

Supplementary Agenda

**We welcome you to
Epsom and Ewell Local Committee
Your Councillors, Your Community
and the Issues that Matter to You**

Supplementary Agenda

Item 4: Written Public Questions

Item 5: Petition – Required Improvement of
Footpaths Around Wallace Fields Infant,
Nursery and Junior Schools

Item 7: Written Member Questions



Venue

Location: Main Hall, Bourne Hall,
Spring Street, Ewell KT17 1UF

Date: Monday, 28 March 2022

Time: 7.00 pm



SUPPLEMENTARY AGENDA

4 WRITTEN PUBLIC QUESTIONS (Pages 1 - 4)

To answer any questions or receive a statement from any member of the public who lives, works or studies in the Surrey County Council area in accordance with Standing Order 69. Notice should be given in writing or by e-mail to the Partnership Committee Officer at least by noon four working days before the meeting.

5 PETITIONS (Pages 5 - 6)

To receive any petitions in accordance with Standing Order 68.

7 WRITTEN MEMBER QUESTIONS (Pages 7 - 8)

To receive any written questions from Members under Standing Order 47. Notice should be given in writing to the Partnership Committee Officer by 12.00 noon four working days before the meeting.



**SURREY COUNTY COUNCIL
LOCAL COMMITTEE EPSOM & EWELL
28 March 2022**

PUBLIC QUESTIONS AND STATEMENTS

Question 1 – Ranjit Krishna

Re: Speed of traffic on Windmill Lane/Wallace Fields

I am concerned that, at school drop-off and pick-up times, the current 30mph speed limit along Wallace Fields and Windmill Lane in Epsom/Ewell (KT17 3A_) is not safe for children. What are the reasons for not having a 20mph speed limit along these roads, when a 20mph speed limit applies near so many other schools?

Officer Response:

Thank you for raising concerns over road safety on the approaches to Wallace Fields Infant School.

Surrey County Council has a speed limit policy in place “Setting Local Speed Limits”. The aim of which is to set speed limits that are successful in managing vehicle speeds. Experience shows that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and is ignored, then this could result in most drivers criminalising themselves and could bring the system of speed limits into disrepute. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources.

Therefore, changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit.

One of the first steps in changing existing speed limits would be to carry out speed surveys to assess whether the existing mean speeds comply with Surrey County Council’s speed limit policy for a lower speed limit using signs alone, or whether changes such as traffic calming, would be needed.

As referenced in the published committee paper’s each divisional member has £15,000 of capital maintenance which could be allocated to minor ITS. Officers will be discussing member funding priorities for the budgets agreed by committee, including priorities for the capital maintenance budget. Members will also be able to discuss potential schemes to put forward for technical assessment.

Question 2 – Cllr David Gulland

Re: Accessibility around the borough

At the Local Committee in July 2021 Mr Nick Healey committed to consulting with local residents on methods of improving accessibility around the Borough, with a particular focus on wheelchair users. What progress is there to report please?

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Officer Response:

It is proposed that smaller-scale improvements, such as dropped kerbs for improved accessibility at suitable defined locations, could be funded from individual divisional member allocations in 2022-23. Larger-scale improvements may be appropriate for technical assessment, to be prioritised for feasibility in 2022-23 with delivery in 2023-24. Officers will be discussing member funding priorities for the budgets agreed by committee for 2022-23. Members will also be able to discuss potential schemes to put forward for technical assessment.

Question 3 – Cllr David Gulland

Re: College Road/Longdown Lane junction traffic lights

At the Local Committee meeting in July 2021 a petition was presented to install a pedestrian crossing phase at the College Road/Longdown Lane North junction traffic lights. Where is this topic now in the order of priorities and what is the likely timescale before funds become available for this project?

Officer Response:

At the meeting of 21 July 2021 the local committee agreed to include a scheme to improve the pedestrian and wheelchair crossing at the College Road/Longdown Lane traffic lights in Epsom, on the prioritisation list for consideration in a future highway programme.

