

Minutes of the meeting of the
Epsom AND EWELL LOCAL COMMITTEE
held at 7.00 pm on 21 September 2015
at Bourne Hall, Spring Street, Ewell, KT17 1UF.

Surrey County Council Members:

- * Mr Eber A Kington (Chairman)
- * Mr John Beckett (Vice-Chairman)
- * Mrs Stella Lallement
- * Mrs Jan Mason
- * Mrs Tina Mountain

Borough / District Members:

- * Cllr Michael Arthur MBE
- * Cllr Liz Frost
- * Cllr Vince Romagnuolo
- * Cllr Clive Smitheram
- * Cllr Tella Wormington

* In attendance

28/15 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

No apologies were received.

29/15 CHAIRMAN'S BUSINESS [Item 2]

Noted that for training purposes the Local Committee Chairmen would be filmed during the parts of the Committee where they interact with the public. Chairmen will also be attending meetings of other Local Committees to view how they are conducted.

The Committee values feedback on its meetings and people in attendance were invited to leave feedback on the forms provided or to speak with one of the officers.

A powerpoint presentation was trialled at the meeting which displayed the item under consideration and the recommendation if appropriate.

Copies of the Get funded leaflet which signposts members of the public and community groups to potential sources of funding were circulated to members for distribution locally.

The Chairman reported that he had met recently with the area education manager to discuss local education matters.

Noted, that Clive Smitheram and Tella Wormington (substitute) had agreed to become Family, Friends and Community Support Champions for the Local Committee.

Following the July informal meeting of the Committee the Chairman had agreed to write to the Cabinet Member for highways in regard to the use of Section 59 of the Highways Act which enables councils to recover the cost of damage to the highway caused by excessive weight or extraordinary traffic along the highway during development. He had replied indicating that this is being trialled at some larger developments in Surrey but not currently in Epsom & Ewell.

30/15 WRITTEN PUBLIC QUESTIONS AND STATEMENTS [Item 3]

Four questions were received, the questions and answers are set out in Annexe A.

Question 1: Mr Olney asked what could be done to prioritise residents parking over that of shoppers and commuters. The Parking Engineer responded that the only way this could be achieved is by a Residents Parking Zone.

Question 2: Mr Olney reported that there have been issues in the area with “boy racers” and asked why only human fatalities are recorded. The Area Highways Team Manager responded that with limited resources available, traffic calming schemes across the County have to be ranked and areas where fatalities or personal injuries have been recorded are prioritised.

Question 3: Mr Olney reported that it appeared that the volume of traffic on the Dorking Road has increased making it more difficult for residents of the Wells Estate to turn right. The Area Highways Team Manager responded that any scheme to install traffic lights would require the acquisition of common land and would cost between £100,000 and £200,000. The Local Committee would be unable to afford this without a contribution from a development in the area. It would also lead to an increase in congestion on the Dorking Road.

Question 4: Teresa Cass asked what assessment and observation had taken place at the junction before the work was scheduled as she didn't feel this had been addressed in the response. The Area Highways Team Manager responded that the local highways team have a number of years of experience of working in the Borough and a good knowledge of the area. Three site visits took place before the work was scheduled: one with the local team; one with the local team and the design team and one for a safety audit of the proposals. Each of these lasted around an hour. Teresa Cass expressed her disappointment that residents had not been consulted and that the County Councillor had not been supplied with the full plans of the scheme. She requested that in future both the county councillor and the relevant Borough members be sent the full plans in future before work begins. The Area Highways Team Manager apologised that in this case the county councillor had not been sent the plans, although she was aware of the work, and indicated that this would be the normal procedure. The work being carried out is a small scheme which the team thought would be beneficial to the area and had been surprised by the local reaction.

