



**SURREY COUNTY COUNCIL
LOCAL COMMITTEE IN EPSOM & EWELL
3 December 2007**

PUBLIC QUESTIONS

**Question 1 – Ms Karina Singh
Cyclist and pedestrian access**

What consideration has been given to improving cyclist and pedestrian access between Epsom Town Centre and Manor Park, especially around Christ Church, where the Scout Hut is regularly used by young children?

Officer Response:

The Hospital Cluster Development has provided extensive cycle and pedestrian facilities from Christ Church Road through to Chessington Road via Horton Lane. There is a toucan crossing at the Horton Lane / Christ Church Road junction close to the church which links to the extensive cycle routes through the Manor Park Estate. As well as providing mainly segregated shared use facilities there have been a number of toucan crossings provided where cycle routes cross main roads such as Hook Road, Horton Lane, Christ Church Road. Links do exist between Manor Park Estate and the town centre utilising Chantilly Way and Long Grove Road (The Long Grove Park is also cycle friendly). There is a cycle route running parallel to Temple Road. However, once in the town centre the cycle facilities tend to end and we are currently looking into improving accessibility arrangements at the major junctions throughout the town centre.

The Hospital Cluster Development still has 2 phases to run. One is the St Ebbas Hospital which will provide more off road cycle / peds facilities along Hook Road and provide a toucan crossing on Chessington Road near Riverholme Drive to link to the existing facilities in Ewell. The other phase is the West Park Development and I understand from Colleagues in the Development Control Department that a Consultant Engineer will be carrying out a full feasibility study on improvements to the Christ Church Road / West Hill up to the Station approach junction in the New Year. Any improvements identified will be added to next years LTP programme and funded by the developer.

Over the next few weeks cycle direction signing will be provided around the hospital cluster area, which should help identify routes. Cycle maps are

available from SCC showing all the facilities in the area. A member of the Epsom and Ewell Highways Team would be happy to discuss possible routes in more detail if necessary.

**Question 2 – Cllr Alison Kelly
Parking problems**

Further to a previous question on the subject, what exactly is the status of intended discussions between borough councillors (either those serving on the Local Committee or members of the borough's Environment Committee) and county councillors, on the problems of parking and access for residents who live in and around Epsom? Faced with almost daily complaints from local residents including those living in Rosebank who have probably the most severe problem, borough councillors representing the Epsom wards need to know exactly what the Local Committee is doing to address the issue and how to ensure the matter will be given priority. Furthermore, refuse collection vehicles are now having to visit the some roads two or three times each week before they can get access to wheelie bins, so there are increasing costs to the borough council associated with the aforementioned parking problems. Some of the roads worst affected are Wyeths Road, Wyeths Mews, Emslie Close, Beech Road and Rosebank.

Officer response:

A number of new waiting restrictions have been implemented in phases in the Borough over the last 2 years since the introduction of Decriminalised Parking Enforcement (DPE). These are primarily aimed at reducing obstructive parking. Another phase is planned for next year, however waiting restrictions do not discriminate between residents or commuters vehicles so there is a limit to what can be done to help residents without the introduction of Residents Parking Schemes (or Controlled Parking Zones). There are no current plans to introduce resident parking schemes in the Borough, nevertheless, officers are logging all these types of requests, 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, time consuming and costly legal process. At present there is no budget available to progress this type of work, however, it is possible that elected members could 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, and these have been set out in response to questions at previous meetings (10th September 2007)

Rosebank was built in a time when car ownership and usage was not so wide spread. The properties in it do not have off street parking and the road is physically too narrow to allow sufficient parking space for resident's vehicles. Hardening the verges to allow additional parking space would be expensive and would require the avoidance of utility company pipes and cable in order to be achievable. In addition without a residents parking schemes the spaces could be used by station commuters.

A Member Parking Task Group has been set up since the introduction of DPE and it is likely that another meeting with them will be arranged to discuss these issues in the New Year.

At the meeting Cllr Kelly reported that she was a little disappointed with the response, and advised by the Officer that there were budget constraints, however he would look into the matter and provide a written response.

Question 3 Cllr Anna Jones
Implementation of a 20 mph speed limit through Ewell Village

A local resident has requested that consideration be given to implementing a 20 mph speed limit through Ewell Village, beginning and ending where the shopping area starts and finishes. Stretches of single carriageway (because of parking) seem to have created an urgency for drivers going through the Village. What consultation would be required and what would be the costs involved and is there a precedent for this type of restriction in other villages in Surrey?

Officer Response

A 20mph speed limit in Ewell High Street is likely to require the introduction of some form of traffic calming so that the 20mph speed limit would effectively be self enforcing. The introduction of a scheme of this nature would require extensive consultation with local Councillors, residents and businesses. A 20mph speed limit would also require the introduction of a Traffic Regulation Order, which involves consultation with the emergency services. A scheme of this nature is likely to cost several hundred thousand pounds depending on the type of construction materials used.

The existing parking in the High Street does tend to slow traffic down as it creates a pinch point, however this relies on regular two way traffic flows.

