always necessary to consider the likely displacement of parking to other roads close to Residents Only Parking locations. There is always a conflict of

interests between people who work in the town and park on the street and the needs of residents. Any residents parking scheme could increase the patronage of the off-road car parks to a point where there is further pressure on the street.

There are a number of issues that have to be resolved in advance of a viable 'Resident Only Parking' scheme. Some of these are: The times and days of operation of a scheme/waiting restrictions; How disabled parking places fit in and their times of operation. It should be noted separate Traffic Orders will be required for this; How to deal with access points ('H' Bars or Waiting Restrictions); Who gets exemption from permits i.e disabled persons, doctors, tradesmen etc; Will residents with permits be able to park in other parts of the town or will zoning be necessary; Can residents of properties accessed from roads within a 'Resident Only Parking Scheme' but not directly fronting those roads also be eligible for permits; Should the scheme allow footway parking; How much will permits cost, and what percentage of the start up and running costs of the scheme can be recouped and within what timescales; How the Surrey County Council/Epsom and Ewell Borough Council agreement is effected as clearly there would be implications for the Borough Council; Should some general shared use parking spaces be provided and if so should charges apply; What the full implications are in terms of displacement; How the scheme would be administered.

Clearly there are a considerable number of issues that would need to be resolved in relation to the progression of a Residents Only Parking scheme. It should be noted, that the above list is not exhaustive.

Such schemes are being introduced in the Reigate and Banstead area at the moment and hopefully some positive experiences will be gleamed to facilitate a quicker development in Epsom and Ewell as and when the Local Committee can pay for a scheme.

**Informal Minutes of Public Question time at
Surrey County Council
Local Committee In Epsom & Ewell – 10 September 2007**

Cllr Neil Dallen raised a question on behalf of a member of the public in regard to an update on the Blenheim road tip, and the relocation of the amenity site. The Officer agreed to formally respond to Cllr Neil Dallen through Lynda Tarling, Local Committee & Partnership Officer, who will copy the response to the members of the Local Committee.

Cllr Julie Morris spoke in support of Epsom residents concern regarding parking problems near their homes. She felt this was out of control in some roads, leading to problems with refuse collection and access to certain roads. The Chairman asked for Cllr Morris to advise her of the specific roads. Cllr Morris suggested a follow up survey be conducted with the residents of Downs Road – see item 70/07.

Mr Bill Eacott and **Mr Derek Morrell** raised the question of Chalk Lane and the need for some measure to stop the flow of through traffic down this access road for the safety of both racehorses and pedestrians. The Officer was advised that a feasibility study had been undertaken and C Cllr Chris Frost had been willing to fund from his members' allocation an approximate sum of £2,000 to provide a gate across the access road. The Officer did not consider this was the most appropriate deterrent, as gates had been installed previously, and had been vandalised or stolen. The Officer queried whether there were legal powers that would enable the County Council to replace the gate on this public highway, but was mindful to ensure access for other users of the path e.g. disabled people. The Officer advised he would seek an alternative and advise C. Cllr Chris Frost, who in turn could inform the concerned residents.

Mr Peter Nuttall raised the issue of his petition [item 7], which he considered did not address the problems of the road surface, pavements etc., in Grafton Road. Further details are contained in item 7

Mr Merrick Chaffer, on behalf of Clarendon Park Residents Association, advised that he had attended the open day in relation to the housing development on the St Ebba's hospital site, and West Park, and was concerned with the increase of 700 new houses, bringing new families into an area where schools are already oversubscribed... Mr Chaffer also questioned as to what is being done to balance out the equality of Epsom Primary and Southfield Park Primary School. These issues were also raised by Cllr Derek Phillips – see Annex B. Mr Chaffer's concerns were duly noted by the Local Committee.