The Chairman proposed that as the first part of the work is almost complete, and as the Committee couldn't agree to reverse this without further information, it should be completed and its impact assessed and a report be

brought to the 29 February meeting of the Committee. The work to the other side of the road will be put on hold until this assessment has been completed. In addition the Area Highways Team Manager was asked to bring a report to the 7 December meeting detailing the history of the scheme, the engineering rationale, consultation process and areas where lessons could be learned for future schemes. It was noted that the residents are concerned that dangerous situations may result from this work and requested that if this proves to be the case the situation should be reviewed earlier. Residents were invited to send any feedback on the scheme together with any relevant photos to the Community Partnership and Committee Manager.

The Area Highways Team Manager agreed to contact a representative of the racehorse trainers to ask for their views.

A member asked whether the gateway would be installed. It was indicated that the one on the side of the road where the work would be completed would be put in place but that it would not be possible to put it on the other side as there would not be sufficient space. The member queried whether this was the right place to put the gates or whether they should be put further away and officers agreed to consider this further.

The local county councillor indicated that she would visit the site on Wednesday between 7.30 and 11.00am, which was felt to be the busiest period to see if a traffic survey is required and would also hold a meeting for residents in the village hall in November.

Resolved:

- (i) That the second phase of the work taking place at the Grosvenor Road/Langley Vale Road Junction be put on hold, whilst the Committee assess the effectiveness of the first phase of the work. A further report to be brought to the Committee on 29 February 2016.
- (ii) That officers be asked to prepare a report for the 7 December meeting detailing the history of the scheme, the engineering rationale, consultation process and areas where lessons could be learned for future schemes

Reasons: To address residents concerns over how the change in the junction will affect safety and traffic movements.

31/15 ADJOURNMENT [Item 4]

12 members of the public were present. 2 informal questions were asked and answers were provided at the meeting.

32/15 PETITIONS [Item 5]

One petition was received, the petition and answer is set out in Annex B.

Declarations of Interest: None

Officers attending: Stephen Clavey, Senior Parking Engineer

Petitions, Public Questions/Statements:

Petition 1: Mr Marshall reported that the number of parking spaces available currently is insufficient to accommodate the number of cars owned by residents. Many of the properties are historic and were not built with modern requirements for parking in mind. Out of the 18 properties, eight have no parking, seven have one space and three have space for more than one vehicle. Time limited parking would not be a solution as many residents are at work all day and would not be able to return to move their cars for the restricted period. Most of the houses at the other end of the road have driveways, which is why they had not been included in this request and Glyn Close already has time limited yellow lines. He indicated that he would be happy to work with officers to discuss any proposals.

Member discussion – key points

The local county councillor reported that he had been approached by residents living at the other end of the road to look at small areas of yellow line to enable vehicles to pass and this would be considered as part of the next parking review.

Resolved: That, officers be asked to undertake further investigations, to determine whether a residents' parking zone in this area would be feasible and to bring recommendations to the December committee as part of the current parking review if appropriate.

Reasons: To respond to the petition from local residents.

33/15 MINUTES OF PREVIOUS MEETING [Item 6]

The minutes were confirmed as a correct record.

Minute 25/15 noted, that the Borough Council had advised that Michael Arthur, Neil Dallen and Vince Romagnuolo had been appointed to the Major Schemes (Epsom & Ewell) Task Group.

34/15 DECLARATIONS OF INTEREST [Item 7]

There were no declarations of interest.

35/15 MEMBER QUESTION TIME [Item 8]

One question was received, the question and answer is set out in Annex C. The member asked when the proposals previously discussed to address the issues would be implemented and would the amended parking restrictions be included in the Phase 9 parking review. Officers confirmed that the parking restrictions would be included in the review and that if agreed there would be an 18 month period when they could be implemented by which time the proposals discussed should be in place.

36/15 PARKING POLICY UPDATE [FOR INFORMATION] [Item 9]

Declarations of Interest: None

Officers attending: Stephen Clavey, Senior Parking Engineer

Petitions, Public Questions/Statements: None

Noted, that the Department of Transport would need to be consulted about whether it is possible to restrict disabled parking in the 'kiss and ride' bay, as there does not seem to be a suitable approved sign currently.

