



**SURREY COUNTY COUNCIL**  
**LOCAL COMMITTEE IN EPSOM & EWELL**  
**13 July 2009**

**MEMBER QUESTIONS**

**Question 1 Cllr Neil Dallen**

**Re: Viceroy Car Hire in South Street and spaces for cars waiting**

Viceroy car hire in South Street have been around for, I guess, 40 years and offer a necessary service to residents, especially late at night. They have recently had double yellow lines painted outside their shop/office. They would like 2-3 spaces for cars waiting for passengers nearby to continue to offer a good service. Is it possible to narrow the pavement slightly and put some spaces for their licensed cars just before the bus stop? This would not interfere with traffic flow.

**Officer Response:**

Epsom Town Centre struggles to cope with the traffic demands upon it, particularly at peak times. Double yellow lines have been introduced to prevent parking at this location, thus reducing traffic delays and driver frustration. Epsom is also a centre of commerce and a popular destination for shoppers. Footways are busy and there is no scope for them to be reduced in width. Parking cannot be reserved for licensed mini cabs. A report is to be presented to this Committee recommending the provision of two taxi ranks within the town centre which cannot be used by mini cabs but may help reduce competition for parking space

**Question 2 Cllr Neil Dallen**

**Re: West Street – double yellow lines and unloading/loading**

I understand that the default for double yellow lines is no loading or unloading. The Print Shop among other businesses in West Street needs to load and unload as an integral part of their business. Round the corner in South Street there are loading and unloading restrictions for rush hour times morning and evening that allow loading and unloading outside these hours. Is it possible to extend this 'restriction' to include the South side of West Street from near the South Street junction to the bus stop? This would not interfere with traffic flow.

**Officer Response:**

No loading is permitted on double yellow lines unless there are signs to the contrary. Loading facilities have been confined to South Street in order to prevent the possibility of parked vehicles in West Street blocking the passage of traffic. The suggested amendment is not recommended as, despite Cllr Dallen's ascertains, it is believed the measure would have an adverse affect on traffic movement through the town centre.

**Question 3 Cllr Neil Dallen**

**Re: Temple Road and parking spaces**

Temple Road has a number of artificial bends creating a chicane due to the parked cars but traffic still speeds down the road. Is it possible to amend the parking spaces so that there is an increase in the number of artificial bends thus reducing the speed of traffic without impeding the flow?

**Officer Response:**

Parking arrangements in Temple Road have been designed to optimise parking availability whilst providing safe access for residents and through traffic. Of the three accidents that have taken place in the road resulting in injury since the beginning of 2004, none have speed cited as a factor and one was the result of two drivers attempting to pass through a gap reduced because of parking. The suggestion to use parking as means of introducing increased horizontal deflection has the potential to increase the number of accidents in this road and is not recommended.

**Question 4 Cllr Neil Dallen**

**Re: The Parade, Epsom and 'No Entry' signs**

The Parade is a no through road with a Nursery towards the end. Is it possible to put up signs stating 'No Entry except for Residents' (or similar) in the road immediately to the East of the Town Hall entrance to deter cars from driving down looking for non-existent parking spaces and then turning and driving all the way back, creating a nuisance and, more importantly, a danger to the Nursery children and the many local residents who use the footpath from Worple Road to the Town Hall and Town centre.

**Officer Response**

The Parade is a public highway and thus a right of way for all to use. There is no provision within the Highways Act 1980 to impose the suggested restriction.

**Question 5 Cllr Neil Dallen**

**Re: Laburnham Road and parking restrictions**

Laburnham Road has an unusual parking restriction that has been in effect for a long time and changes sides every day (Monday to Saturday) There is no parking restriction on Sunday and, as a narrow road, occasionally gets cars parked on both sides on Sunday. Is it possible to implement no waiting on Sundays for one side of the road for the same reasons as the restrictions exist on the other 6 days of the week?

**Officer Response:**

The existing restrictions will have been introduced to help manage parking by those visiting the town centre during the working week and on Saturdays whilst providing reasonable access for deliveries and access to properties. In common with most restrictions, they do not operate on Sundays and the level of enforcement carried out locally reflects this fact. Whilst it is acknowledged that there is a greater demand for parking on Sundays due to changes in trading hours and shopping patterns, there would be limited scope to enforce the proposed changes.

**Question 6 Cllr Michael Arthur**

**Re: Staneway, Ewell Village**

I accept that this street has been considered in the past review for likely implementation of some waiting restriction in tranche four of the Borough wide review, but that this is certainly not expected for any action until 2010.

I have received strong residents' representations that the situation has become acute by recent increase in parking levels to an extent that there have been severe problems (some of which I have witnessed) namely

- Refuse collection vehicles not able to gain access resulting in uncollected waste including food
- House removers unable to gain access
- Contractors working on property unable to gain access
- Emergency services transport unable to gain access

Given that the above problems are real and that the street is very close (and contains the nearest uncontrolled parking) to pay & display car parks I ask if a special high and urgent priority might be given to dealing with this situation.

**Officer Response:**

Staneway has been included in the current list of roads to be reviewed for parking controls in accordance with the report approved by this Committee in March 2009 subject to the further approval of expenditure at today's meeting.