The introduction of a 20mph speed limit scheme in the High Street could be considered by members at future LTP programme reviews. The introduction of this type of restriction would not set a precedent in Surrey

Question 4 Cllr Julie Morris
Status of Phase IV parking restrictions

What is the status of phase IV of parking restrictions due to be implemented in the Epsom area, and will there be further phases, and if so, what is the timescale of these? In support of the question and in accordance with the original timescale, residents of roads such as Pitt Road, have been given incorrect information and are concerned at the delay.

Officer Response:

The preparatory work and statutory processes to introduce the phase IV waiting restrictions in Epsom and Ewell are in hand, however there is a high volume of work of this nature across the County and it is not likely that these restrictions will be formally advertised until April 2008 with likely implementation during Summer/Autumn 08.

Residents may have been given timescales for new restrictions in the past and these were as accurate as possible at the time given

Question 5 H Ricketts
The poor condition of roads In the area

Many residents will be aware of the very poor condition of many of the roads in this area. What steps are being taken to address this problem?

Officer Response:

It is one of the County Council's key aims to improve the condition of our highways. Funding, however is a major issue. The amount of revenue available to undertake routine repairs of the highway has in general increased with inflation but the buying power has been much reduced by the larger increases in the cost of construction work experienced within the industry. At the same time traffic flows have also increased with a consequent acceleration in the rate of wear which in turn results in more incidents of defects appearing in both carriageways and footways. This problem is not unique to Surrey but a national phenomenon.

For its part the County Council has recognised the issues and resolved to invest substantial sums to resurface roads on the highway network, around £9million on major resurfacing and footway works and £8 million on the repair of more minor defects across the eleven County districts in 2007/08. In Epsom and Ewell this translates into the following works to be carried out in the current financial year to improve the condition of the highway network:

<u>Major Maintenance</u>	<u>Status</u>
Chessington Road	Complete
Dorking Road (near Hospital)	Complete
Reigate Road (near College)	Complete
<u>Surface Dressing (Schemes centrally determined with local input) - Programmed</u>	
Cheam Road	Complete
A24 Ewell By-Pass N/B (dual c/way)	Complete
A24 Ewell By-Pass S/B Ewell (dual c/way)	Complete
A240 Ewell By-Pass N/B (dual c/way)	Complete

A240 Ewell By-Pass S/B (dual c/way)	Complete
Kingston Road	Complete
Ruxley Lane/ Chessington Rd E/B	Complete
Chase Road/ Waterloo Road	Complete
Ashley Road	Complete
A24 Ewell By-Pass	Complete
<u>Local Structural Repair (LSR)</u> <u>(Schemes locally determined) -</u> <u>Programmed</u>	Status
Riverview Road	Programmed for completion by December 07
Harding Road	Programmed for completion by December 07
Longdown Lane south	Programmed for completion by December 07
Grandstand Road	Programmed for completion by December 07
<u>Footway reconstruction/re-surfacing</u> <u>Schemes locally determined) =</u> <u>Programmed</u>	<u>Status</u>
Amis Avenue	Programmed for completion by March 08
Derek Avenue	Programmed for completion by March 08
Shawford Road	Programmed for completion by March 08
College Road	Programmed for completion by March 08
Gadesden Road	Programmed for completion by March 08
Preston Drive	Programmed for completion by March 08
Manor Drive	Programmed for completion by March 08
Elmwood Drive	Programmed for completion by March 08
London Road	Programmed for completion by March 08
<u>Carriageway resurfacing - additional</u> <u>funding approved by Executive</u> <u>25/09/07 (Schemes locally</u> <u>determined) - Programmed</u>	Status
Kingston Road Slips (Near Stoneleigh Park Rd, Opposite Ruxley Lane, between Ruxley Lane and Tealing Drive	Programmed for completion by November 07
Francis Close	Programmed for completion by

	November 07
Newbury Gardens	Programmed for completion by March 08
<u>Drainage ditching improvements (Schemes locally determined) - Programmed</u>	<u>Status</u>
Stamford Green Road	Programmed for completion by March 08
Bramble Walk	Programmed for completion by March 08
Bracken Path	Programmed for completion by March 08
Church Side	Programmed for completion by March 08
Lewins Road	Programmed for completion by March 08

In addition nearly £200,000 of funding has been made available for member priority maintenance schemes and drainage improvements in the current financial year. This is currently being ordered and programmed.

This investment however will not provide a complete solution to these problems. It is therefore necessary for the County to continue to prioritise the repair work that we undertake according to the potential degree of danger. All roads are subject to formal safety inspections to identify hazardous defects and remedial measures are undertaken as a matter of urgency.

The frequency of these inspections varies between monthly and yearly intervals dependent upon the status of the road. For example a town centre would be inspected once a month with a country lane inspected on an annual basis.