Noted the report.

37/15 HIGHWAYS UPDATE [EXECUTIVE FUNCTION - FOR DECISION] [Item 10]

Declarations of Interest: None

Officers attending: Nick Healey, Area Highways Team Manager; Alan Flaherty, Engineer

Petitions, Public Questions/Statements: None

Member discussion – key points

The attention of new members was drawn to the Guide to the Local Committee delegated Highways budget. It was agreed that the Community Partnership & Committee Officer would recirculate this.

Noted, that once the feasibility studies scheduled for this year had been completed, reports would be brought to Committee for consideration.

The Chairman expressed concern at the year on year reductions in the funding for local highways delegated to the Committee and the possibility that there could be a further 25% cut in the next financial year, as this would seem to be contrary to the principle of devolution. It was noted that the majority of the centrally held highways budget is used to address safety issues including potholes and major maintenance issues and a reduction in this could mean that some of these issues are not dealt with as quickly. The Committee unanimously agreed to ask the Chairman to write on its behalf to the Leader.

Resolved: to

- (i) Authorise the Area Highway Manager in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s), to prioritise schemes as necessary to ensure the remainder of this Financial Year's budgets are fully invested in the road network in Epsom and Ewell;
- (ii) Approve the strategy for allocation of next Financial Year's budgets as detailed in Table 4 of the report;
- (iii) Authorise the Area Highway Manager in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s) to undertake all necessary procedures to deliver the agreed programmes.
- (iv) Request the Chairman to write to the portfolio holder, on behalf of the Committee, to express its disappointment in the continued delays in the implementation of agreed parking schemes, despite assurances previously that this would be improved.

- (v) Request the Chairman to write to the Leader, on behalf of the Committee expressing concern at the year on year reduction in the funding delegated to the Local Committee and the proposed further reduction of 25% for the 2016/17 financial year.

Reasons: To facilitate delivery of the 2015-16 Highways programmes funded by the Local Committee and to facilitate development of Committee's 2016-17 Highways programmes, while at the same time ensuring that the Chairman, Vice Chairman and relevant Divisional Members are fully and appropriately involved in any detailed considerations.

38/15 CHANGES TO THE COMMUNITY YOUTH WORK SERVICE IN EPSOM AND EWELL BOROUGH [EXECUTIVE FUNCTION - FOR DECISION] [Item 11]

Declarations of Interest: None

Officers attending: Jeremy Crouch, Contract Performance Officer; Zareena Linney, Senior Practitioner for Community Youth Work in Epsom & Ewell

Petitions, Public Questions/Statements: None

Member discussion – key points

It was reported that there have been issues with anti social behaviour in some areas where the young people involved are younger than the target age group for youth work. It was reported that a flexible approach has been negotiated in order to work with a younger age group if necessary.

Some members were concerned that targeting particular areas may mean that some more isolated areas are overlooked. Officers responded that there is flexibility to work in other areas if necessary.

Noted, that the future of the Yo-Yo is being reviewed to determine the best future use for it.

Noted, that although the initial proposal is for detached youth work in the Longmead area, the service is actively looking for suitable accommodation and would welcome suggestions.

Resolved:

- (i) That the proposals set out in paragraph 3.1 of the report be adopted as formal guidance for the Community Youth Work Service.
- (ii) That the Community Youth Work Practice Lead in consultation with the Chairman, Vice Chairman and Youth Task Group Chairman may make minor changes to the delivery approach described in this report to enable the service to respond flexibly to the changing needs of communities.

Reasons: These changes are designed to: enable the Community Youth Work Service (CYWS) to better support the Council's strategic goal of employability for young people; implement a County Council Cabinet steer to allocate more of our resources to the areas of greatest need; and respond

positively to an overall funding reduction of 11% for Community Youth Work across Surrey.

