

Agenda

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

Epsom & Ewell
Local Committee

Discussion

Phase 10 Parking Review – *Stephen Clavey*
Highways Update including Plan E progress
report – *Nick Healey, Steve Howard*



Venue

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

Date: Monday, 6 March 2017

Time: 7.00 pm



SURREY

You can get involved in the following ways

Get involved

Ask a question

If there is something you wish know about how your council works or what it is doing in your area, you can ask the local committee a question about it. Most local committees provide an opportunity to raise questions, informally, up to 30 minutes before the meeting officially starts. If an answer cannot be given at the meeting, they will make arrangements for you to receive an answer either before or at the next formal meeting.

Write a question

You can also put your question to the local committee in writing. The committee officer must receive it a minimum of 4 working days in advance of the meeting.

When you arrive at the meeting let the committee officer (detailed below) know that you are there for the answer to your question. The committee chairman will decide exactly when your answer will be given and may invite you to ask a further question, if needed, at an appropriate time in the meeting.

Sign a petition

If you live, work or study in Surrey and have a local issue of concern, you can petition the local committee and ask it to consider taking action on your behalf. Petitions should have at least 30 signatures and should be submitted to the committee officer 2 weeks before the meeting. You will be asked if you wish to outline your key concerns to the committee and will be given 3 minutes to address the meeting. Your petition may either be discussed at the meeting or alternatively, at the following meeting.

Attending the Local Committee meeting

Your Partnership officer is here to help.

Email: nicola.morris@surreycc.gov.uk

Tel: 07968 832177 (text or phone)

Website: <http://www.surreycc.gov.uk/epsomandewell>



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This is a meeting in public.

Please contact **Nicola Morris, Community Partnership & Committee Officer** using the above contact details:

- If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language
- If you would like to attend and you have any **additional needs, e.g. access or hearing loop**
- If you would like to talk about something in today's meeting or have a local initiative or concern.

Surrey County Council Appointed Members

Mr Eber A Kington, Ewell Court, Auriol and Cuddington (Chairman)

Mr John Beckett, Ewell (Vice-Chairman)

Mrs Jan Mason, West Ewell

Mrs Tina Mountain, Epsom Town and Downs

Mr Karan Persand, Epsom West

Borough Council Appointed Members

Cllr Kate Chinn, Court

Cllr Liz Frost, Woodcote

Cllr Clive Smitheram, West Ewell

Cllr Mike Teasdale, Stoneleigh

Cllr Tella Wormington, Town

Chief Executive
David McNulty

Cllr Michael Arthur MBE, Ewell

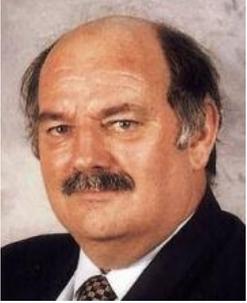
Cllr Tony Axelrod, Town

Cllr Rekha Bansil, Woodcote

Cllr Steve Bridger, Stamford

Cllr Vince Romagnuolo, Court

			
Mr Eber A Kington (Chairman) Ewell Court, Auriol & Cuddington	Mr John Beckett (Vice-Chairman) Ewell	Karan Persand Epsom West	Mrs Jan Mason West Ewell
	 SURREY Local Committee (Epsom & Ewell) County Councillors 2013-17		
Mrs Tina Mountain Epsom Town & Downs			

			
Cllr Mike Teasdale Stoneleigh	Cllr Liz Frost Woodcote	Cllr Kate Chinn Court	Cllr Clive Smitheram West Ewell
	 Local Committee (Epsom & Ewell) Borough Council Co-optees 2016-17		
Cllr Tella Wormington Town			

For councillor contact details, please contact Nicola Morris, Community Partnership and Committee Officer (nicola.morris@surreycc.gov.uk / 020 8541 9437) or visit www.surreycc.gov.uk/epsomandewell

MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE
<p>Those attending for the purpose of reporting on the meeting may use social media or mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting. Anyone is permitted to film, record or take photographs at council meetings. Please liaise with the council officer listed in the agenda prior to the start of the meeting so that those attending the meeting can be made aware of any filming taking place.</p> <p>Use of mobile devices, including for the purpose of recording or filming a meeting, is subject to no interruptions, distractions or interference being caused to the PA or Induction Loop systems, or any general disturbance to proceedings. The Chairman may ask for mobile devices to be switched off in these circumstances.</p> <p>It is requested that if you are not using your mobile device for any of the activities outlined above, it be switched off or placed in silent mode during the meeting to prevent interruptions and interference with PA and Induction Loop systems.</p> <p style="text-align: center;"><i>Thank you for your co-operation</i></p> <p>Note: This meeting may be filmed for live or subsequent broadcast - at the start of the meeting the Chairman will confirm if all or part of the meeting is being filmed. The images and sound recording may be used for training purposes within the Council.</p> <p>Generally the public seating areas are not filmed. However by entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings for webcasting and/or training purposes.</p>

**PART 1
IN PUBLIC**

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

To receive any apologies for absence and notices of substitutions from Borough members under Standing Order 39.

2 CHAIRMAN'S BUSINESS

The Chairman will update the Committee on any current issues.

3 WRITTEN PUBLIC QUESTIONS AND STATEMENTS

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 Community Partnership & Committee Officer at least by noon four working days before the meeting.

4 ADJOURNMENT

For the Committee to consider adjourning for up to half an hour to receive questions from members of the public.

5 PETITIONS

To receive any petitions in accordance with Standing Order 68.

6 MINUTES OF PREVIOUS MEETING

(Pages 1 - 8)

To approve the Minutes of the previous meeting as a correct record.

7 DECLARATIONS OF INTEREST

All Members present are required to declare, at this point in the meeting or as soon as possible thereafter

- (i) Any disclosable pecuniary interests and / or
- (ii) Other interests arising under the Code of Conduct in respect of any item(s) of business being considered at this meeting

NOTES:

- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest
- As well as an interest of the Member, this includes any interest, of which the Member is aware, that relates to the Member's spouse or civil partner (or any person with whom the Member is living as a spouse or civil partner)
- Members with a significant personal interest may participate in the discussion and vote on that matter unless that interest could be reasonably regarded as prejudicial.

8 MEMBER QUESTION TIME

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

9 EPSOM AND EWELL PARKING REVIEW (PHASE 10) [EXECUTIVE FUNCTION - FOR DECISION] (Pages 9 - 94)

To consider requests that have been received for either the introduction of new parking restrictions or changes to existing restrictions at various sites in Epsom and Ewell.

Since the introduction of Decriminalised Parking Enforcement (DPE) in May 2005, new parking / waiting restrictions in Epsom and Ewell have been introduced in nine phases, with the most recent being implemented through 2017.

This report details locations and general proposals for the Phase 10 parking / waiting restriction review, to be progressed in 2017 and seeks approval to carry out statutory consultation on the proposals.

The report also looks to assess whether or not it is possible to relocate parking bays and create additional chicanes along Temple Road.

10 HIGHWAYS UPDATE [EXECUTIVE FUNCTION - FOR DECISION] (Pages 95 - 108)

This report summarises progress with the Local Committee's programme of Highways works for the current Financial Year 2016-17.

Subject to confirmation of the 2017-18 Highways budgets, preparations will be made to deliver the Local Committee's programme of Highways works for the Financial Year 2017-18.

11 LOCAL COMMITTEE DECISION/ACTION TRACKER [FOR INFORMATION] (Pages 109 - 112)

This item provides an update on previous decisions and actions agreed by the Committee beginning in June 2015.

12 DATE OF NEXT MEETING

Monday 19 June 2017 at 7.00pm, Ewell Court House

DRAFT

Minutes of the meeting of the
Epsom AND EWELL LOCAL COMMITTEE
 held at 7.00 pm on 19 September 2016
 at Bourne Hall, Spring Street, Ewell KT17 1UF.

Surrey County Council Members:

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

Borough / District Members:

- * Cllr Kate Chinn
- * Cllr Liz Frost
- * Cllr Clive Smitheram
- * Cllr Mike Teasdale
- * Cllr Tella Wormington

* In attendance

31/16 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies for absence were received from Karan Persand.

32/16 CHAIRMAN'S BUSINESS [Item 2]

The Chairman reported that sections of the meeting would be broadcast on the social media app Periscope as a way of making the meetings more accessible to residents.

He reminded members that Adult Social Care has recently published a leaflet of key contacts for the Borough and that copies could be obtained from the Community Partnership & Committee Officer on request.

33/16 WRITTEN PUBLIC QUESTIONS AND STATEMENTS [Item 3]

Three questions were received. The questions and answers are set out in Annex A. The following additional points were made:

Question 1: The questioner reported that he had subsequently sent some photos showing the road being blocked by large vehicles attempting to pass parked cars in this narrow road. On some occasions the refuse vehicle also has trouble getting through.

Question 3: Cllr Arthur reported that currently around 100 trees a year are planted by the Borough Council and asked what will happen in future to avoid the loss of trees in this leafy Borough. Officers replied that the Borough

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Council can continue to plant trees if they have funding available or if funding from other sources can be identified, but the County Council will not have a budget for tree planting.

34/16 ADJOURNMENT [Item 4]

Twelve members of the public were present. Two informal questions were asked (one was deferred to item 9) and answers were provided at the meeting.

35/16 PETITIONS [Item 5]

There were no petitions.

36/16 MINUTES OF PREVIOUS MEETING [Item 6]

The minutes were confirmed as a correct record.

37/16 DECLARATIONS OF INTEREST [Item 7]

There were no declarations of interest.

38/16 MEMBER QUESTION TIME [Item 8]

One question was received. The questions and answers are set out in Annex B. The following additional points were made:

Cllr Mason expressed her disappointment at the quality of communication with local members, who she felt had not been kept fully up to date on what is happening in order for them to pass information to local residents. She asked how residents without computers can access the information, requested a rough timeline, not specific dates and to see all letters sent to residents as some residents appeared not to have not received them. Cllr Smitheram also raised a recent incident in relation to the demolition process and asked what plan is in place to facilitate the movement of HGVs. An officer would be asked to contacted Cllr Mason after the meeting to discuss the matter further.

39/16 HIGHWAYS UPDATE [EXECUTIVE FUNCTION - FOR DECISION] [Item 9]

Declarations of Interest: None

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

Petitions, Public Questions/Statements: Cllr Dallen queried whether it would be appropriate to change the previous decision of the Committee regarding the cycle scheme in Waterloo Road before the completion on the Plan E work. He requested that a Task Group should be set up to look at the options available.

There was no indication of any further public questions or statements so the Committee moved to debate the options outlined in the officer report.

Member Discussion – key points

Members asked whether if the Committee agreed to defer the proposed schemes, they would be included in the programme of work for next year. The Area Highways Team Manager responded that this would be a decision for the Local Committee when they consider the priorities for future years, within the budget available.

Members were informed of the work of the highways works communication team, who are working to improve communications on highway work both with members and local residents/businesses. The Area Highways Team Manager agreed to find out whether Borough members could also be informed if works are delayed.

Noted that the final phase 9 parking proposals have now been agreed and details will be published shortly on the SCC website. It is hoped that the signs and lines will be in place by the end of October.

A member asked whether the community enhancement budget could be spent on cleaning illuminated bollards which are becoming increasingly dirty. The Chairman responded that £5,000 is available for each division and that a divisional member could ask for bollards to be cleaned in an area if this is a high priority for them.

In relation to paragraph 2.35 and the s106 agreement for funding of “cycle, pedestrian and public transport facilities in Waterloo Road” members asked whether the developer could be asked to extend the deadline for the return of this funding to allow the final decision to be made once the Plan E work is completed. Members felt that nothing had changed since the last discussion and alternative options should be considered. The Area Highways Manager reported that the traffic modelling work for Plan E has now been completed so that a reduction in traffic congestion at the Spread Eagle can be demonstrated. Members acknowledged that the current informal double queuing in Waterloo Road can make it difficult and dangerous for cyclists

Resolved: to

- (i) Defer construction of the Stoneleigh Park Road to Bradford Drive Cycle Link, and the Scotts Farm Road Cycle Link, to 2017-18;
- (ii) 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;
- (iii) Note that 5 year programmes for structures and drainage are being developed and that members are invited to make suggestions of priority works for these programmes to the relevant officers by 30th September 2016;
- (iv) Approve the strategy for allocation of next Financial Year's budgets as detailed in Table 4;
- (v) [on a vote by 6 vote FOR to 2 AGAINST] Ask officers to seek an extension from the developer to the time limit on the use of the s106 funding and to set up a Task Group comprising two Borough and two

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County councillors to discuss the options for the use of the funding, within the agreed purpose, and make recommendations to the Committee. Membership to be agreed after the meeting and notified to the Community Partnership & Committee Officer;

- (vi) Approve a new Bus Stop Clearway in Church Street, Epsom, as detailed in Annex G;
- (vii) Approve a new Bus Stand Clearway in Station Approach, Epsom, as detailed in Annex H;
- (viii) 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.

Reasons: The recommendations are intended to facilitate delivery of the 2016-17 Highways programmes funded by the Local Committee and to facilitate development of Committee's 2017-18 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.

Specific recommendations are made to ensure developer monies arising out of the Epsom Station development are invested according to the terms of the s106 agreement, and to facilitate the implementation of Clearways to prevent obstruction to the operation of local bus services.

40/16 EPSOM-BANSTEAD SUSTAINABLE TRANSPORT PACKAGE [EXECUTIVE FUNCTION - FOR DECISION] [Item 10]

Declarations of Interest: None

Officers attending: Neil McClure, Transport Strategy Project Manager

Petitions, Public Questions/Statements: None

Member Discussion – key points

Members queried whether Epsom & Ewell Borough Council are contributing anything to the project. It was confirmed that the Borough are not making a contribution as the available funding is being directed to other projects such as the Plan E scheme.

Members asked whether anything can be done to prevent people parking on the Reigate Road cycle way as posts are currently in place to stop parking on the verge. Officers replied that it is an offence to park on an off carriageway cycle route which this will be, but there are also engineering measures which can be considered such as double height kerbs to stop vehicles accessing the area.

The Committee noted the progress to date and the results of the high level analysis of the public engagement on the proposed schemes. The project business case is due to be submitted to the C2C LEP at the end of October 2016. The final business case will be reviewed by the Member Task Group prior to this. A further report will be brought to a later Committee when the LEP funding decision is known.

41/16 EPSOM 'PLAN E' HIGHWAY IMPROVEMENTS [EXECUTIVE FUNCTION - FOR DECISION) [Item 11]

Declarations of Interest: None

Officers attending: Steve Howard, Transport Policy Project Manager

Petitions, Public Questions/Statements: None

Member Discussion – key points

A member asked whether the proposed changes to the parking restrictions in South Street would mean that on street parking in the evening would no longer be possible. It was confirmed that this would be the intention.

Noted that traffic lights throughout the town centre would be optimised as a result of updating the urban traffic controller as part of the work.

Noted that the current signs displaying spaces available in the town centre car parks will be renewed. The replacements will be smaller and able to display other messages as appropriate.

The County Council is working with the Borough Council on a 'way-finding' scheme which will extend Borough wide to key destinations.

The road tables proposed as part of the scheme aim to encourage vehicles entering the town to slow down and make the area more pedestrian friendly without the use of additional signal controlled crossing points.

Resolved:

- (i) To note the update on the proposed measures and junction layouts as indicated in this report and illustrated in Annex 1 and summarised in Annex 3,
- (ii) To approve advertising of the following notices based on the information provided in the report in association with Annexes 1 and 2 and summarised in Annex 3 and with specific reference to:

Paragraph 2.9 (iv)

Paragraph 2.17 (vii-viii)

Paragraph 2.20 (viii-ix)

Paragraph 2.25 (vi-x)

Paragraph 2.30 (viii-x)

Paragraph 2.32 (iv)

The County Council's intention is to make the required orders under the Road Traffic Regulation Act 1984 to be advertised and, if no objections are maintained, the order(s) be made;

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- (iii) That if objections are received to the advertisement of the legal notices and traffic orders, that the Area Team Manager is authorised to resolve them in consultation with the Chairman, Vice Chairman, Divisional Members and Project Manager, to decide whether or not they should be acceded to and therefore whether the orders should be made, with or without modification or to be discussed and if appropriate agreed at the next Local Committee meeting.

Reasons: To ensure that the Local Committee is kept informed, the Local Committee is asked to note the current proposals and general arrangements as indicated within this report.

The Local Committee is asked to approve the proposals including the installation of flat top raised tables at locations as indicated in Annex 1 to signified a 'gateway to the high street area' to alter drivers perception and increase pedestrian priority and reduce traffic dominance within the town centre.

To ensure that the Plan E Highway Improvements Scheme receives the necessary approvals to start construction currently planned for Jan 2017 and once implemented contributed toward achieving the objectives of the Plan E Area Action Plan.