These inspections result in repairs being repaired on a priority basis, for example a 40mm deep pothole would have a greater priority than say a 20mm deep pothole and a pothole in the wheel path of a vehicle would have a greater priority than a pothole outside of these areas. The priority of the defect would also be reflected in the response time to repair. Regrettably in many cases defects of a lower priority have to be referred to the next inspection.

The County are keen to respond to reports of highway defects made to us by the public. If you are able to provide specific locations/roads of the defects we will be able to include these to our inspections and prioritise any necessary repairs. These can be reported either by calling the County's Contact centre on 08456 009 009. Or through the County Council's website – www.surreycc.gov.uk and selecting REPORT IT.

Question 6 **Trevor Patton**
Reference The Minutes of the September Meeting; Annexe B Officer Response to

Members' Question 4 (Pages 15-16):

Notwithstanding the assurance that "there are no current plans to introduce resident parking schemes in the Borough of Epsom and Ewell.", will the officer please confirm that he or she is well aware that less than six years ago, after two searching consultations with residents which cost council-tax payers well over £200,000 - the exact expenditure never having been fully revealed - proposals to impose Controlled Parking Zones (CPZ) throughout the Borough were REJECTED by residents with a vote of 60% AGAINST CPZ to less than 40% FOR? (See minutes of the Borough's Environment Committee dated January 14 2002)

Will the officer also confirm that "Resident Only Parking" schemes, referred to throughout the Officer Response, would, in fact, if initiated, differ very little in their operation from those set out in the discredited CPZ proposals, other than that, INITIALLY they might be selective and confined to specific areas, but would still be liable to result in the problems and considerable likely costs forecast in the second part of the Response?

Rather than passively waiting "hopefully for some positive experiences" from our neighbours in Reigate and Banstead, as mentioned in the final sentence of the Response, should Epsom and Ewell residents affected by parking difficulties not be looking to the County and Borough Councils to investigate and report to the Local Committee on possible alternative solutions to Residents Only Parking or the resurrection of CPZs in another guise?

Officer Response:

A number of new waiting restrictions have been implemented in 3 phases in the Borough over the last 2 years since the introduction of Decriminalised Parking Enforcement. These are primarily aimed at reducing obstructive parking. Another phase is planned for the next year however waiting restrictions do not discriminate between residents or commuters vehicles so there is a limit to what can be done without the introduction of Residents Parking Schemes (or Controlled Parking Zones). There are no current plans to introduce resident parking schemes in the Borough, 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, time consuming and costly legal process. At present there is no budget available to progress this type of work, however, it is possible that elected members could 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, and these have been set out in response to the questions in the past.(10/09/07)

The outcome of the consultation on CPZ's carried out six years ago would also be a consideration in the development of any new proposals. However,

times have moved move on and traffic levels have increased creating greater demand for on street parking space between residents, commuters and local workers. This causes difficulties for residents in some parts of the Borough who would like to park closer to their homes. Changes in parking legislation and the introduction of Decriminalised Parking Enforcement since the previous CPZ consultation mean that any new proposals could be different.

Question 7 **Trevor Patton**
Reference the proposed Kiln Lane link frequently but inconclusively referred to in the agenda papers of this and many similar meetings

Has not the time now arrived for a declaration by the Local Committee of a realistic assessment of the situation which would clearly state an informed prediction of both starting and completion dates together with a detailed financial report showing (a) the amount spent on the scheme so far and (b) the expected further cost if, and when, the Link should ever become a reality? Is Surrey County Council aware that failure to progress this matter casts a blight on the area and offers no practical, but perhaps cheaper and less prestigious alternatives to the proposed Kiln Lane link?

Officer Response:

A response to this question is dealt with by Item 12 of this meeting.

The total estimated preparation costs up to 2005 for this scheme 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. There has not been a budget for this scheme since this time.

Question 8 **Bill Eacott**
Reason for the delay in instigating some form of ‘traffic calming in Chalk Lane

At the Local Committee meeting on 10th September 2007, I asked the committee for the reasons for the delay in instigating some form of “traffic calming” to replace the gates that had been stolen from Chalk Lane, Epsom. I drew attention to the large volume of commuter cars using the lane as a “rat run”, and expressed my concerns that in view of the number of horses at livery in Chalk Lane, and the racehorses who use the lane for roadwork, this was an accident waiting to happen. Since my original question a car in the dark on a road in Epsom has killed a horse. I note that there are three streetlights broken in Chalk Lane, we are at a time of year when daylight has decreased, when will something be done to restrict the flow of traffic in Chalk Lane?

Officer Response:

A study to determine the most appropriate form of traffic restraint for Chalk Lane is progressing and the County Councillor for Epsom and Ewell South East is currently consulting residents about various options. These include replacing a gate in a number of locations that may make it less likely to be damaged.

At the Local Committee meeting Mr Eacott asked whether there are plans to replace the street lights that are out in Chalk Lane, and the Officer advised that these are on the maintenance programme. C Cllr Jean Smith also advised that she is making a list of all the faulty lights in the Borough to send to the Leader of the Council, to advise him of the current situation, as several lights have been out for some time, with the anticipation that these are mended shortly.