39/15 ANNUAL PERFORMANCE REPORT FROM SERVICES FOR YOUNG PEOPLE [SERVICE MONITORING - FOR INFORMATION] [Item 12]

Declarations of Interest: None

Officers attending: Richard Leary, YSS Team Manager Epsom & Ewell

Petitions, Public Questions/Statements: None

Member discussion – key points

Members asked whether the measures will remain the same under the new ways of working so it will be possible to compare what effect the changes have had on performance. The YSS team manager responded that he was not expecting them to change but that he would confirm that this was the case. There is now a robust team working in the Borough and he is confident that there will be more stability going forward.

Members thanked everyone involved for their hard work in achieving the excellent results.

Noted how Services for Young People has supported young people to be employable during 2014/15 as set out in the report.

40/15 AREAS OF FOCUS FOR THE COMMITTEE IN 2015/16 [FOR INFORMATION] [Item 13]

Declarations of Interest: None

Officers attending: Nicola Morris, Community Partnership & Committee Officer

Petitions, Public Questions/Statements: None

Member discussion – key points

Noted the Committee's priorities for 2015/16, together with the comments on the highway related items from the Area Highways Team Manager.

41/15 LOCAL COMMITTEE DECISION/ACTION TRACKER [FOR INFORMATION] [Item 14]

Declarations of Interest: None

Officers attending: Nicola Morris, Community Partnership & Committee Officer

Petitions, Public Questions/Statements: None

Member discussion – key points

Members felt that this is a useful document and would like to see it being continued.

42/15 DATE OF NEXT MEETING [Item 15]

Meeting ended at: 9.10 pm

Chairman



SURREY

**SURREY COUNTY COUNCIL
LOCAL COMMITTEE EPSOM & EWELL
21 September 2015**

PUBLIC QUESTIONS AND STATEMENTS

**Question 1 – Mr Martin Olney
Re: Parking in Wheelers Lane**

Question:

What is the Local Committee doing to relieve the congestion and commuter parking on Stamford Green? We need a solution to this problem so that residents can park close to their homes during the day.

We have to deal with two types of commuter. The first group are the train users. They fill up the part of Wheelers Lane with no houses early in the morning. Although this narrows the road it doesn't cause residents much concern. The type of commuter that does cause concern is those that arrive later and park outside our houses. I assume these are local workers at the hospital, Rosebery School and the town centre.

At the last meeting of the Local Committee the residents of Wheelers Lane rejected a Pay & Display scheme as a means to end commuter parking. It was thought that the commuters would simply move further into Stamford Green.

Most residents do not wish to pay for the privilege of parking close to their house. A RPZ was therefore rejected by the majority. However, there is still a sizeable minority, me being one, that use their cars during the day. At the previous Local Committee meeting I was told that the use of grasscrete on the greens outside the houses in Wheelers Lane was too expensive. I was also told subsequently that a RPZ had to be economic. The implication here is that the six to eight car owners that would welcome some sort of designated parking was too small a number. However, I note that outside the Epsom Town Hall there are three RPZs that accommodate a total of nine cars. Why is that economic?

My remarks are addressed at Wheelers Lane. However the same congestion and parking by commuters happens on Stamford Green Road, Parklawn Avenue and Eastdean Avenue. This is because Hookfield and Rosebanks have had RPZs installed and has pushed the commuters further out.

Officer Response:

No further RPZs in the Epsom town centre area will be considered in the next parking review to allow those currently being considered to be put in place if appropriate and to monitor their effectiveness. In addition, in future, we will require 70% of residents in a road to want a resident's permit scheme before we consider implementation.

It is not possible to allow 6 to 8 properties to apply for a permit and not the rest of the residents - these schemes apply to stretches of, or entire lengths of roads, not one or

two households within this road - this would be tantamount to supplying parking spaces for named householders, which is not allowed on a public highway.