42/16 LOCAL COMMITTEE FUNDING OF COMMUNITY SAFETY PROJECTS [EXECUTIVE FUNCTION - FOR DECISION] [Item 12]

Declarations of Interest: None

Officers attending: Nicola Morris, Community Partnership & Committee Officer

Petitions, Public Questions/Statements: None

Member Discussion – key points

The Chairman reminded the Committee that last year the Committee had retained the Community Safety funding and had allowed both the Community Safety Partnership and other local organisations to bid for the funding at the same time, instead of letting the Community Safety Partnership bid in advance of other organisations, as suggested in the officer recommendations. He felt that this approach had been successful and proposed that last year's arrangement should be continued and the Committee were in agreement with this approach.

It was noted that a recent meeting of the Epsom & Ewell Community Safety Partnership had agreed that it should amalgamate with the East Surrey Community Safety Partnership and if this is ratified they will have an opportunity to bid for the funding.

Resolved: That

- (i) The delegated Community Safety budget of £3,000 per Local Committee for 2016/17 be retained by the Community Partnership Team, on behalf of the Local Committee, and that local organisations including the Community Safety Partnership are invited to submit proposals that meet

the criteria and principles for funding, as defined at paragraph 2.6 of the report.

- (ii) Authority is delegated to the Community Partnership Manager, in consultation with the Chairman and Vice-Chairman of the Local Committee, to authorise the expenditure of the Community Safety budget in accordance with the criteria and principles stated at paragraph 2.6 of this report.
- (iii) The Committee receives a report detailing the projects that were successful in being awarded the local community safety funding and the outcomes and impact they have achieved.

Reasons: A recent analysis of how the local committees' community safety funds were spent in 2015-16 revealed a mixed picture. While there were some notable examples of good practice, much of the funding was spent on activities that could have otherwise been delivered either through existing partnership work or by closer synergy with Surrey's established, strategic community safety projects. This report makes recommendations that are intended to secure greater oversight of the committee's expenditure and better value for money for projects that help to achieve the County's community safety priorities.

43/16 LOCAL COMMITTEE DECISION/ACTION TRACKER [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

None

Noted the progress with the recorded decisions/actions

44/16 DATE OF NEXT MEETING [Item 14]

Monday 5 December at 2.00pm in Epsom Town Hall

Meeting ended at: 9.05 pm

Chairman

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (EPSOM & EWELL)

DATE: 06 MARCH 2016



**LEAD OFFICER: STEPHEN CLAVEY
SENIOR ENGINEER**

SUBJECT: EPSOM AND EWELL PARKING REVIEW (PHASE 10)

DIVISION: ALL EPSOM AND EWELL

SUMMARY OF ISSUE:

To consider requests that have been received for either the introduction of new parking restrictions or changes to existing restrictions at various sites in Epsom and Ewell.

Since the introduction of Decriminalised Parking Enforcement (DPE) in May 2005, new parking / waiting restrictions in Epsom and Ewell have been introduced in nine phases, with the most recent being implemented through 2017.

This report details locations and general proposals for the Phase 10 parking / waiting restriction review, to be progressed in 2017 and seeks approval to carry out statutory consultation on the proposals.

The report also looks to assess whether or not it is possible to relocate parking bays and create additional chicanes along Temple Road.

ANNEX 1 contains drawings detailing the suggested changes to parking restrictions received since the last review went to committee in March 2016. Recommendations were received from both local councillors and the public alike and a statement of reasons is also included as part of this annex.

ANNEX 2 contains an assessment of the current layout of Temple Road.

RECOMMENDATIONS:

The Local Committee (Epsom & Ewell) is asked to agree:

- (i) One of the options as described in section 3;
- (ii) That the County Council's intention to make an order under the Road Traffic Regulation act 1984 be advertised and, if no objections are maintained, the order be made;

That if objections are received the Parking Strategy and Implementation Group Manager is authorised to try and resolve them, in consultation with the Chairman / Vice Chairman of this committee and the county councillor for the division, and decides whether or not they should be acceded to and therefore whether the order should be made, with or without modifications.

REASONS FOR RECOMMENDATIONS:

Changes to the highway network, the built environment and society mean that parking behaviour changes and consequently it is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network.

It is recommended that the waiting restrictions in this report are progressed as they will help to:

- Improve road safety
- Increase access for emergency vehicles
- improve access to shops, facilities and businesses
- Increase access for refuse vehicles, buses and service vehicles
- Reduce traffic congestion
- Better regulate parking

1. INTRODUCTION AND BACKGROUND:

Following the introduction of DPE in Epsom and Ewell amendments to waiting restrictions were prioritised into phases. Phases 1 to 9 have been implemented.

- 1.1 Changes to the highway network, the built environment and society mean that parking behaviour changes and consequently it is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network.
- 1.2 These reviews are carried out by Surrey County Council's Parking Strategy and Implementation Team in consultation with local county members.
- 1.3 The parking team has discussed a number of waiting restriction proposals for Phase 10, at various locations around the borough that should be investigated. This has now been carried out and the recommendations of the parking team, for each location, is contained in ANNEX 1
- 1.4 SCC has been approached by a resident of Temple Road to see if we are able to relocate parking bays and create more chicanes along its length. A full background and analysis is contained in ANNEX 2

2. ANALYSIS:

- 2.1 In August 2008 the County Council, after recognising there was a need to devote specialist resources to parking problems around the county, formed a new centralised Parking Strategy and Implementation Group.
- 2.2 This Group collated all requests for changes to parking controls within Epsom and Ewell.
- 2.3 The proposals for new parking controls in each location have been investigated and the outline recommendations of the Parking Team are contained in ANNEX 1.

- 2.4 A full survey has been carried out of the current layout of Temple Road, the details of which can be found in ANNEX 2.

3. OPTIONS:

- 3.1 That the committee agree to only advertising the proposals that are considered to be priority P1.
- 3.3 That the committee agree to only advertising the proposals that are considered to be priority P1 and P2.
- 3.2 That the committee agree to advertising all of the proposals.
- 3.3 Do nothing.

4. CONSULTATIONS:

- 4.1 There have been no formal consultations carried out at this stage, for this review.
- 4.2 Residents will be informed by way of local press, street notices and flyers of the proposals agreed by this committee.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The cost of the Epsom and Ewell parking review has been broken down into three parts - P1, P2 and P3. See ANNEX 1 statement of reasons and drawings for priorities.
- 5.2 P1 is the highest priority proposals, including double yellow lines at junctions and other safety measures. This also includes proposals which need to be included due to changes in the highway or joint schemes. These require little or no signing and can be estimated at a cost of between £10 - £15K including the advertising costs of approx. £4K.
- 5.3 P2 is lower priority schemes that act as traffic management schemes or are not essential safety measures – this includes the Temple Road proposals outlined in ANNEX 2. These schemes require some signing and can be estimated at a cost of between £15 - £25K including the advertising costs of approx. £6K (this includes those proposals that are P1).
- 5.4 P3 is lower priority and does not necessarily include any safety measures, these are mainly resident permit schemes which are 'sign heavy'. We estimate the cost of these schemes to be between £25 - £50K including the advertising costs of approx. £10K (this includes those proposals that are P1 and P2).
- 5.5 The costs would be met mostly by the local committee, with a contribution of £5K from the SCC parking team.
- 5.6 There is also £10K from the 2014/15 surplus to use on this review making the total £15K available.
- 5.7 Epsom and Ewell Borough Council carry out the enforcement of on street parking restrictions for Surrey County Council. The county council ultimately

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has to pay for on street enforcement so any new restrictions should be carefully considered to make sure they do not place an undue burden on the existing enforcement costs.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

6.1 New disabled parking bays help improve access for disabled drivers.

7. LOCALISM:

7.1 Many of the new proposals in the report have been put forward by members of the community and their representatives.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

8.1 Crime and Disorder implications

There should be fewer instances of obstructive parking as a consequence of the restrictions.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 It is recommended that the committee decide which proposals in Annex 1 and 2 should be advertised based on the priorities outlined in section 3.

10. WHAT HAPPENS NEXT:

10.1 A Traffic Regulation Order will be advertised and public notices detailing the proposed changes will be displayed in the local press and on site. Notices will also be posted to all affected residents.

10.2 Subject to any objections to the proposals being resolved, a traffic regulation order will then be made and the appropriate signs and lines installed to allow the restrictions to be enforced.

Contact Officer:

Stephen Clavey, Senior Engineer – 0300 200 1003

Consulted:

As part of the statutory advertising period, residents will be notified of the proposals agreed by the committee.

Committee members have been consulted with regarding the proposals put forward for the main parking review.

Annexes:

Annex 1 – Statement of reasons and plans for the Epsom and Ewell Phase 10 parking review.

Annex 2 – An assessment of the current layout of Temple Road and recommendations.

Sources/background papers:

- None
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**OFFICER REPORT TO LOCAL COMMITTEE
(Epsom and Ewell)**

**EPSOM AND EWELL PARKING / WAITING
RESTRICTION (PHASE 10) REVIEW**

Annex 1

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Statement of Reasons for Implementation of Parking restrictions for Phase 10 Epsom and Ewell

- P1** – High priority proposals – double yellow lines at junction and other safety measures (little or no signage required)
P2 – Proposals that will assist with keeping the highway clear, but not necessarily safety measures (minimum signage required)
P3 – Not safety measures or obstructions – mainly resident permit schemes (high signage requirements)

Drawing 01 – Avon Close / Kinross Avenue / Edenfield Gardens	P1 - To implement double yellow lines at the junction of Avon Close and Kinross Avenue to increase forward visibility and prevent obstructive parking. P3 - To implement single yellow lines on the northern side of Edenfield Gardens to prevent obstructive parking.
Drawing 02 – The Avenue / Woodlands Avenue / Edenfield Gardens	P1 - To provide double yellow lines at the junction of Woodlands Avenue and The Avenue, to prevent obstructive parking all day and to extend a single yellow line restriction along the avenue to prevent further obstructive parking. P3 - To implement single yellow lines on the northern side of Edenfield Gardens to prevent obstructive parking.
Drawing 03 – Cleveland Road / The Avenue	P1 - To implement double yellow lines at the junction of Cleveland Road and The Avenue to increase forward visibility, and to allow users of Cleveland Road to exit on to The Avenue in a safe manner and prevent obstructive parking.
Drawing 04 – Grafton Road	P1 - To implement double yellow lines opposite the entrance to Linden Bridge School, to ease the egress from the driveway for coaches.
Drawing 05 – Riverview Road / Kingston Road slip road	P1 - To extend the double yellow lines restrictions, in both locations, to improve forward visibility and movement through the junctions.
Drawing 06 – Pam’s Way	P1 - To implement double yellow lines at the junction of Pams Way and Ruxley Lane to increase forward visibility, and to prevent obstructive parking.
Drawing 07 – Court Farm Avenue	P1 - To implement double yellow lines at the junction of Court Farm Avenue and Kingston Road to increase forward visibility, and to prevent obstructive parking.
Drawing 08 – Mavis Close / Mavis Avenue	P1 - To implement double yellow lines at the junction to increase forward visibility, and to prevent obstructive parking.

Drawing 09 – Lymington Gardens	P3 - To implement double yellow lines to improve access to a from driveways for residents and to reduce obstructive parking.
Drawing 10 – The Byways / Vale Road / Westways	P1 - To implement / extend double yellow lines at the junctions to increase forward visibility, and to prevent obstructive parking. P3 - To implement single yellow lines on Vale Road to prevent obstructive parking.
Drawing 11 – Vale Road / Westways / Cunliffe Road / Alsom Avenue / Cuddington Avenue	P1 - To implement double yellow lines to prevent obstructive parking and improve forward visibility at the junctions. P3 - Increase the times on the single yellow line restrictions near The Mead and Cuddington schools, by half an hour to prevent obstructive parking at school drop off times.
Drawing 12 – Rosedale Road / Richlands Avenue	P1 - To implement double yellow lines at the junction to increase forward visibility, and to prevent obstructive parking. This proposal has been suggested by both SCC and LBS in partnership.
Drawing 13 – London Road	P1 - To implement double yellow lines along the entire length (in Surrey), to prevent obstructive pavement parking.
Drawing 14 – London Road	P1 - To implement double yellow lines along the entire length (in Surrey), to prevent obstructive pavement parking.
Drawing 15 – London Road	P1 - To implement double yellow lines along the entire length (in Surrey), to prevent obstructive pavement parking.
Drawing 16 – London Road	P1 - To implement double yellow lines along the entire length (in Surrey), to prevent obstructive pavement parking.
Drawing 17 – London Road / Elmwood Drive	P1 - To implement double yellow lines along the entire length of London Road (in Surrey), to prevent obstructive pavement parking. P1 - To extend the double yellow line restriction in Elmwood drive to increase forward visibility and to prevent obstructive parking.
Drawing 18 – Briarwood Road / Glenwood Road	P1 - To implement double yellow lines at the junction to increase forward visibility, and to prevent obstructive parking.
Drawing 19 – The Hawthorns / Kingston Road	P1 - To extend double yellow lines at the junctions and on the north side of The Hawthorns to increase forward visibility, and to prevent obstructive parking.

Drawing 20 – Bradford Drive / Stoneleigh Park Road (shopping parades)	P3 - To limit some of the parking bays to 20 minutes to accommodate shops that require a higher customer turn around and to increase some bays to 3hrs to accommodate those that require their customers to visit for longer periods.
Drawing 21 – Northcroft Road / Belfield Road	P1 - To implement double yellow lines at the junction to increase forward visibility, and to prevent obstructive parking.
Drawing 22 – Danetree Road / Poole Road / Crosslands Road	P1 - To implement double yellow lines at the junctions to increase forward visibility, and to prevent obstructive parking. This will also aide with school children crossing at this location for Danetree school.
Drawing 23 – Gadesden Gardens	P3 - To make the current disabled bay into a mandatory bay as it is continuously obstructed by non-disabled users.
Drawing 24 – Lavender Road / Jasmin Road	P2 - To extend double yellow lines at the junction and on the north-western side of Lavender Road to increase forward visibility, and to prevent obstructive parking.
Drawing 25 – Kingston Road / Mill Lane	P1 - To implement double yellow lines along the west side of Kingston Road in an attempt to prevent parking on the verge. P3 - To implement a residents permit scheme along Mill Lane following the receipt of a petition. P1 – To implement double yellow lines on the southern side of Mill Lane to prevent obstructive double parking.
Drawing 26 – Glynn Close	P2 - Amend current restrictions to prevent obstructive parking throughout the day.
Drawing 27 – Aragon Avenue / Fairfax Avenue	P1 - To implement double yellow lines at the junction to increase forward visibility, and to prevent obstructive parking. P2 - To implement the same restriction as Nonsuch Court Avenue to prevent all day commuter parking.
Drawing 28 – Arundel Avenue / Fairfax Avenue / Queensmead Avenue / Hillside Road	P1 - To implement double yellow lines at the junction to increase forward visibility, and to prevent obstructive parking. P2 - To implement the same restriction as Nonsuch Court Avenue on Parr Avenue / Arundel Avenue to prevent all day commuter parking.