At its meeting of 28 March, the committee will be asked to agree its forward highways programme for 2022-23. This includes allocation of budgets for construction of schemes that have been subject to feasibility design promoted and funded by the local committee. To date, there has been no feasibility design undertaken for the College Road/Longdown Lane junction.

As referenced in the published committee papers, for future schemes it is proposed that each divisional member will select one scheme to be subject to a technical assessment, funded by central budgets rather than committee budgets. These assessments will in turn be subject to a prioritisation process, using a revised scoring system which is currently being developed. The prioritisation process is likely to take place in the autumn as part of a countywide programme. The selected schemes will be progressed through design in the latter part of 2022-23, with anticipated delivery in 2023-24.

Officers will be discussing member funding priorities for the budgets agreed by committee. Members will also be able to discuss potential schemes to put forward for technical assessment.

Question 4 – Cllr Julie Morris

Re: Grove Road and Church Street crossing

There is an usually long and somewhat hazardous crossing for pedestrians at the junction of Grove Road and Church Street in Epsom. There is no footway on the opposite side of Church Street so everyone walking along Church Street has to cross here. Would it be possible to create traffic bollards and a small island refuge at this crossing point, which would assist older people who find it difficult to walk quickly enough to avoid traffic turning in right (and left) from Church Street but would comfortably get halfway across to an island refuge.

Officer Response:

As referenced in the published committee papers, for future schemes it is proposed that each divisional member will select one scheme to be subject to a technical assessment, funded by central budgets rather than committee budgets. These assessments will in turn be subject to

a prioritisation process, using a revised scoring system which is currently being developed. The prioritisation process is likely to take place in the autumn as part of a countywide programme. The selected schemes will be progressed through design in the latter part of 2022-23, with anticipated delivery in 2023-24.

Officers will be discussing member funding priorities for the budgets agreed by committee. Members will also be able to discuss potential schemes to put forward for technical assessment.

Question 5 – Cllr Julie Morris

Re: Church Street/Upper High Street phasing of traffic lights

Can the phasing of traffic lights at Church Street/Upper High Street be reviewed please. Long tailbacks from the lights back into Upper High Street, particularly at weekends and rush hours, is increasing pollution from traffic and causing disruption, as well as encouraging rat-run behaviour in the side streets.

Officer Response:

The Traffic Operations team will carry out an assessment to see if there are any faults with the signal timings or if any slight changes can be made to the timings of the signals to help ease congestion.

The Traffic Operations team will also add the Upper High St / Church St signal junction to the list of sites for review this year. The junction will be re assessed for its method of operation and the timings / sequence validated with a view to improving the linking with adjacent signal junctions.

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (EPSOM & EWELL)

DATE: 28 MARCH 2022

SUBJECT: REQUIRED IMPROVEMENT OF FOOTPATHS AROUND WALLACE FIELDS INFANT, NURSERY AND JUNIOR SCHOOLS

DIVISION: EPSOM TOWN AND DOWNS

PETITIONS AND PETITION RESPONSES

DETAILS:

A petition has been received relating to the improvement of footpaths around Wallace Fields Infant, Nursery and Junior Schools. The petition has 118 signatories and reads as follows:

We, the undersigned, petition Surrey County Council to resurface the footpaths along Wallace Fields, from the site of Wallace Fields Infants School, along the full length of Wallace Fields and into Windmill Lane at least as far as number 37 Windmill Lane, where the existing paving slabs, which constitute the footpaths, have fallen into a state of disrepair to the extent of being dangerous. The protruding, cracked and wobbly paving slabs along these pathways are a hazard not only to the children walking or scooting to the schools, but also to their accompanying parents and grandparents, and cause numerous accidents and injuries on a weekly basis. Many sites have slabs which protrude higher than 2.5cm and are clearly a dangerous trip-hazard. The existing surface of these footpaths is simply no longer in a suitable state of repair to be deemed safe, particularly on a route frequented by school and nursery children, and resurfacing with a more suitable, safe surface should be prioritised.