The bays in front of the Town Hall are part of a much larger scheme, referred to as the 'Town Centre' RPZ - this consists of the entire length of The Parade, Laburnum Road, Heathcote Road and Hereford Road.

We have supplied smaller areas, such as Clayton Road, where 3 or 4 spaces have been supplied for 3 or 4 households, but these are the only residents in that road.

Question 2 – Mr Martin Olney
Re: Traffic Calming in Stamford Green

Question:

Several residents have complained to me about the speed and irresponsible behaviour of motorists in Stamford Green. A resident was very upset when her cat was killed by a speeding motorist, who did not even bother to stop. Can the committee look into introducing some type of traffic calming measures in Stamford Green.

Officer Response:

The Stamford Green area is an area with very little through traffic. The majority of traffic movements are made by local residents, apart from deliveries and some commuter parking in Wheelers Lane. There are also many sections of roads in the area which have parked cars which help reduce speed.

There are no personal injury accidents within the main Stamford Green area. There are some accidents at the side road junctions of Stamford Green Road, Parklawn Avenue, Hookfield and Wheelers Lane, which is expected. A scheme to provide road tables across these side roads is currently under construction with completion by the end of October. Officers would therefore not consider traffic calming measures over the Stamford Green Area which would be expensive and could not be justified.

Question 3 – Mr Martin Olney
Re: Entry/exit to the Wells Estate

Question:

At a recent surgery I was asked if SCC would look into making it easier to get out of Wells Road. It is the only entry/exit to the Wells Estate and during the morning rush hour it is almost impossible to turn right towards Ashtead.

Officer Response:

Residents who live on the Wells Estate are aware of the limited access to the estate. The only engineering measure that would make it easier to exit from Wells Road would be traffic signals. This was looked into many years ago, but was dismissed on the grounds that it would involve taking some common land. The cost of providing traffic signals now would be high and given that there has only been one slight personal injury accident in the past 3 years, it would be difficult to justify. There is a right turn lane for traffic turning into Wells Road and many motorists turning right out of Wells Road often take up a position across the right turn lane until there is a gap in

the traffic flow. It would not be suitable to make this arrangement more formal as there is very limited space available.

Question 4 – Teresa Cass

Re: Langley Vale Village - Grosvenor Road/ Langley Vale Road Junction

Question:

In view of the many concerns of local residents regarding the future traffic problems that they believe will be caused by the considerable reduction of the road width, along with the pictorial evidence previously submitted to Surrey Highways showing some of these problems actually occurring, please can I request that the Local Committee ask the officers to halt this scheme to allow further investigations to take place.

In addition can I have answers to the following questions?

Who requested this scheme?

What is its main purpose?

Please provide the accident statistics of this junction

Where is the funding coming from?

Were local residents consulted?

Were Epsom Racehorse Trainers Consulted?

What assessment and observation of this junction was undertaken before the plans were drawn up?

There will be an impact on the village shop – has this been taken into consideration?

Officer Response:

A petition was received from local residents at the Local Committee in September 2013. The petition was asking for various measures to reduce speeding in the village. It was agreed that a further discussion should take place and a meeting was arranged with the petitioner, County Councillor Tina Mountain, The Police and a SCC Officer to discuss options.

As a result of this meeting it was agreed that build outs at the Langley Vale Road junctions and gateway signing would be considered. The proposed scheme has been designed to reduce the entry width thereby reducing the speed at which vehicles enter Grosvenor Road from Langley Vale Road. The build outs will also reduce the distance which pedestrians have to cross the road. The larger area of footway will accommodate the gateway signing.

There have been no personal injury accidents at the Grosvenor Road junction in the past 3 years but there have been 2 collisions at the Rosebery Road junction which is also part of the proposed scheme.

The scheme is being funded through a developer levy (Planning Infrastructure Contribution). Local residents were not consulted as the overall impact of the

completed scheme on the immediate local residents is low. The Local County Councillor has been involved in the process from the beginning. Epsom Racehorse Trainers were not consulted.