Drawing 29 – Holmwood Close	P2 - To implement double yellow lines in the turning area to prevent obstructive parking
Drawing 30 – Hyperion Place / Hollmoor Lane	P1 - To extend / implement double yellow lines at the junctions to increase forward visibility, and to prevent obstructive parking
Drawing 31 – Marsh Avenue	P1 - To make the current double yellow line legally enforceable.
Drawing 32 – Cullerne Close / West Street	P2 - To implement double yellow lines at the start of Cullerne Close, then to implement a single yellow line restriction for the rest of the entire length to prevent all day commuter parking. P2 - To extend the single yellow line restriction along West Street to prevent obstructive commuter parking.
Drawing 33 – The Kingsway / The Rise / Epsom Road	P1 - To extend / implement double yellow lines at the junction to increase forward visibility, and to prevent obstructive parking. P3 - To implement a section of single yellow line to allow for easier access to properties on The Rise. P1 - To extend the double yellow line restriction on Epsom Road, so that it runs along the entire section which currently has an ‘Access only’ restriction – to prevent obstructive parking and enable the borough to enforce a restriction which is not enforced by the police.
Drawing 34 – Nursery Close	P2 - To implement a single yellow line restriction in Nursery Close to prevent obstructive day time parking. P2 - To extend the single yellow line restriction along West Street to prevent obstructive commuter parking.
Drawing 35 – Weston Road	P1 - To extend the current single yellow line restriction and to revoke some of the existing single yellow line to accommodate the new Mercedes Benz garage access for HGVs.
Drawing 36 – Stones Road / Portland Place	P3 - To extend the existing resident permit scheme in Lintons Lane to include Stones Road and Portland Place.
Drawing 37 – Chuters Grove / Dirdene Gardens / Dirdene Close	P2 - To implement double yellow lines at the junction to increase forward visibility, and to prevent obstructive parking. P2 - To implement double yellow lines adjacent to the ‘Wilsons’ garage – currently vehicles from this garage park on the single yellow line.
Drawing 38 – Gainsborough Road / Harvester Road	P2 - To implement double yellow lines at the junction to increase forward visibility, and to prevent obstructive parking
Drawing 39 – Hook Road	P1 - To implement double yellow lines between the junction at Tomlin Close, up to and including the bend near number 270 – this is to remove obstructive parking from the bend and bus stop and to improve visibility coming out

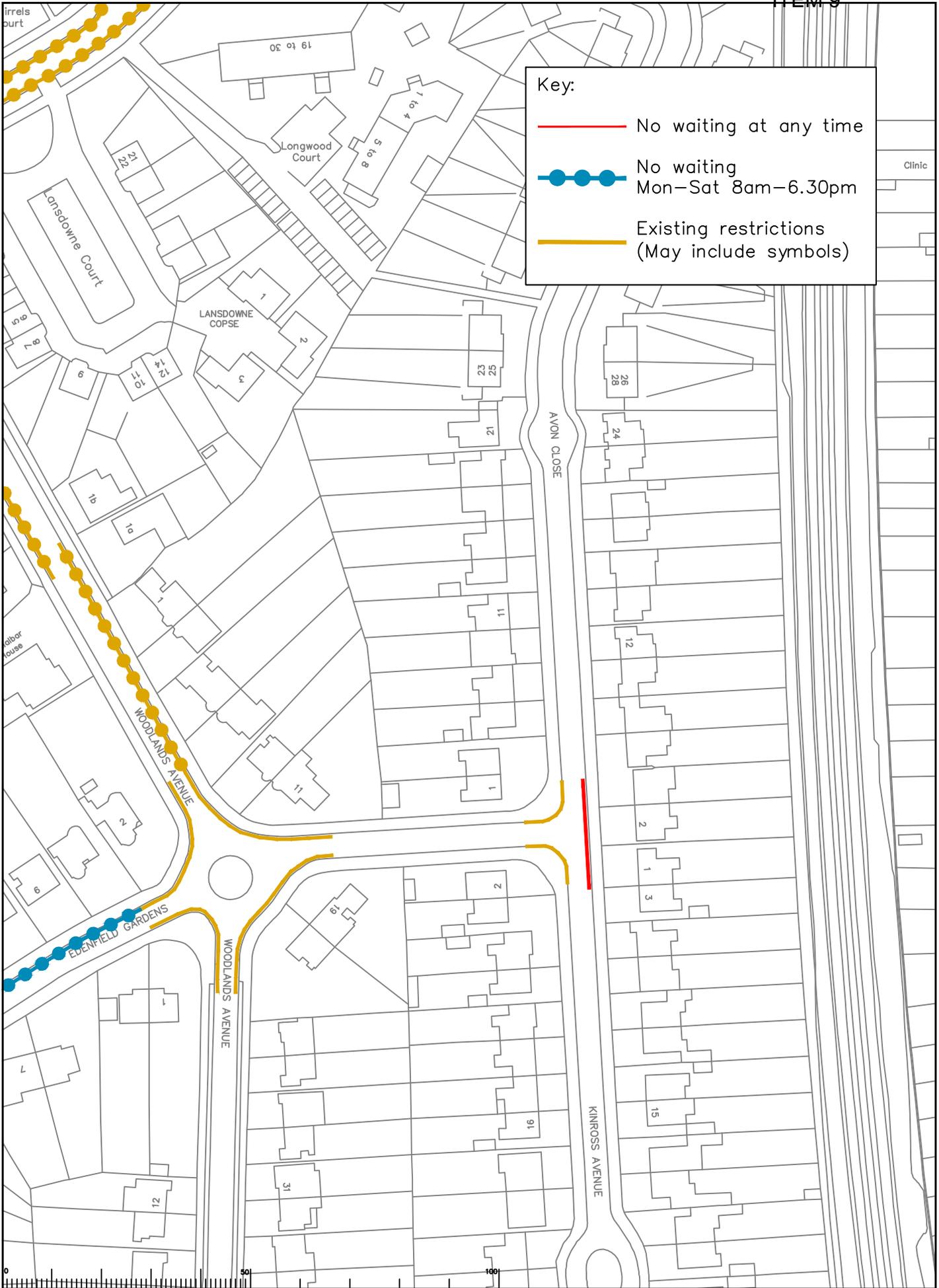
	of Tomlin Close.
Drawing 40 – Kendor Avenue	P1 - To implement double yellow lines at the roundabout to increase forward visibility, and to prevent obstructive parking
Drawing 41 – Meadway / West Hill Avenue	P1 - To implement double yellow lines at the junction to increase forward visibility, and to prevent obstructive parking. P2 - To implement single yellow lines along the southern side of West Hill Avenue to prevent obstructive parking.
Drawing 42 – Wheelers Lane	P1 - To extend double yellow lines across the pedestrian dropped kerb to prevent obstructive parking.
Drawing 43 – Hazon Way / Gosfield Road	P1 - To implement double yellow lines at the junction to increase forward visibility, and to prevent obstructive parking
Drawing 44 – Station Approach	P3 - To extend the 10 minute restriction to cover Monday to Sunday – this will help with customers to the hotel to load and unload / drop off 7 days a week and users of the train station to be picked up and dropped off 7 days a week.
Drawing 45 – Laburnum Road	P3 - To remove the disabled bay at the northern end and make it into a residents permit bay. SCC has been informed that the resident who this bay was provided for, has moved away.
Drawing 46 – Upper High Street / Church Road / Pikes Hill / Albert Road	P2 - Upper High Street – to provide a section of double yellow lines on the northern side, opposite Pikes Hill to prevent obstructive parking. P3 - To provide a residents permit scheme in Church Road / Pikes Hill / Albert Road with the same times as Wyeths Road and Treemount Court following the receipt of several petitions
Drawing 47 – Church Road / St Martins Close / Wimborne Close / Albert Road / Andrews Close / Tintagel Close	P3 - To provide a residents permit scheme following the receipt of several petitions.
Drawing 48 – College Road / Tintagel Close / Andrews Close / Albert Road / Bridle Close / Copse Edge	P2 - Bridle Close / Copse Edge Avenue – to provide a section of double yellow lines on the bend to prevent obstructive parking. P3 - To provide a residents permit scheme following the receipt of several petitions for College Road, Tintagel Close, Andrews Close and Albert Road.

Avenue	
Drawing 49 – Lynwood Road / College Road	P3 - To provide a residents permit scheme following the receipt of several petitions. P1 - To implement double yellow lines at the junction of Lynwood Road and Burgh Heath Road to increase forward visibility, and to prevent obstructive parking
Drawing 50 – Longdown Lane North	P1 - To extend the double yellow line restriction to prevent obstructive parking opposite the junction.
Drawing 51 – White Horse Drive	P3 - To implement double yellow lines at the junctions to increase forward visibility, and to prevent obstructive parking
Drawing 52 – Ebba’s Way / Ebbisham Road	P1 - To implement double yellow lines at the junction to increase forward visibility, and to prevent obstructive parking
Drawing 53 – White Horse Drive / Whitmores Close	P3 - To implement double yellow lines around the island on Whitmores Close to prevent obstructive parking. P1 - To implement double yellow lines at the junction of White Horse Drive and Dorking Road to increase forward visibility, and to prevent obstructive parking.
Drawing 54 – Woodcote Side	P3 - To provide a residents permit scheme following the receipt of a petition.
Drawing 55 – Downs Road / Milburn Walk	P1 - To implement double yellow lines at the junction to increase forward visibility, and to prevent obstructive parking. P1 - To implement single yellow lines on alternate sides between no.14 Downs Road and Treadwell Road to prevent road narrowing by obstructive parking.
Drawing 56 – Downs Road / Treadwell Road	P1 - To implement double yellow lines at the junction to increase forward visibility, and to prevent obstructive parking. P1 - To implement single yellow lines on alternate sides between no.14 Downs Road and Treadwell Road to prevent road narrowing by obstructive parking.
Drawing 57 – Derby Arms Road	P3 - To implement double yellow lines at the junction to increase forward visibility, and to prevent obstructive parking.
Drawing 58 – Salisbury Road / Cuddington Avenue / Edenfield Gardens	P3 - Increase the times on the single yellow line restrictions near The Mead and Cuddington schools, by half an hour to prevent obstructive parking at school drop off times.

**Drawing 59 –
Newbury Gardens /
Cudas Close /
Thorndon Gardens**

P3 - Increase the times on the single yellow line restrictions near The Mead and Cuddington schools, by half an hour to prevent obstructive parking at school drop off times.

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Key:

- No waiting at any time
- No waiting Mon-Sat 8am-6.30pm
- Existing restrictions (May include symbols)

Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

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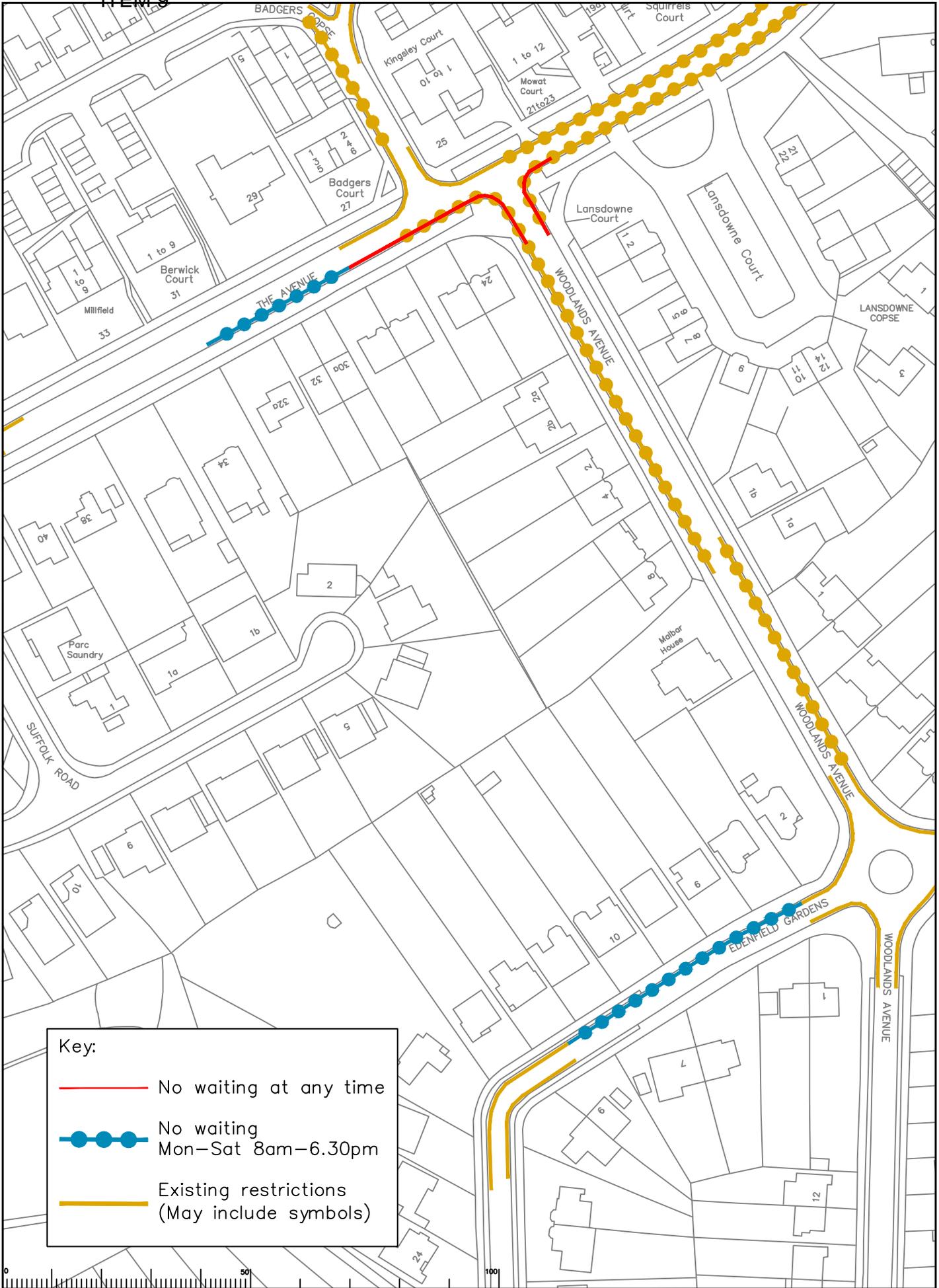
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 Checked by RH Sig. RH Date 31.01.16
 Approved by SDC Sig. SDC Date 31.01.16

Project: Epsom and Ewell Parking Review Phase 10

Proposed Waiting Restrictions
Avon Close / Kinross Avenue / Edenfield Gds

Page 25 of 25

Project No. _____
 Contract No. _____
 Drawing No. 01
 Revision _____
 Classification: COMM



Key:

- No waiting at any time
- No waiting Mon-Sat 8am-6.30pm
- Existing restrictions (May include symbols)

Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

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Project: Epsom and Ewell Parking Review Phase 10

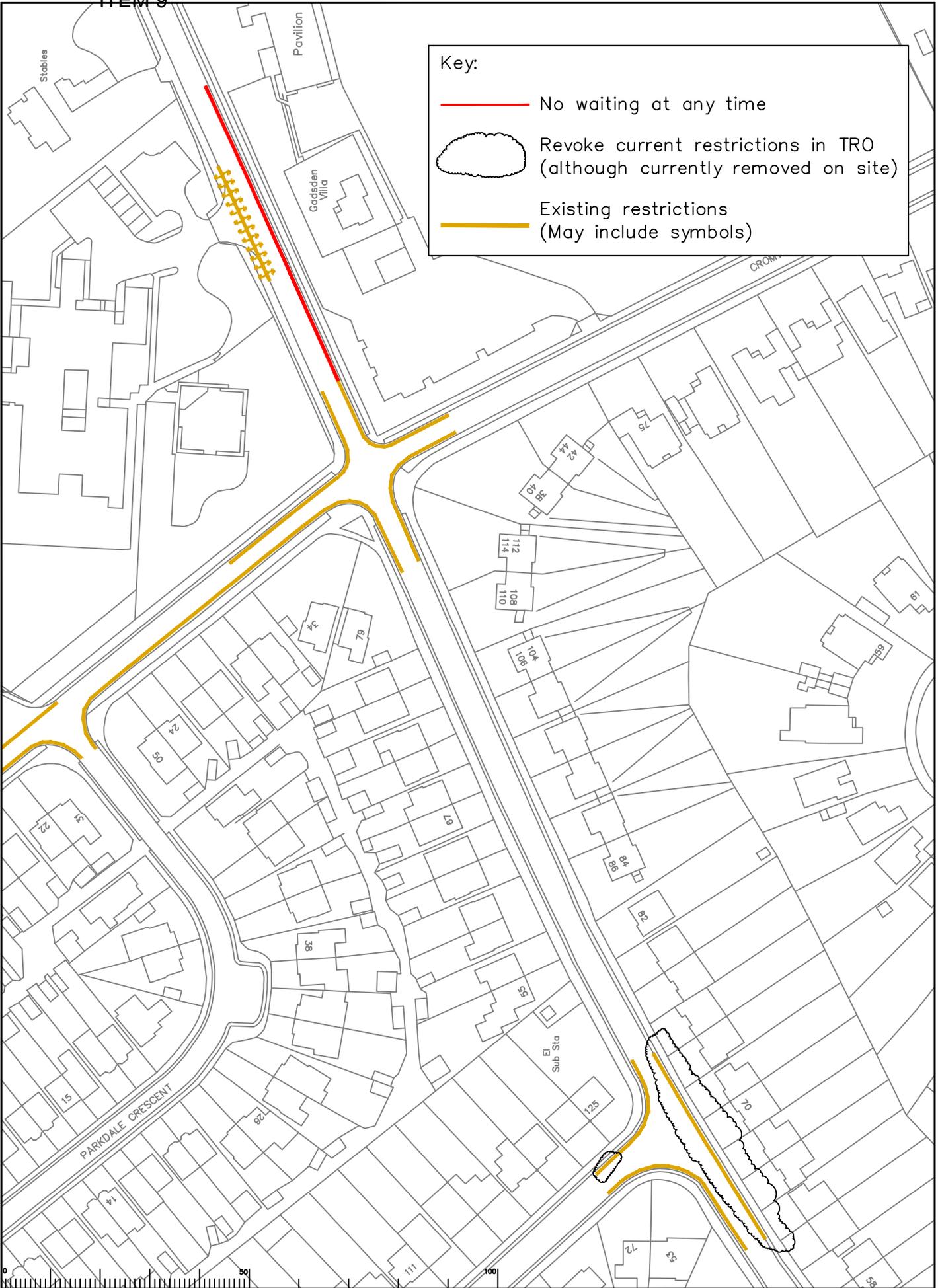
Proposed Waiting Restrictions

Woodlands Ave / The Avenue / Edenfield Gds

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Project No. []
 Contract No. []
 Drawing No. 02
 Revision []
 COMM

ITEM 9



Key:

- No waiting at any time
- Revoke current restrictions in TRO (although currently removed on site)
- Existing restrictions (May include symbols)

Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

Drawn by SDC Sig. SDC Date 31.01.16
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Project: Epsom and Ewell Parking Review Phase 10
 Drawing: Proposed Waiting Restrictions Grafton Road / Mortimer Crescent
 Date: 31.01.16