The council has a duty of care to maintain the safety and usability of footpaths that are kept at public expense and must take all reasonable measures to prevent harm to footpath users. The council is breaching its duty of care, and therefore causing injuries to vulnerable footpath users, particularly children and their accompanying parents and grandparents, as described above. We ask the council to take the necessary corrective measures as a matter of urgency. A failure to do so will amount to negligence on the part of the council.

Lead petitioner: Joanna Brynteson (with support of Wallace Fields Infants School PTA)

RESPONSE:

Thank you for your petition regarding the condition of pavements around Wallace Fields Infant and Junior Schools, particularly along Wallace Fields and Windmill Lane in Epsom.

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I appreciate the concerns of parents and pupils regarding the condition of these pavements, and I am sorry to hear of accidents that have occurred. Assessments of these pavements were carried out by Surrey County Council Engineers in September 2021, for potential inclusion in Surrey County Council's planned works programme. Regretfully the outcome of these assessments advised we are unable to prioritise renewal of these pavements when compared against others across the county. To maximise funding from central government Surrey County Council uses asset management best practices guidance to manage its resources and develops a planned maintenance programme to improve the condition of the network. All pavements on the planned maintenance programme have been prioritised in accordance with our cabinet approved process. This process takes account of criteria including condition; network priority; risk; value for money and network management.

In response to observations of possible trip hazards by residents the pavements were reassessed in December 2021 and although the outcome has not changed, potential scheme details have been recorded on our systems to ensure assessment of condition scores are revisited periodically.

This reassessment also found a few safety defects at intervention level and works were ordered to carry out these repairs. All the pavements in Surrey, included those mentioned within this petition, are inspected on a regular schedule where defects are assessed against the criteria in our Highway Safety Inspection matrix, and those that meet the intervention criteria are fixed. We adopt a risk-based approach to determining priority of repairs on our network based on best practice as recommended in Well-managed Highways Infrastructure: A Code of Practice (Oct 2016). Wallace Fields and Windmill Lane are inspected annually, however residents can report any defects to us at any time by either using the '[report it](#)' tool on Surrey County Council's website or by telephoning our contact centre.

I understand this may be disappointing for the petitioners in terms of their desired outcome of full resurfacing of these pavements but hopefully demonstrates the council's endeavours to keep them and their relatives safe when travelling to and from school.

RECOMMENDATION

For information only.

Contact Officer: Matt Gallop, Asset Management Team



**SURREY COUNTY COUNCIL
LOCAL COMMITTEE IN EPSOM & EWELL
28 March 2022**

MEMBER QUESTIONS

Question 1: Cllr Neil Dallen

Re: Leith Road

Leith Road is a narrow road and, until a recent housing estate, Winters Close, was built, had a no through road sign and was only used by residents of the road.

Since the new estate was built it is being used as a cut through.

Is it possible to reinstate the no through road sign and/or make the road one way and / or put in some simple traffic calming?

Officer Response:

Thank you for your request for a “No through road” sign to be installed on Leith Road. Epsom and Ewell Borough Council are responsible for installing street name plates which incorporate the “No through road” sign, therefore they can be contacted to request any street name plate to be replaced.

It is appreciated that Leith Road is narrow and also that traffic will be attracted to the development at Winter Close. Measures to address these concerns could be investigated in the context of a feasibility study, which could consider options such as one-way working or traffic calming. A study could assess the nature and extent of the safety issues as well as explore the likely impact of highway options, such as resulting speeds from a one-way operation or noise and vibration from traffic calming.

As referenced in the published committee papers, for future schemes it is proposed that each divisional member will select one scheme to be subject to a technical assessment, funded by central budgets rather than committee budgets. These assessments will in turn be subject to a prioritisation process, using a revised scoring system which is currently being developed. The prioritisation process is likely to take place in the autumn as part of a countywide programme. The selected schemes will be progressed through design in the latter part of 2022-23, with anticipated delivery in 2023-24.

Officers will be discussing member funding priorities for the budgets agreed by committee. Members will also be able to discuss potential schemes to put forward for technical assessment.

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