The treatment of the junction is a standard engineering technique to reduce the speed of vehicles turning into the side road from Langley Vale Road. When the scheme is complete there will be gateway signing to the village which will give a different feel to motorists entering the village and thereby encourage motorists to drive at an appropriate speed.

There will be no detrimental impact on the village shop. There are existing double yellow lines at the junction so there should be no change once the scheme is complete.



**Surrey County Council
Local Committee In Epsom & Ewell
21 September 2015**

**PETITION 1: Church Street, Ewell request for Residents Parking Zone
Received from Richard Marshall, currently signed by 14 of the 18 households
in the two post codes KT17 2AS and KT17 2AU.**

A petition has been received requesting a residents parking scheme for Church Street, Ewell to run from the old prison/watch house by 2 Church Street to 10 Church Street next to the junction of Glynn Close, then opposite the houses Alciston, Carrick and Ormonde to the start of the existing single yellow line on the corner opposite the entrance to Ewell Castle School.

Officer Response:

This is something that would need to be investigated further as part of the current parking review, which is due to bring recommendations to the December Local Committee.

SCC officers have carried out a preliminary investigation into the current on and off-street parking facilities. It is not entirely clear as to which off-street facilities serve which households this can be seen on the attached plan, which shows existing and possible facilities outlined in green – we recommend that a questionnaire be sent out to investigate what facilities are available to the residents currently.

It should be remembered that we would only implement a residents permit scheme on the basis that there are little or no off-street facilities available to residents and their vehicles, and that through the purchase of permits the scheme could be self financing.

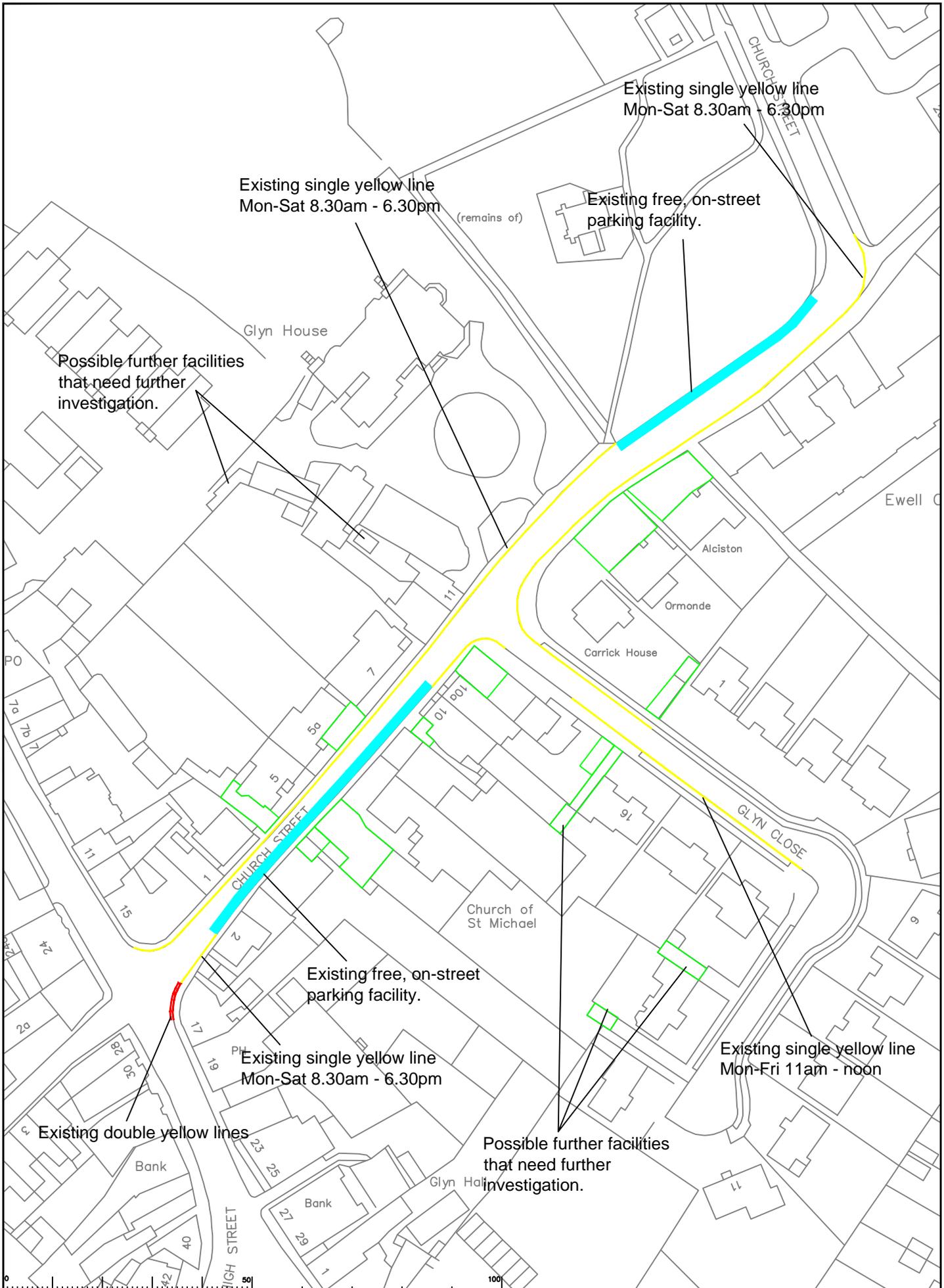
Residents should always use their own off-street facilities first, before using those on the public highway.