Project No.
 Contract No.
 Drawing No. 04
 Revision No.
 Project Name: Surrey Highways
 COMM

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 Sustainable Development
 Surrey Highways



Key:

- No waiting at any time
- Existing restrictions (May include symbols)

Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

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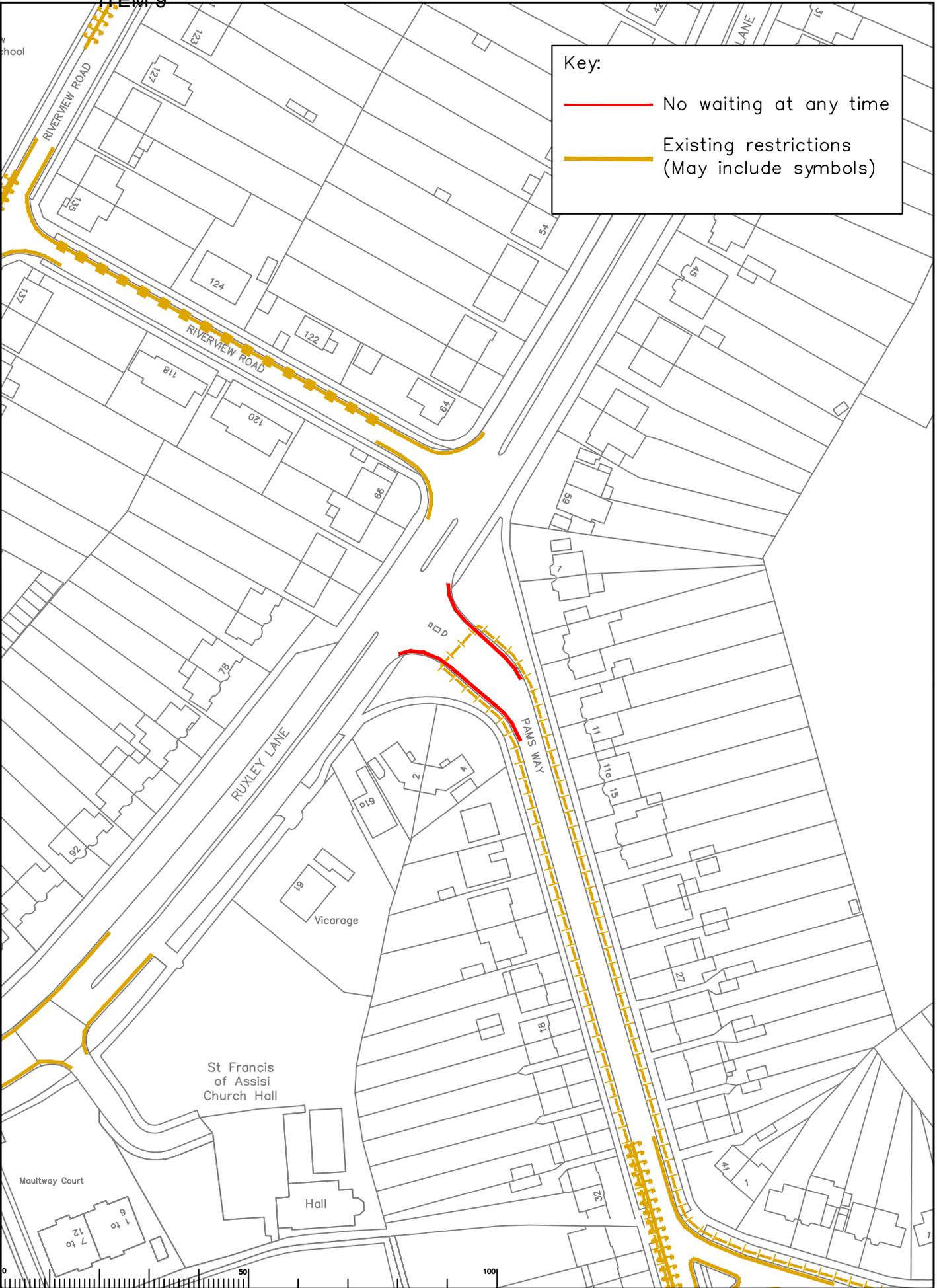
Epsom and Ewell Parking Review Phase 10

Proposed Waiting Restrictions Kingston Road / Riverview Road

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 Sustainable Development
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Project No. []
 Contract No. []
 Drawing No. **05**
 Revision []
 Classification **COMM**



Key:

- No waiting at any time
- Existing restrictions (May include symbols)

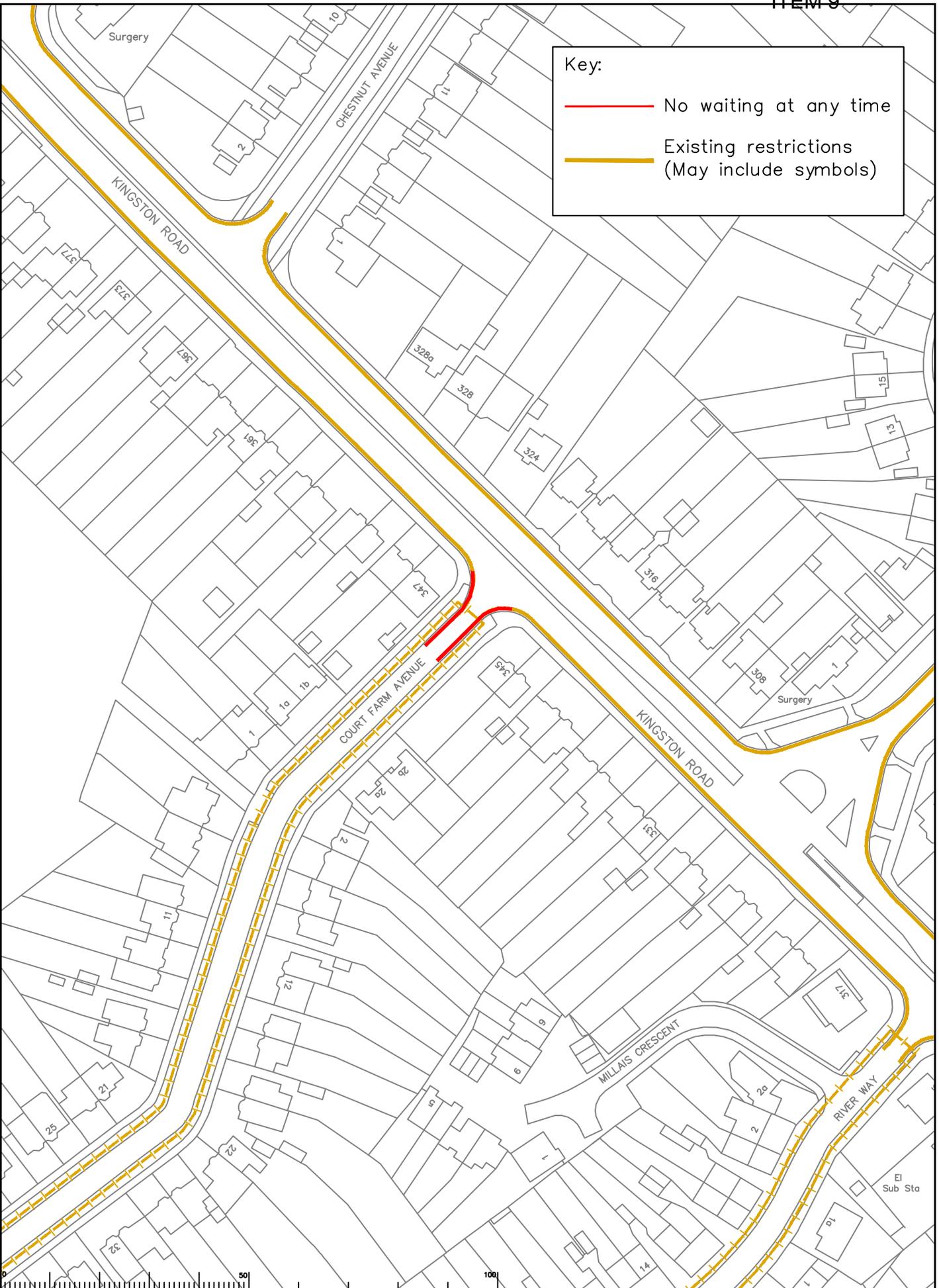
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North Point

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Epsom and Ewell Parking Review
 Phase 10
 Proposed Waiting Restrictions
 Pams way

Project No. _____
 Contract No. _____
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 Surrey Highways
 Drawing No. 06
 Revision _____
 Classification: COMM



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- No waiting at any time
- Existing restrictions (May include symbols)

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Project: Epsom and Ewell Parking Review Phase 10

Proposed Waiting Restrictions Court Farm Avenue

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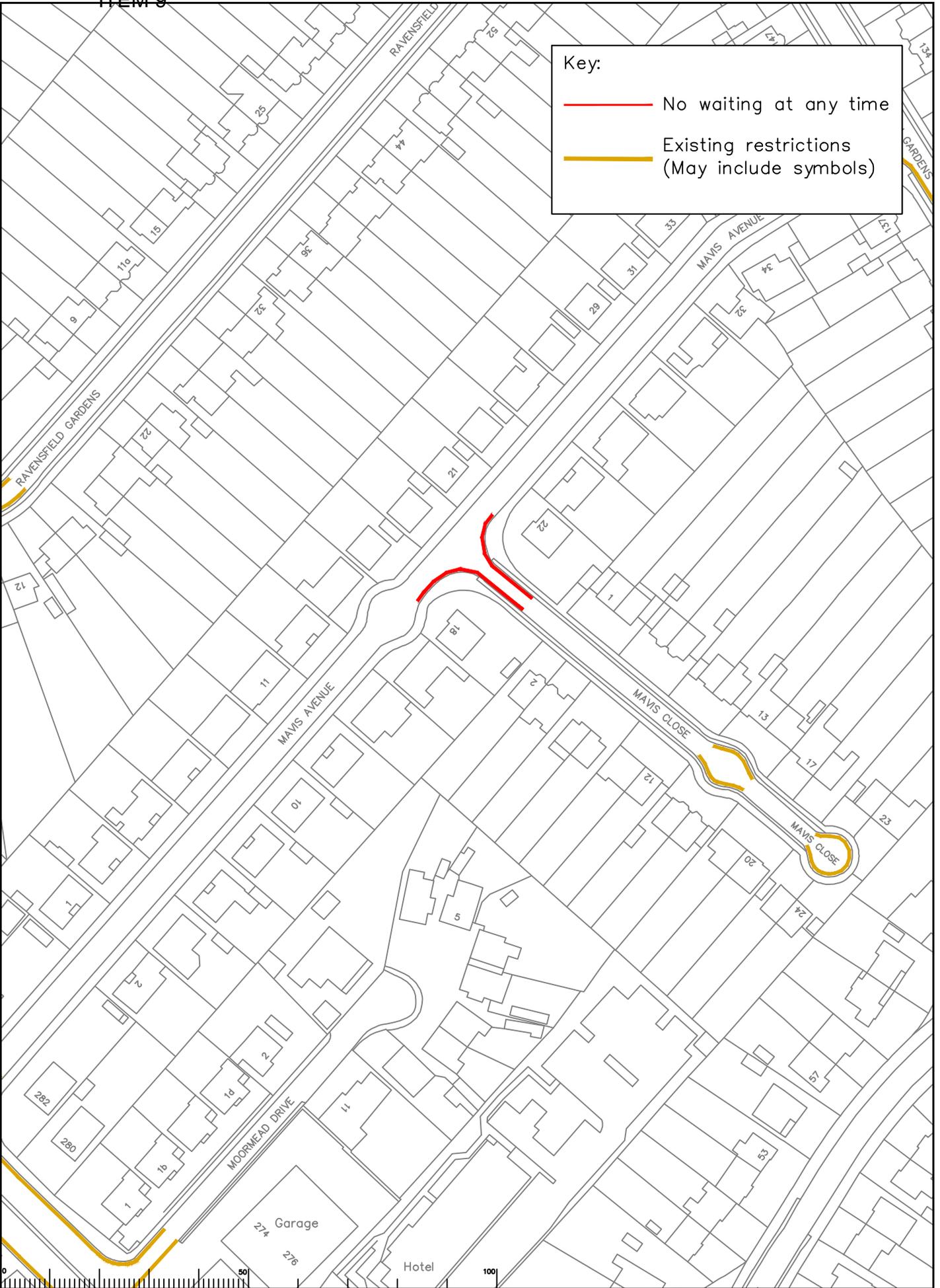
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Surrey Highways

Drawing No. 07

Classification: COMM



Key:

- No waiting at any time
- Existing restrictions (May include symbols)

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North Point

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 Date: 31.01.16
 Approved by: RH
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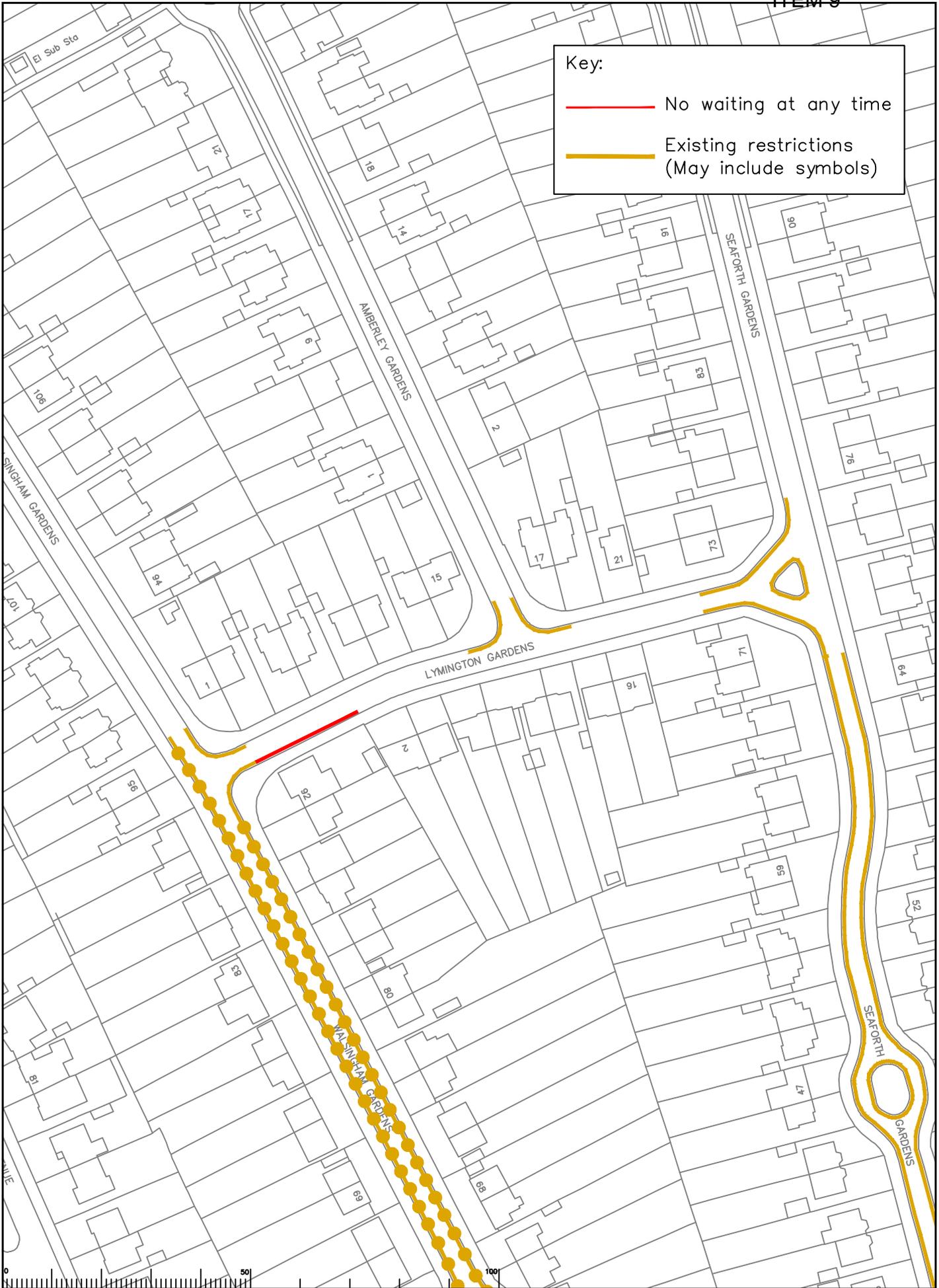
Epsom and Ewell Parking Review
Phase 10