**Question 7 Cllr Anna Jones**

**Re: Downs Hill Road and dangerous driving**

The dangerous driving on Downs Hill Road continues to concern local residents and pedestrians, particularly those walking to the 3 local schools (St Christopher's, St Martin's Jr, St Martin's Infants). We now know that the pavement is too narrow for bollards which would prevent people driving on the pavement. The highways department have proposed putting double yellow lines on one side of the road, which would make very little difference as this would create a clear run for motorists, not provide passing places and would speed up traffic. Instead the local residents would like to have staggered stretches of double yellow lines on both sides of the street. This would create passing points and reduce speed. Can this be investigated at the first opportunity?

**Officer Response:**

Downs Hill Road is to be included within the current parking review subject to approval of expenditure at today's meeting. The proposals presently being considered for consultation will be to restrict parking on the south side weekdays between 8.30 am and 6.30 pm with a single passing place on the north side. If taken forward, this will ensure a clear footway for pedestrians to pass during the times the parking restriction operates.

**Question 8 Cllr Anna Jones**

**Re: Burgh Heath Road and parking bays**

I have asked for some bay markings to put onto some of the long parking bays on Burgh Heath Road. I understand that this is not practice at East Surrey Highways, but when 1 or 2 much needed spaces are lost to poor parking it would make sense to do something about it. Some standard markings would provide more spaces. Please can this be reviewed.

**Officer Response:**

Were parallel parking spaces to be formalised they would each need to be a minimum six metres in length to comply with current guidance. With the exception of disabled bays, intermediate transverse markings are not provided as their absence will normally result in more efficient use of the space available.

**Question 9                    Cllr Anna Jones**

**Re: Downs Road scheme**

The Downs Road scheme has been much criticized by local residents.

- a.     There have been at least 3 accidents since the removal of the mini-roundabout
- b.     It is difficult for cyclists to cross from the Ashley Road side of Treadwell Road as this is uphill and the cars don't allow much time for cyclists to cross safely
- c.     The cushions are wide enough to cause damage to tyres but too narrow to slow down speeders.

Please can we have a full review of this scheme and it's benefits.

**Officer Response:**

As with all highway alterations, temporary signs advising drivers of a change of road layout are currently being displayed at this site. Such signs are recommended for use because it is recognised that regular users of the route, unaccustomed to the changes, are at increased risk of misinterpreting the new layout in the short term. Monitoring of the scheme will be carried out during the coming months and years to determine what safety benefits have been achieved.

The new scheme incorporates calming measures to moderate driver behaviour and reduce overall speeds. Whilst the difficulties of making a start in an uphill direction on a bicycle are acknowledged, the situation for cyclists is regarded as no worse than that which previously existed.

The use of road cushions has been chosen to moderate excessive driver behaviour without penalising those prepared to proceed with reasonable care. This approach was taken to avoid traffic displacement and the possibility of increasing vehicle numbers in other local roads. The design of the cushions used has been developed by the Transport Research Laboratory and approved by the Department for Transport. There is no official evidence to suggest the design leads to tyre damage.

**Question 10                    Cllr Anna Jones**

**Re: M25 and signs for Epsom**

Can we have signs on the M25 telling people where to come off for Epsom?

**Officer Response:**

The M25 is managed by the Highways Agency and this request should be made direct to them.

**Question 11                    Cllr Anna Jones**

**Re: Wallace Fields speed limit sign**

Can we have a sign on the bend in Wallace Fields and investigate the possibility of making this a 20mph zone

**Officer Response:**

Following a recent traffic incident, officers have consulted with Surrey Police and arrangements are in place for a sign to be placed facing southbound drivers, immediately beyond St Johns Avenue, indicating a bend ahead. It is anticipated the work will be carried out during the current financial year.

Guidance issued by the Department for Transport sets out that 20 mph zones should be applied on an area basis and not just in a particular street but that such a measure will be ineffectual without physical measures to reduce average speeds in keeping with the new limit. Deployment of resources to implement such measures must be prioritised in accordance with the Council's strategic aims, which are to reduce congestion; improve accessibility; enhance safety; protect the environment and ensure ease of maintenance. There are no plans to develop a 20 mph scheme within the Wallace Fields area at this time.

**Question 12: Cllr Anna Jones**

**Re: Residents Parking Scheme**

As we all must recognise, there is an urgent need for a residents' parking scheme in and around Epsom. Laying more and more yellow lines is penalising local residents who are now, in some cases, resorting to car parks because any free parking on the street is taken up by commuters. Commuter parking fills the streets whilst one borough council car park is at least half empty every day of the year. The borough council is already allocating monies (from the developer contributions attached to planning permissions) to go toward helping to fund such a scheme and has indicated that it wishes the Local Committee to take the initiative in this matter (debate at borough council Environment Committee 22.6.09). There is a clear need for the Parking Task Group to be reconstituted, for a parking strategy to be created in association with the borough council, and for a feasibility study of a residents' parking scheme to be added to the transport programme, this year if possible.

**Officer Response:**

The provision of residents parking schemes is not a service Surrey is able to offer at this time.