There are also currently a number of free on street parking spaces available in Church Street. If the main issue is regarding visitor parking, then there are other options available, such as time limited parking – this would deter all day parking.

It must also be considered that parking could be offset into Glyn Close and further along Church Street – these residents would also need to be included in any further investigations.

The Committee is asked to agree that officers carry out further investigations to determine whether a residents' parking zone in this area would be feasible and to bring recommendations as part of the current parking review if appropriate.

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Rev	Description	Drwn	Slg	Date	Chkd	Slg	Date	Appr	Slg	Date

North Point

Scale: 0, 50, 100

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Drawn by: SDC, Slg: SDC, Date: 09/15

Checked by: RH, Slg: RH, Date: 09/15

Approved by: DC, Slg: DC, Date: 09/15

Project: Epsom and Ewell Parking Review 2015 / 2016

Existing off-street parking analysis Church Street, Ewell

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SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No.:

Contract Sheet No. 01

Rev. 01

Classification: COMM

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**SURREY COUNTY COUNCIL
LOCAL COMMITTEE IN EPSOM & EWELL
21 September 2015**

MEMBER QUESTIONS

**Question 1 Cllr Michael Arthur
Re: East Street/Chuters Grove Parking**

Residents of Chuters Grove are perturbed by the indiscriminate pavement parking in the environs of Chuters Grove and East Street. I have been asked can a no pavement parking enforcement policy be immediately introduced until the permanent scheme is agreed and implemented?



Officer Response:

Surrey Police have powers to ticket motorists who park on the footway for the offences of obstruction of the Public Highway (Highways Act s137) and driving over the footway (Highways Act 1835 s72, Road Traffic Act 1988 s34). Furthermore Epsom and Ewell Borough Council have powers to ticket motorists for any parking in contravention of a parking or waiting restriction. This is occurring where vehicles are parked on the footway but on a section where there is a double yellow line in place. The restriction applies to the back of the footway.

At the present time there is enough information given to drivers to make it clear where they can and cannot legitimately drive and park. SCC cannot introduce a ban on pavement or grass verge parking without going through the same procedure as we would with any other

request for parking restrictions, that is, it would need to be looked at with the rest of the parking review requests.

Those drivers who do mount the footway must take responsibility for any consequences of their actions.