Proposed Waiting Restrictions
Mavis Close / Mavis Avenue

Project No. _____
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 Scale: 1:1000
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- No waiting at any time
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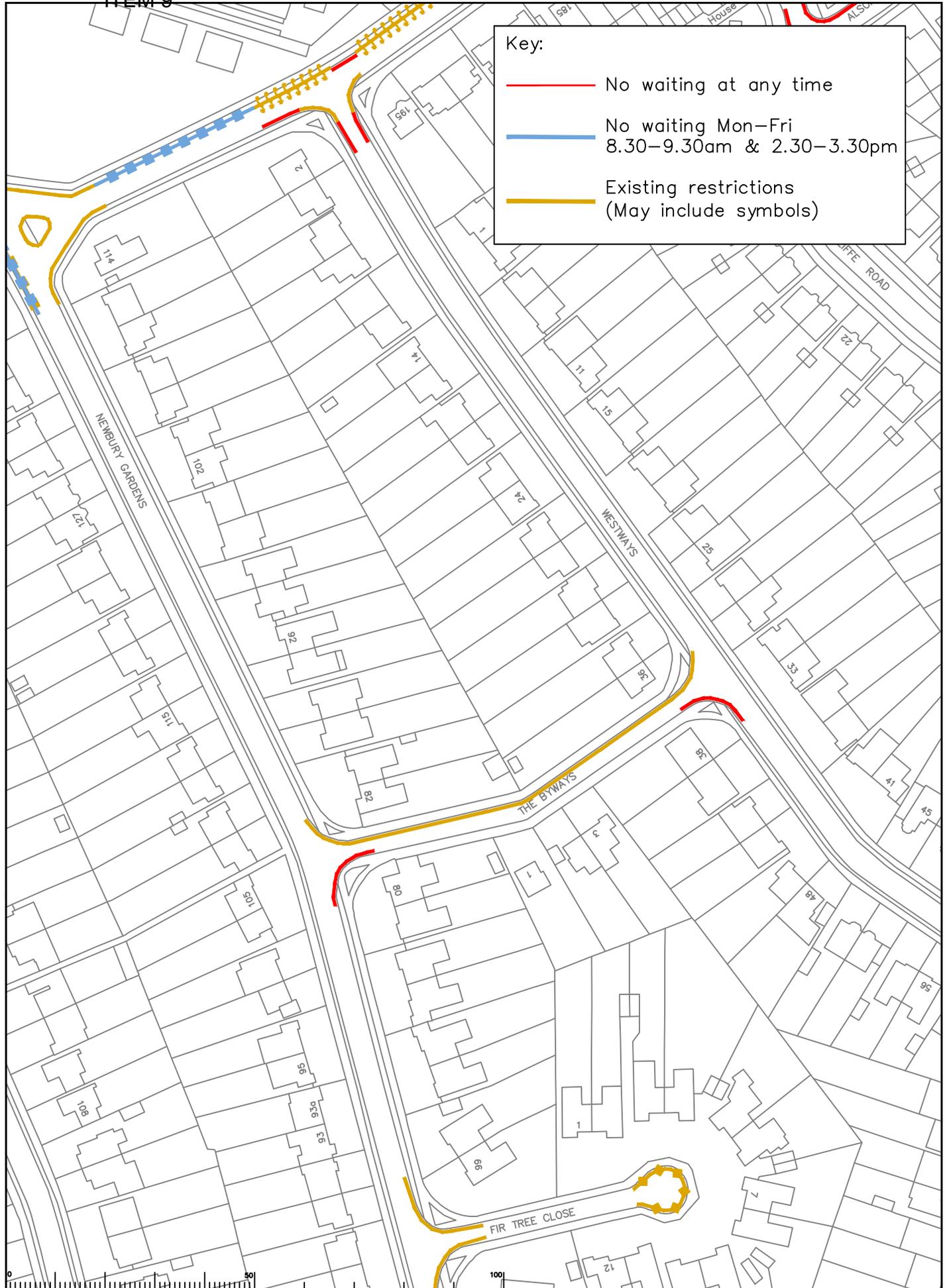
Project: Epsom and Ewell Parking Review Phase 10
 Drawing: Proposed Waiting Restrictions Lylington Gardens
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Epsom and Ewell Parking Review Phase 10

Proposed Waiting Restrictions Lylington Gardens

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 Surrey Highways

Project No. 09
 Drawing No. 09
 Revision
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Key:

- No waiting at any time
- No waiting Mon-Fri
8.30–9.30am & 2.30–3.30pm
- Existing restrictions
(May include symbols)

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Project: Epsom and Ewell Parking Review Phase 10

Proposed Waiting Restrictions
The Byways / Vale Road / Westways

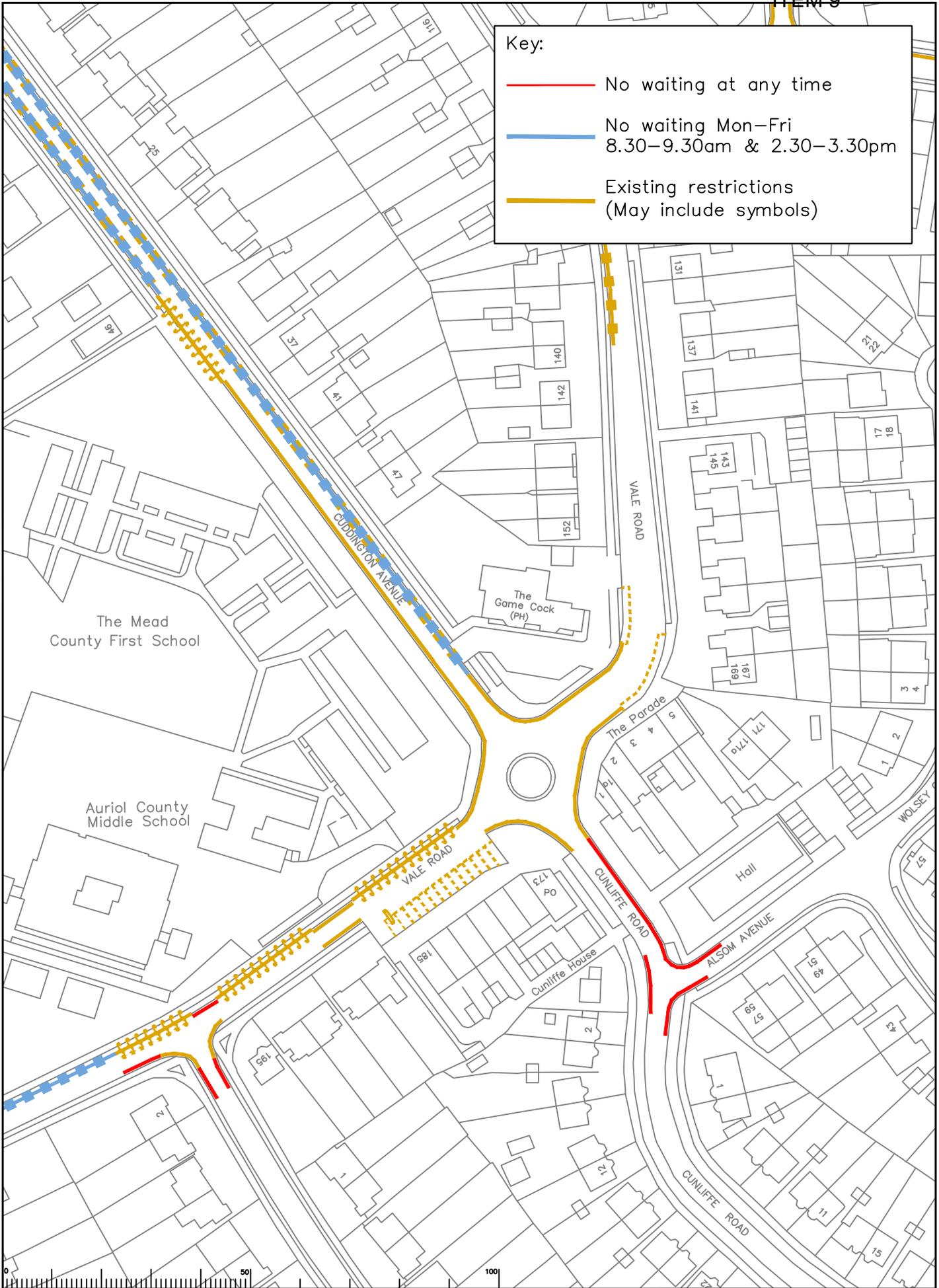
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Sustainable Development
Surrey Highways

Project No. []
 Contract No. []
 Drawing No. 10
 Revision []
 Classification COMM

Key:

- No waiting at any time
- No waiting Mon–Fri
8.30–9.30am & 2.30–3.30pm
- Existing restrictions
(May include symbols)



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Approved by: SDC

Date: 31.01.16

Project: Epsom and Ewell Parking Review Phase 10

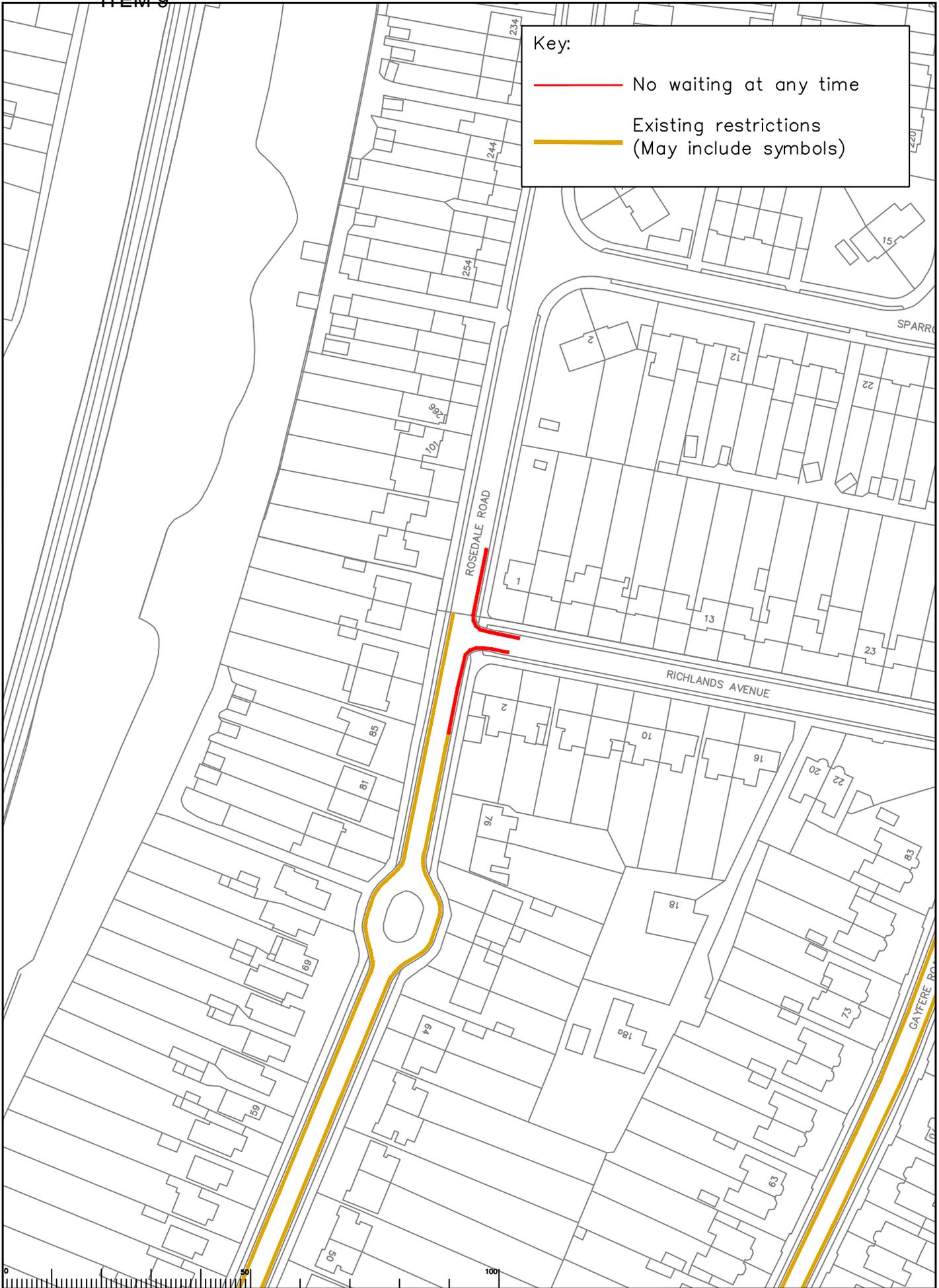
Epsom and Ewell Parking Review Phase 10

Proposed Waiting Restrictions

Vale Rd / Westways / Cunliffe Rd / Alsom Ave

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Surrey Highways

Project No. []
Contract No. []
Drawing No. **11**
Revision []
Classification: **COMM**



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Epsom and Ewell Parking Review Phase 10

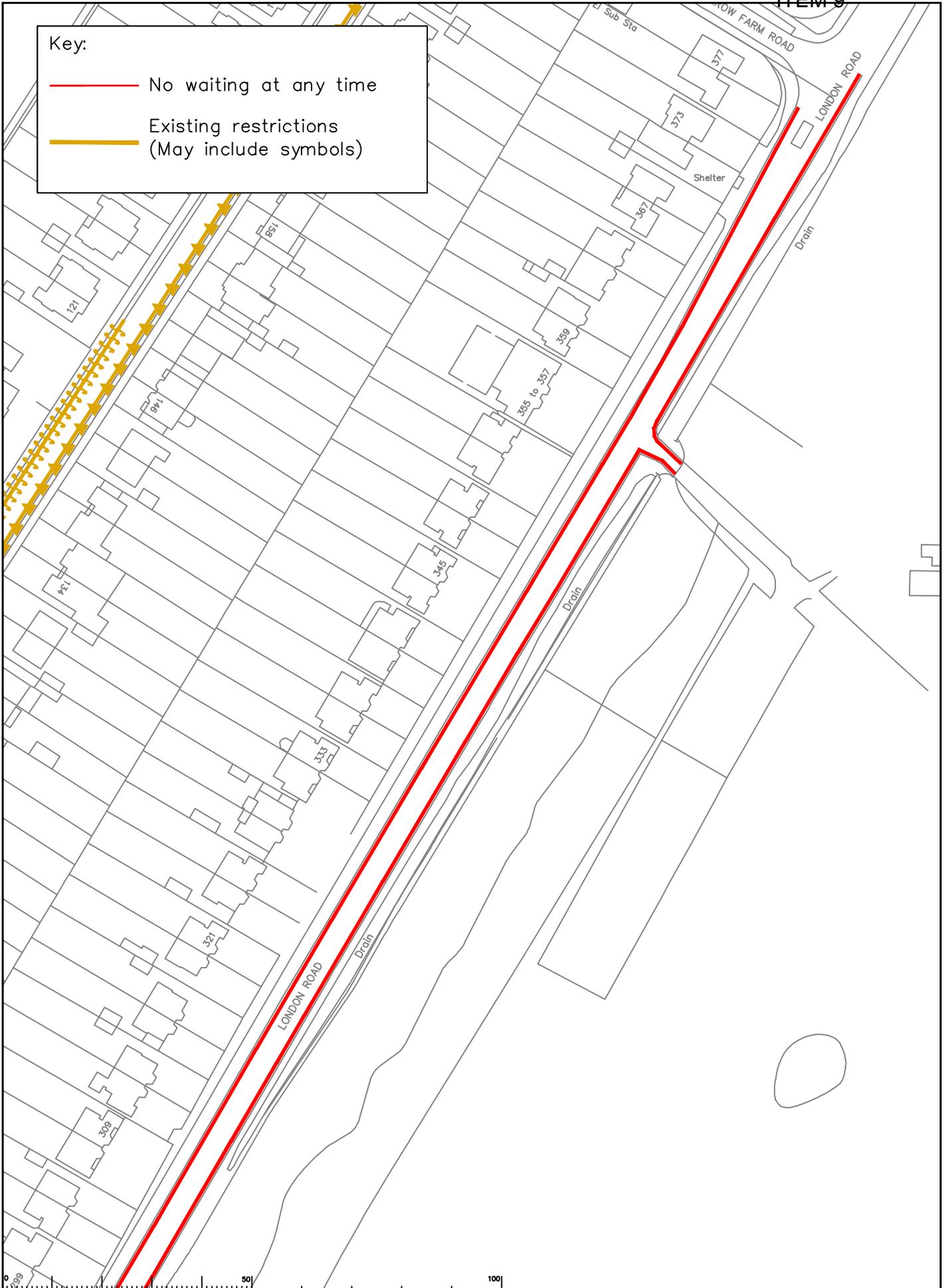
Proposed Waiting Restrictions Rosedale Road / Richlands Avenue

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 Drawing No. 12
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Project: Epsom and Ewell Parking Review Phase 10
 Drawing: Proposed Waiting Restrictions London Road
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Epsom and Ewell Parking Review
 Phase 10
 Proposed Waiting Restrictions
 London Road

