



**Surrey County Council
Local Committee In Epsom & Ewell
7 March 2011**

PETITION 1:

Kingston Road, Ewell - requesting residents parking

Received from Ms Linda Woolnough, 20 Kingston Road, 19 signatures from residents proposing that the area from the junction with Mill Lane to the junction with Chessington Road be made a 'residents only' parking zone.

Officer Response:

All requests for changes to the parking restrictions in Epsom and Ewell are added to a review list. The Parking Team carries out parking reviews on an annual basis.

With the high number of requests for Residents Permit Zones within the borough, SCC will only be able to implement a limited number during each review, due to the additional costs that these kind of zones incur.

Every year our engineers go out on site and carry out an assessment of all the requests in each borough or district and they will be doing this in Epsom and Ewell in March 2011. Once they have completed the assessments and prioritised all the requests, they will present a report of their findings to the members of the Local Committee for Epsom and Ewell, who will decide which changes will go ahead.

The legal process involved in introducing or changing parking controls requires us to then consult with residents, businesses and other stakeholders, after which, we have to make a traffic regulation order, so that our enforcement staff can take action against people parking illegally. This whole process - from start to finish - does take some months to progress.

PETITION 2

Waverley Road, Stoneleigh – resurfacing and gritting

Received from Mr John Travers and Mr Richard Grayling, 88 signatures from residents concerned about the state of the highway, specifically the absence of any gritting during the snow and ice of the last few years and the deteriorating of the road surface.

Officer Response:

The condition of highways and the treatment they receive during the winter period are an emotive issue across not only Surrey but also the Country as a whole. Highway authorities have limited funds and have to prioritise their activities accordingly.

Prioritising resurfacing schemes:

The Asset Planning Group determine the annual programme for resurfacing each year, considerations include traffic flows, existing defects, condition data analysis, skid related collisions and accidents and each location gets an appropriate score. The highest scoring schemes will get funded in the following financial year. At this

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point in time Waverly Road does not justify intervention when compared to other locations across the County given the funding available for resurfacing. The location will however be considered for further carriageway patching work in 2011/12, carriageway patching provides a longer term remedy than simply filling an individual pot hole, it does not however result in as long term a solution as resurfacing.

Prioritising the roads we salt:

In periods of bad weather it is essential that we keep our roads safe for road users and as clear as possible so that people can still travel to work. Our commitment is not only to Surrey residents but also to those passing through the county, including buses, cyclists, motorcyclists and pedestrians.

As far as is reasonably possible we provide the following services to help to ensure that safe passage along a highway is not endangered by snow or ice:

- precautionary gritting of roads on major routes within the county,
- post gritting of pavements and roads in extreme weather to keep congestion, delays and incidents to a minimum,
- the removal of snow from key areas of the public highway.

As we have limited budgets and a total of 4,800km of road network that can't be treated all at the same time, we have to prioritise in the following way:

Priority 1

To be treated, as routine pre-salting, in advance of any forecast frost, ice, or snow.

- roads that carry the heaviest traffic
- roads linking centres of population
- to all 'A', 'B' roads and other roads carrying more than the 12,000 vehicles per day
- main access routes to Accident and Emergency and acute hospitals
- major bus routes
- roads that link gritting routes with those of adjoining counties.

Priority 2

To be treated only when there is prolonged and persistent frost, ice or snow which is expected to continue, or following snow but only once priority 1 routes have been cleared. [Salting routes in Surrey](#).

- roads with traffic flows greater than 5,000 vehicles per day
- main access routes to important industrial and secondary education establishments
- single access points to villages
- access road/s leading to other hospitals, ambulance stations, railway stations
- roads used by other bus routes and depots
- steep hazardous gradients and over bridges where known local icing conditions occur.

Pavements are not routinely treated. However, when there is prolonged and persistent frost, ice or in the event of snow, we would try to clear pavements in towns and those areas serving hospitals as a priority.

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Areas that would **not** be gritted include residential roads, pavements, alleyways, car parks and private property unless they are on the priority list above. Given that Waverly Road is a residential street it would not be gritted in winter periods.