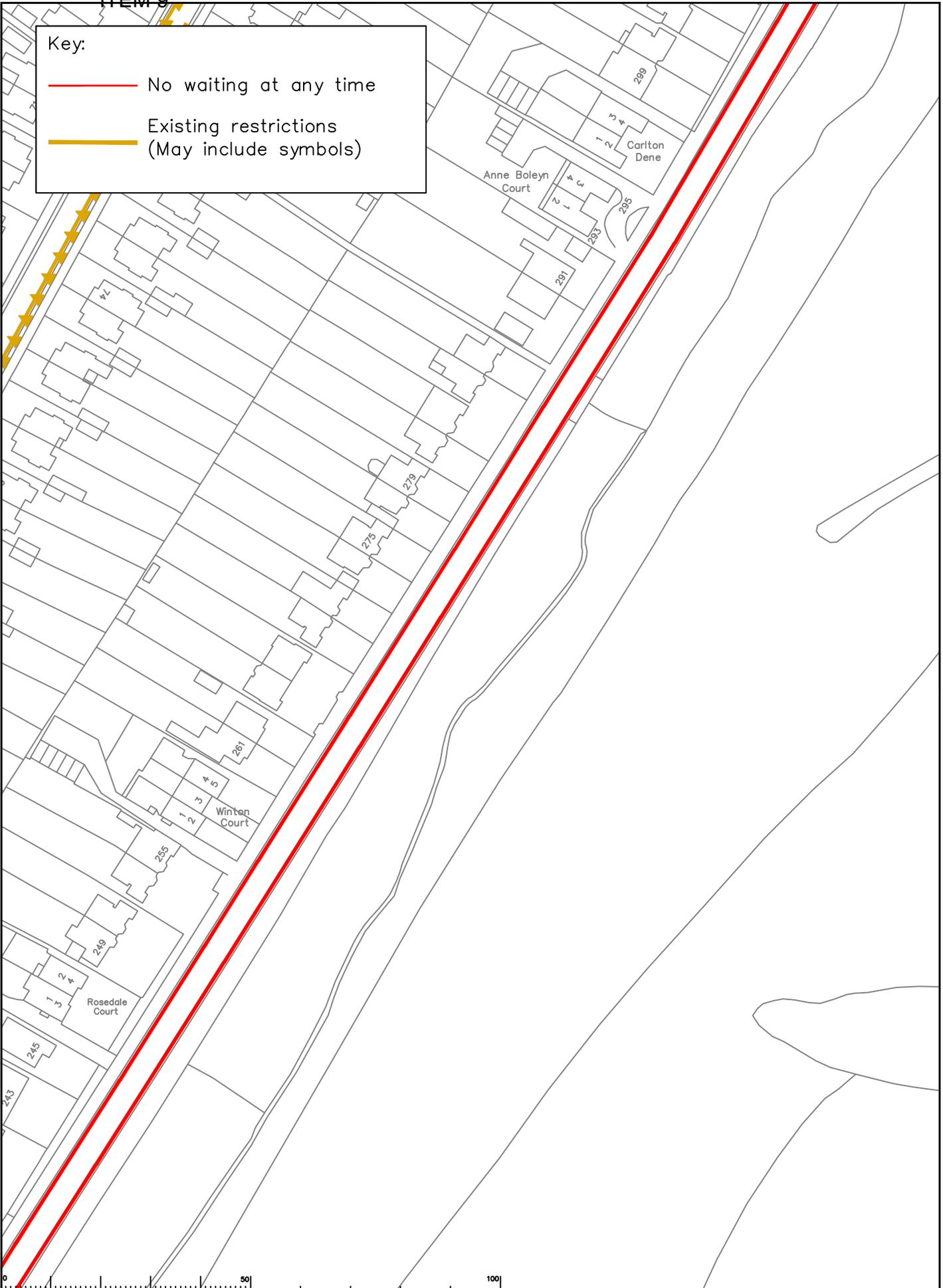
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 Sustainable Development
 Surrey Highways

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 Drawing No. 13
 Revision []
 Classification: COMM

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Epsom and Ewell Parking Review
 Phase 10
 Proposed Waiting Restrictions
 London Road

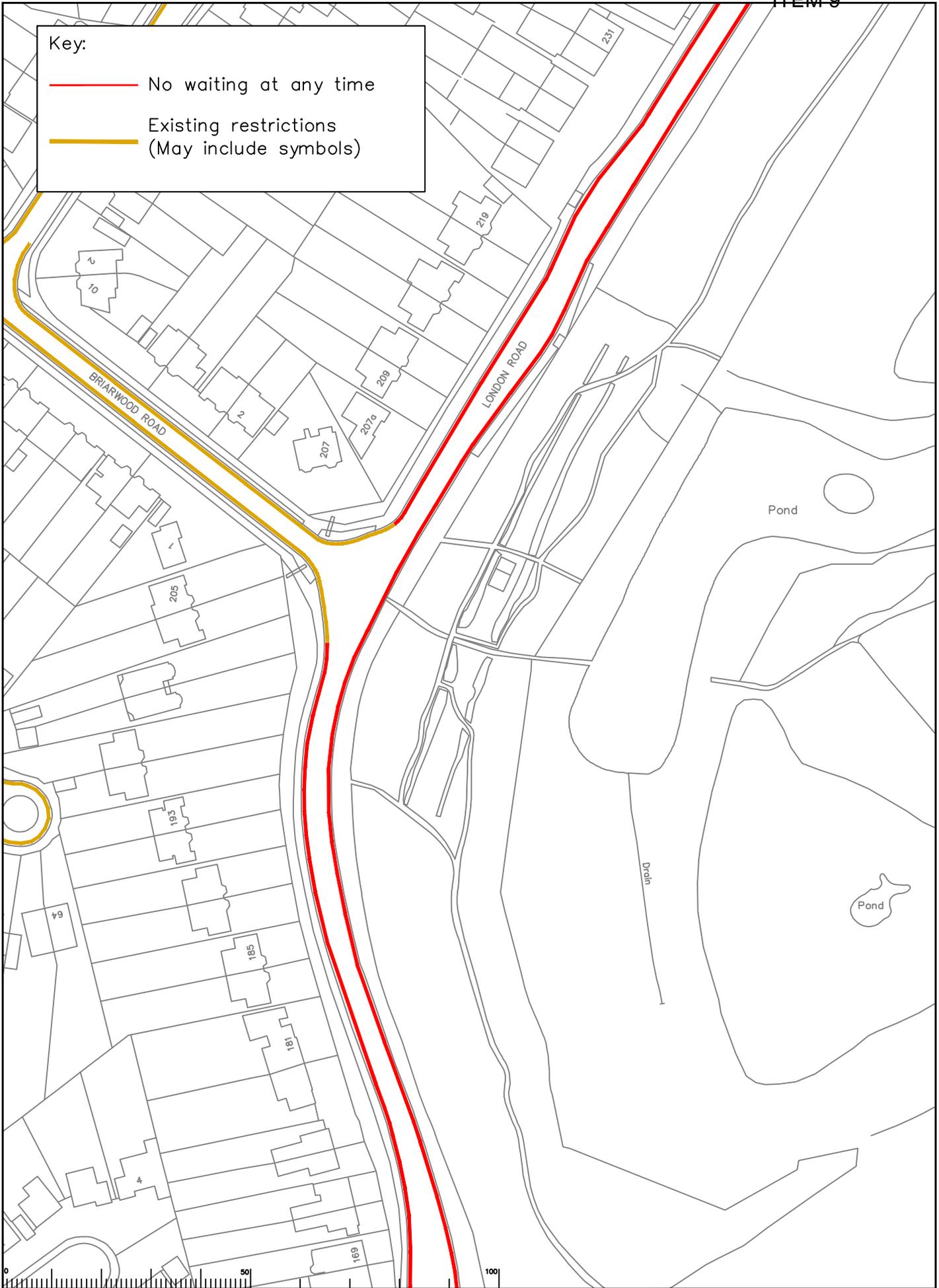


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 Surrey Highways

Project No.	
Contract No.	
Drawing No.	14
Rev.	
Classification	COMM

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Epsom and Ewell Parking Review Phase 10
 Proposed Waiting Restrictions London Road

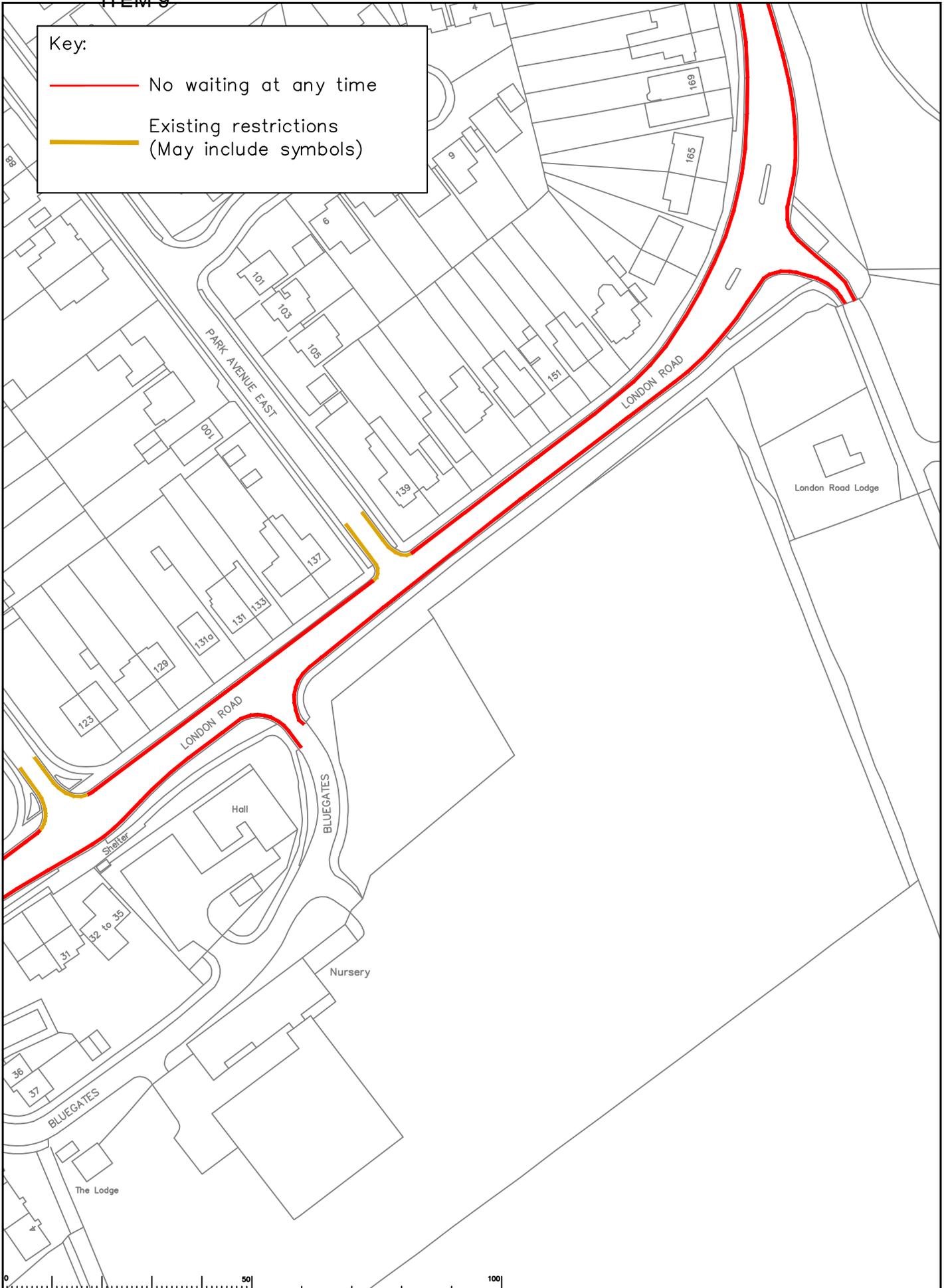
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Project No. Contract No. Drawing No. 15 Rev. No. Classification COMM

ITEM 9

Key:

- No waiting at any time
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Project: Epsom and Ewell Parking Review Phase 10

Drawing: Proposed Waiting Restrictions London Road

Contract No. 16

Classification: COMM

Project No. 16

Revision: 16

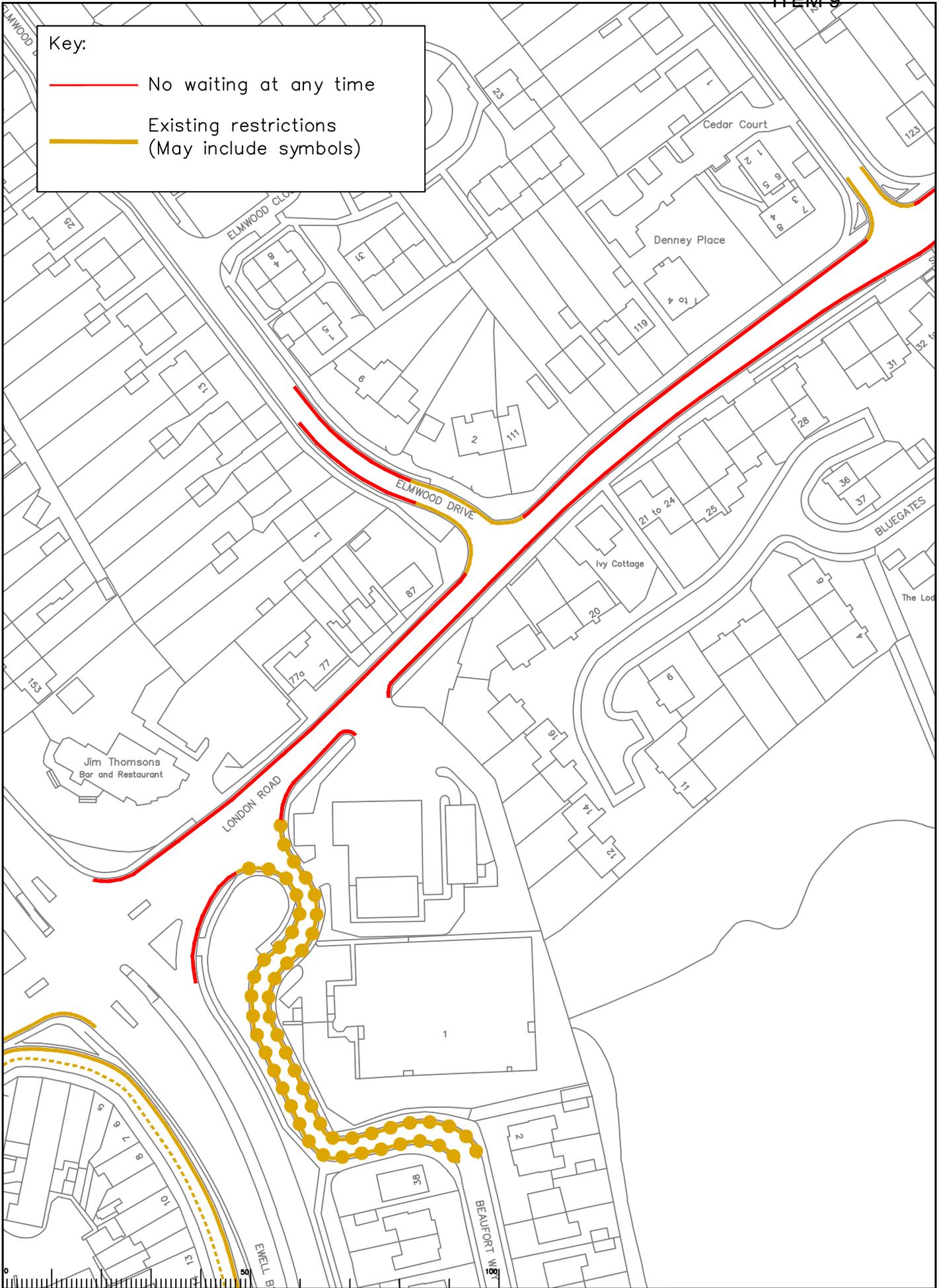
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- Existing restrictions (May include symbols)



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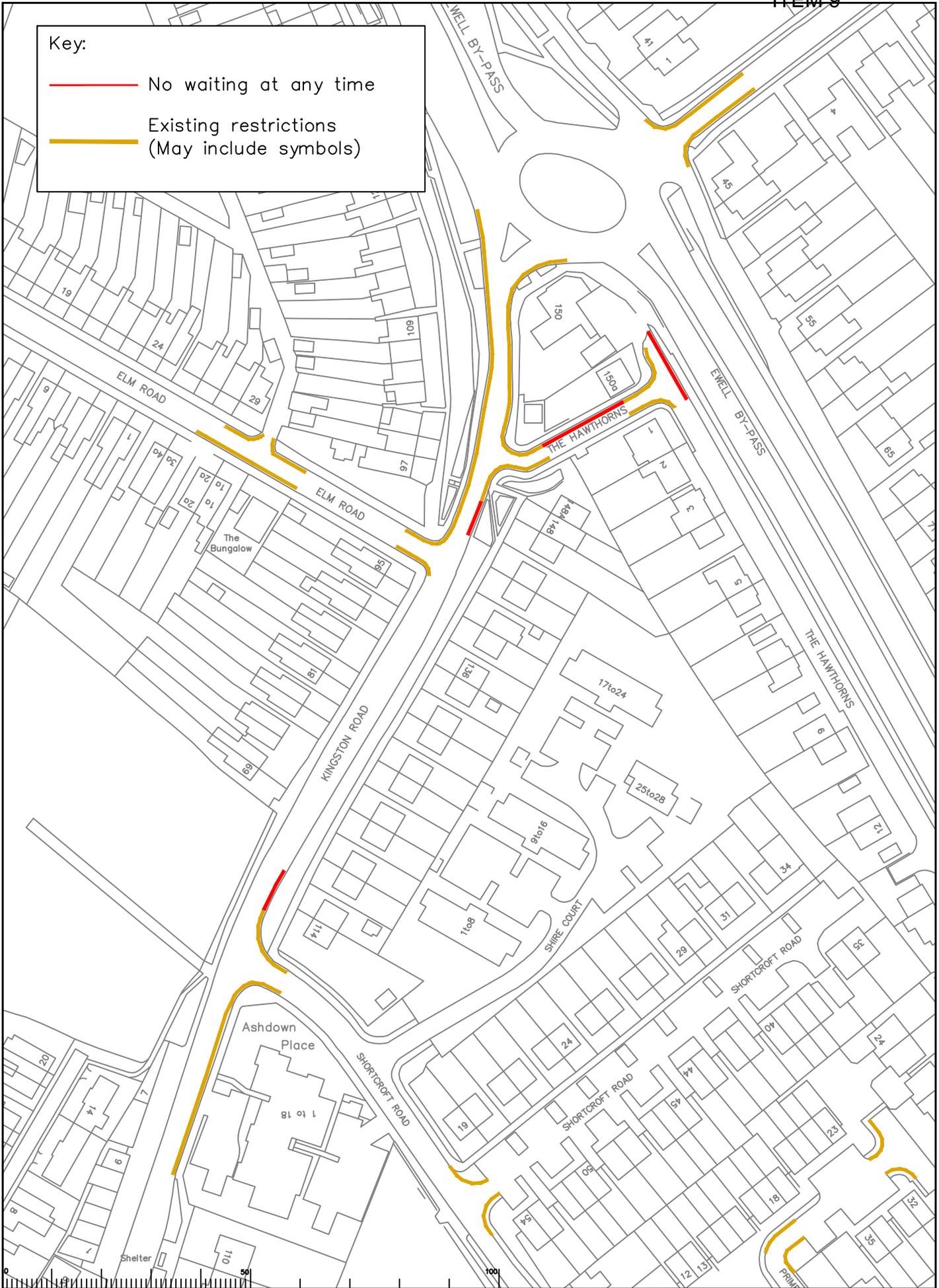
Epsom and Ewell Parking Review Phase 10
 Proposed Waiting Restrictions London Road / Elmwood Drive

SURREY COUNTY COUNCIL
 Sustainable Development
 Surrey Highways

Project No. _____
 Contract No. _____
 Drawing No. 17
 Revision No. _____
 Classification COMM

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Project: Epsom and Ewell Parking Review Phase 10

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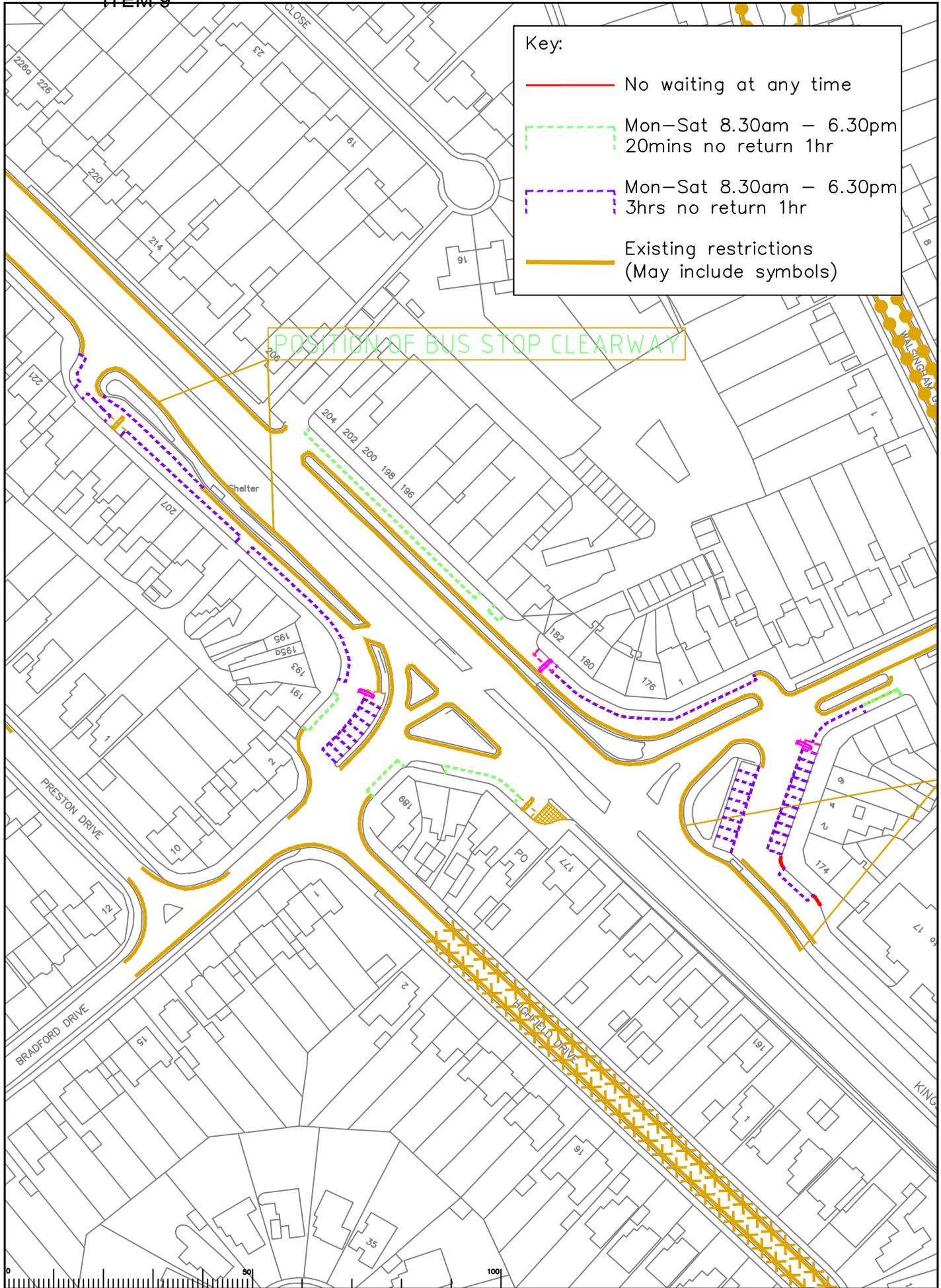
Epsom and Ewell Parking Review Phase 10

Proposed Waiting Restrictions Kingston Road / The Hawthorns

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SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highway

Project No. []
Contract No. []
Drawing No. 19
Revision []
Classification: COMM



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Epsom and Ewell Parking Review
 Phase 10
 Proposed Waiting Restrictions
 Bradford Drive / Stoneleigh Park Road

SURREY COUNTY COUNCIL
 Sustainable Development
 Surrey Highways

Project No. []
 Contract No. []
 Drawing No. 20
 Revision []
 Classification COMM

Key:

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- Existing restrictions (May include symbols)



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North Point

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Project: Epsom and Ewell Parking Review Phase 10

Drawing: Proposed Waiting Restrictions Northcroft Road / Belfield Road

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Epsom and Ewell Parking Review Phase 10

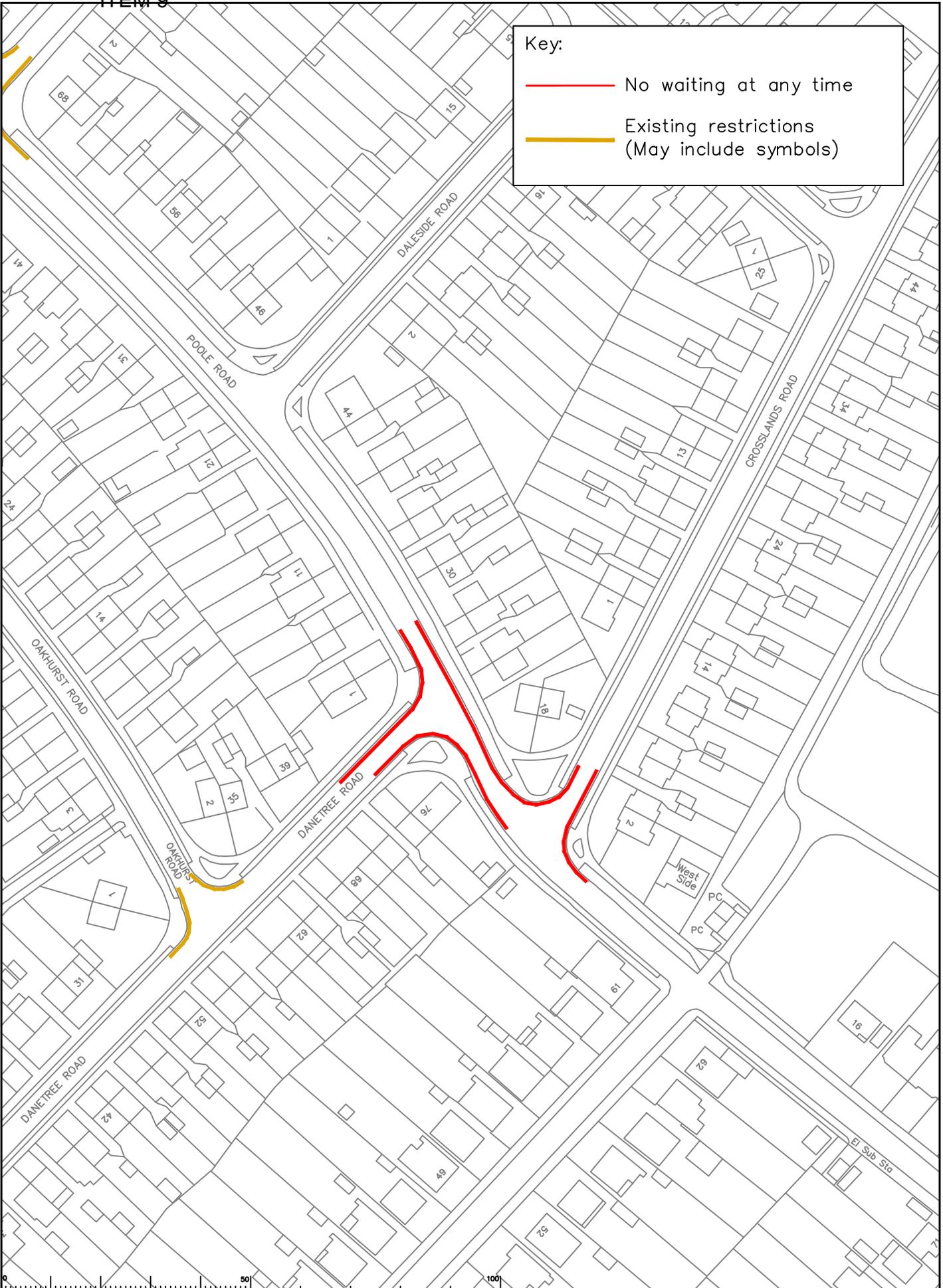
Proposed Waiting Restrictions Northcroft Road / Belfield Road

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. []
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 Drawing No. 21
 Revision []
 Classification: COMM

Key:

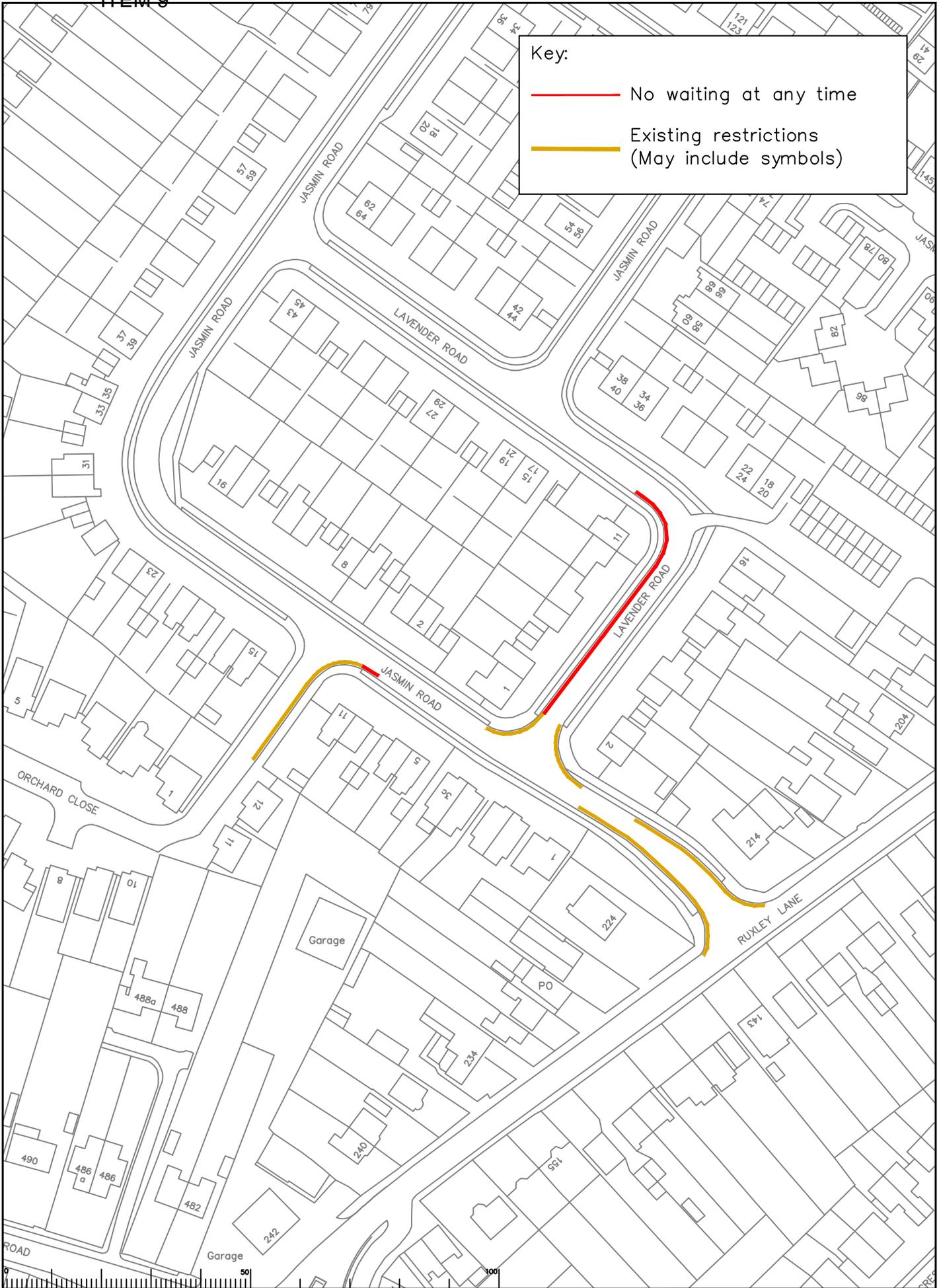
- No waiting at any time
- Existing restrictions (May include symbols)



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Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr.	Sig.	Date																

Key:

- No waiting at any time
- Existing restrictions (May include symbols)



Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

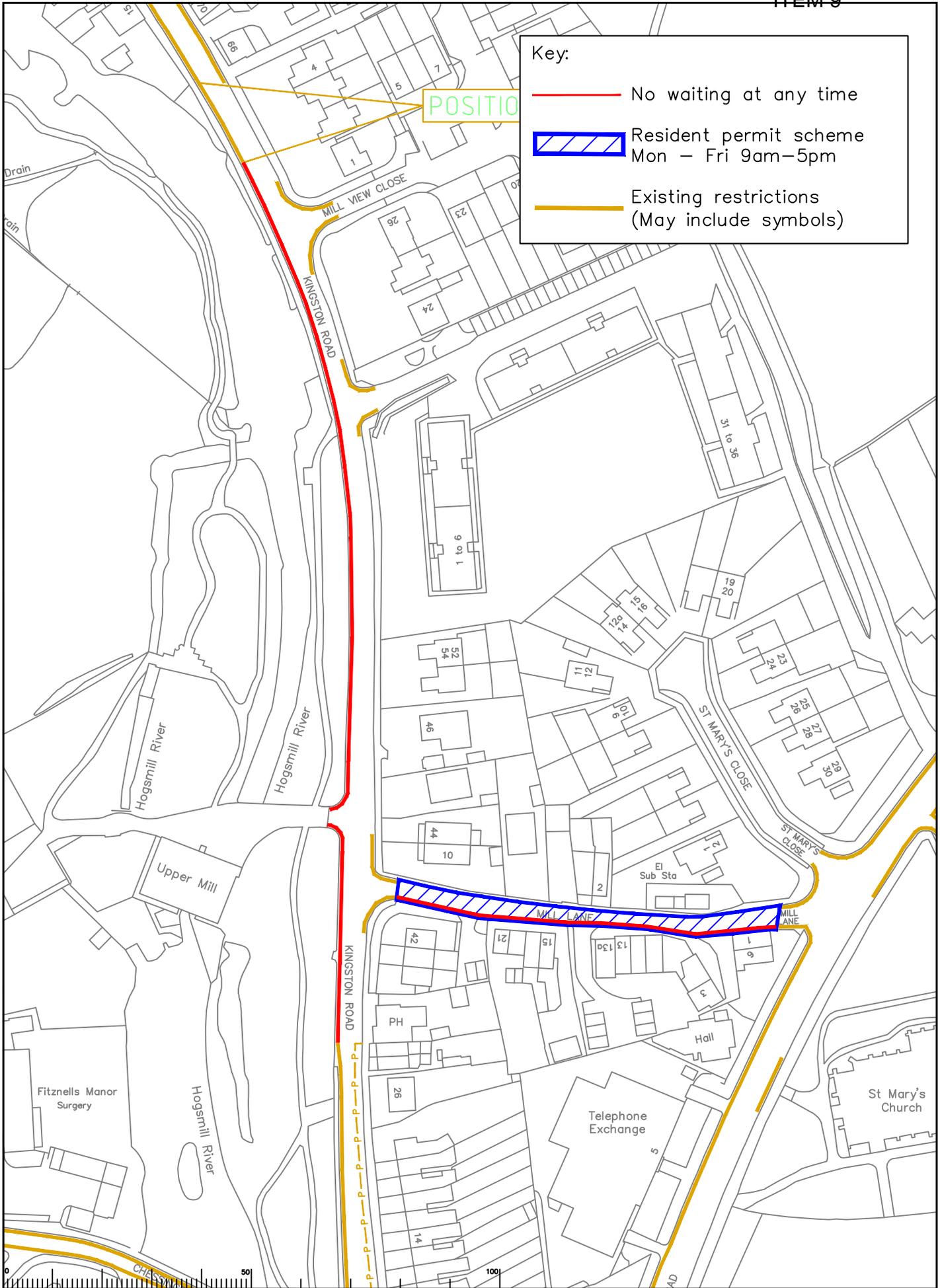
North Point

Drawn by SDC Sig. SDC Date 31.01.16
 Checked by RH Sig. RH Date 31.01.16
 Approved by SDC Sig. SDC Date 31.01.16

Project: Epsom and Ewell Parking Review Phase 10
 Drawing: Proposed Waiting Restrictions Lavender Road / Jasmin Road
 Scale: 1:1000
 Date: 31.01.16

SURREY COUNTY COUNCIL
 Sustainable Development
 Surrey Highways

Project No. []
 Contract Sheet No. 24
 Revision []
 Classification: COMM



Key:

- No waiting at any time
- Resident permit scheme
Mon – Fri 9am–5pm
- Existing restrictions
(May include symbols)

POSITIO

Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

Scale: 0, 50, 100

Drawn by: SDC, Date: 31.01.16
 Checked by: RH, Date: 31.01.16
 Approved by: SDC, Date: 31.01.16

Epsom and Ewell Parking Review Phase 10

Proposed Waiting Restrictions Kingston Road / Mill Lane

Project No. 1025
 Drawing No. 25
 Date: 31.01.16

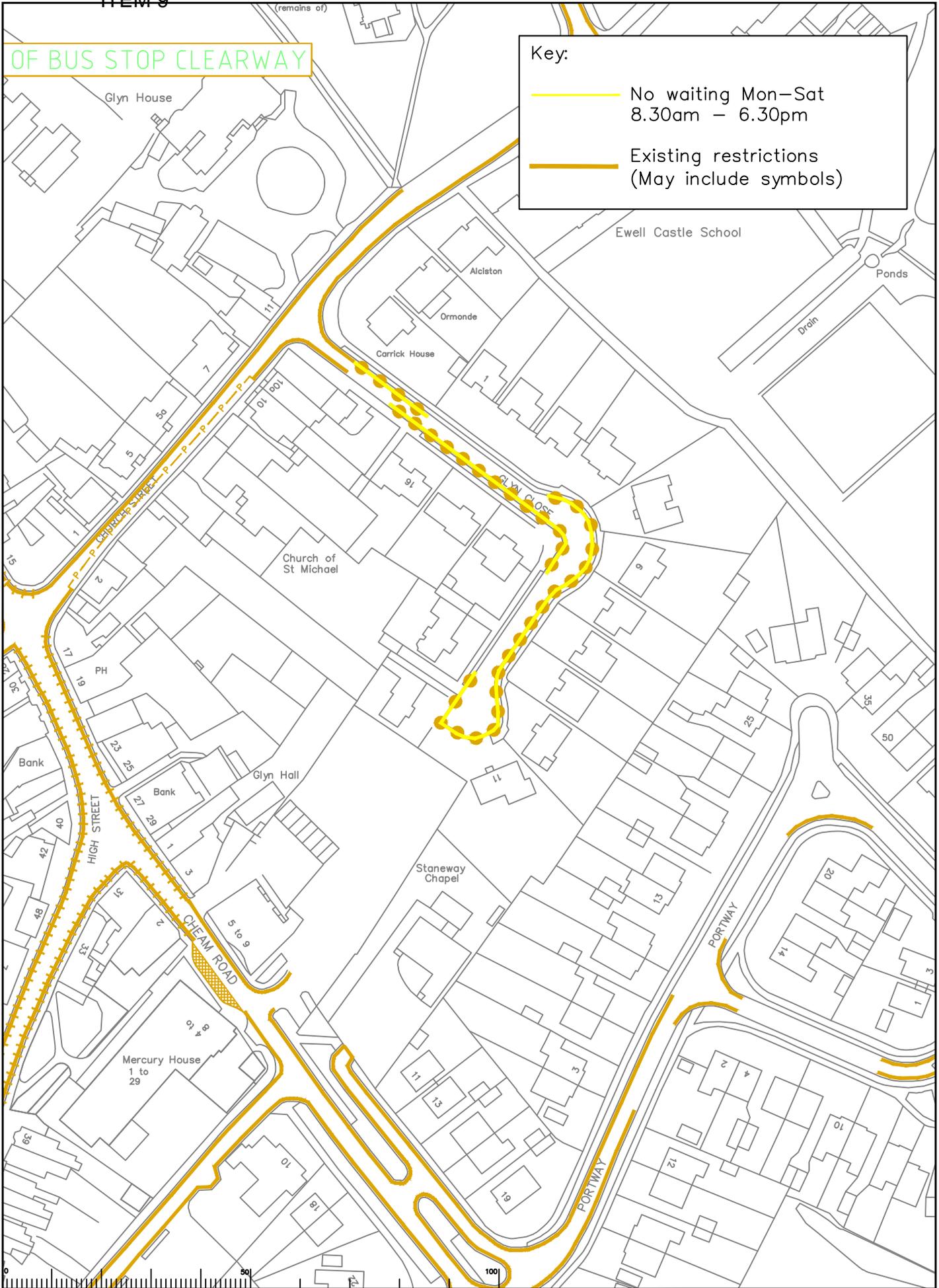
SURREY COUNTY COUNCIL
 Sustainable Development
 Surrey Highways

Project No. 1025
 Contract No. 1025
 Drawing No. 25
 Revision
 Classification: COMM

OF BUS STOP CLEARWAY

Key:

-  No waiting Mon-Sat 8.30am - 6.30pm
-  Existing restrictions (May include symbols)



Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point



Project: Epsom and Ewell Parking Review Phase 10
 Drawing: Proposed Waiting Restrictions Glyn Close
 Date: 31.01.16
 Drawn by: SDC
 Checked by: RH
 Approved by: JH

Epsom and Ewell Parking Review Phase 10
 Proposed Waiting Restrictions Glyn Close

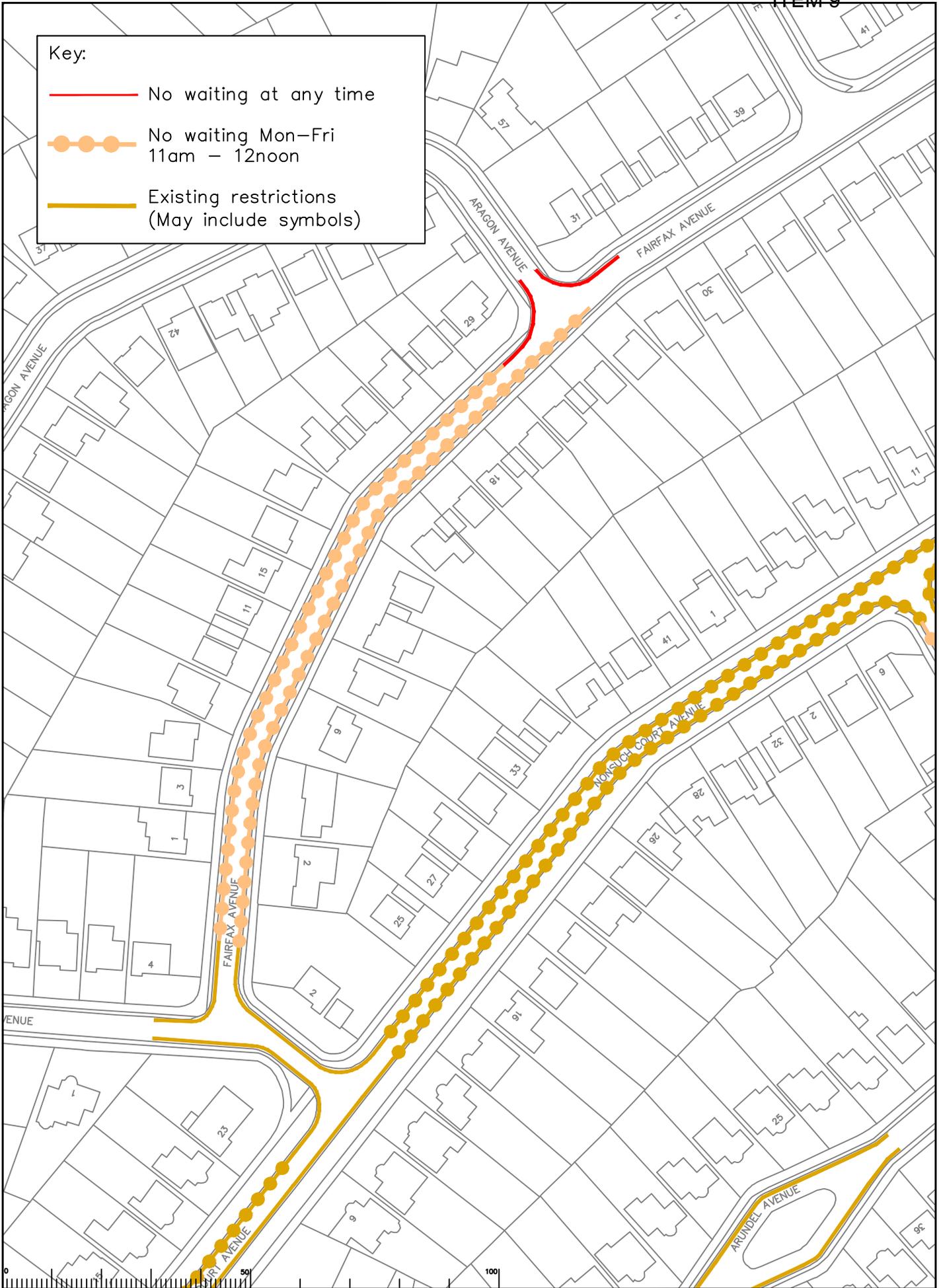


SURREY COUNTY COUNCIL
 Sustainable Development
 Surrey Highways

Project No. [blank]
 Contract No. [blank]
 Drawing No. 26
 Revision [blank]
 COMM

Key:

-  No waiting at any time
-  No waiting Mon-Fri
11am - 12noon
-  Existing restrictions
(May include symbols)



Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr.	Sig.	Date

North Point



Checked by: SDC
 Drawn by: RH
 Date: 31.01.16
 Date: 31.01.16

Project: Epsom and Ewell Parking Review Phase 10
 Drawing: Proposed Waiting Restrictions Fairfax Avenue / Aragon Avenue
 Date: 31.01.16

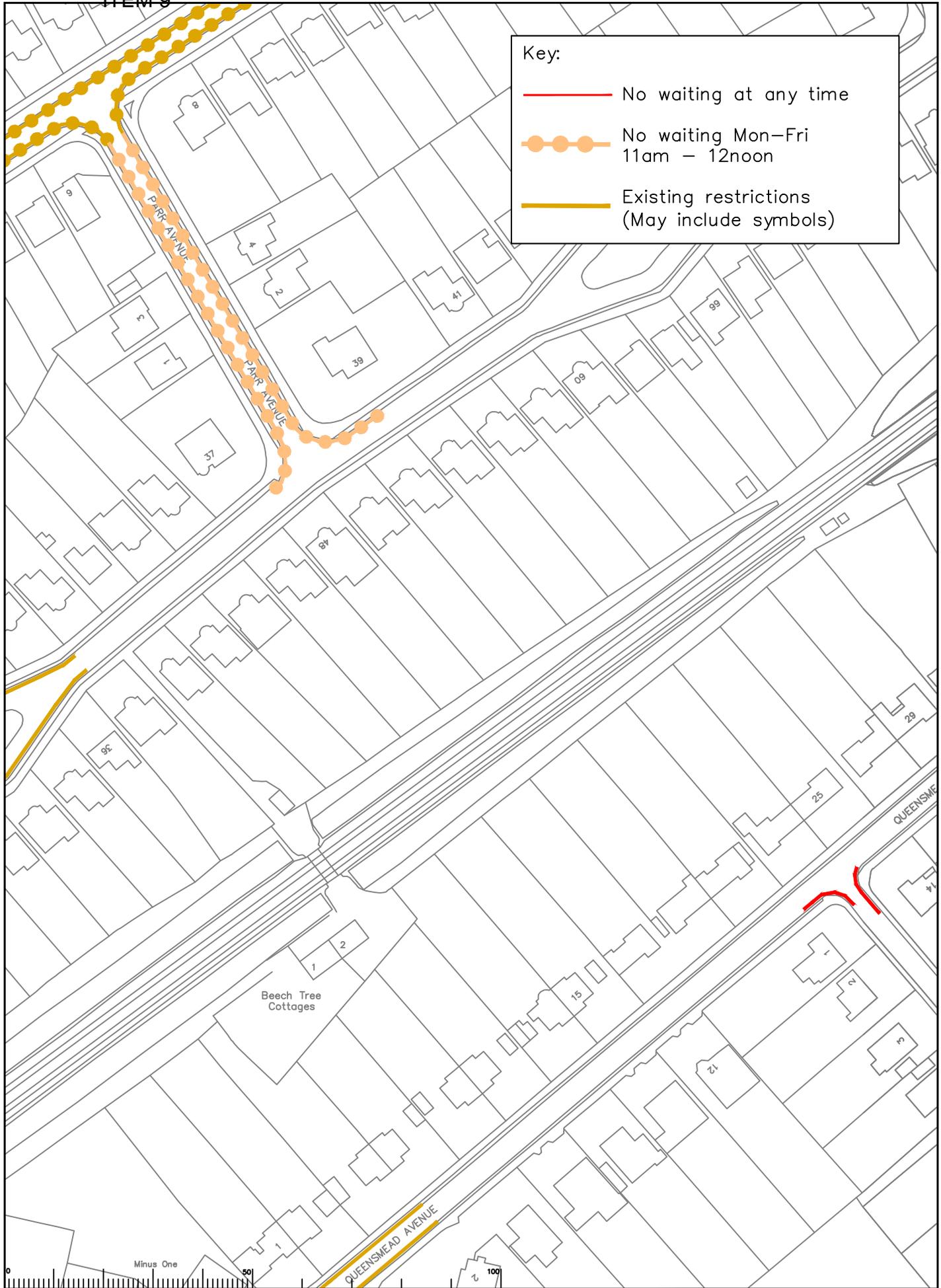
Epsom and Ewell Parking Review Phase 10

Proposed Waiting Restrictions
 Fairfax Avenue / Aragon Avenue



SURREY COUNTY COUNCIL
 Sustainable Development
 Surrey Highways

Project No. [blank]
 Contract No. [blank]
 Drawing No. 27
 Revision [blank]
 Classification: COMM



Key:

- No waiting at any time
- No waiting Mon-Fri 11am - 12noon
- Existing restrictions (May include symbols)

Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

Scale: 0, 50, 100

Minus One

0 50 100

Project: Epsom and Ewell Parking Review Phase 10

Proposed Waiting Restrictions

Fundel Ave/Parr Ave/Queensmead Ave/Hillside Rd

Drawn by: SDC, Date: 31.01.16

Checked by: RH, Date: 31.01.16

Approved by: SDC, Date: 31.01.16

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SURREY COUNTY COUNCIL
Sustainable Development

Project No. []

Contract No. []

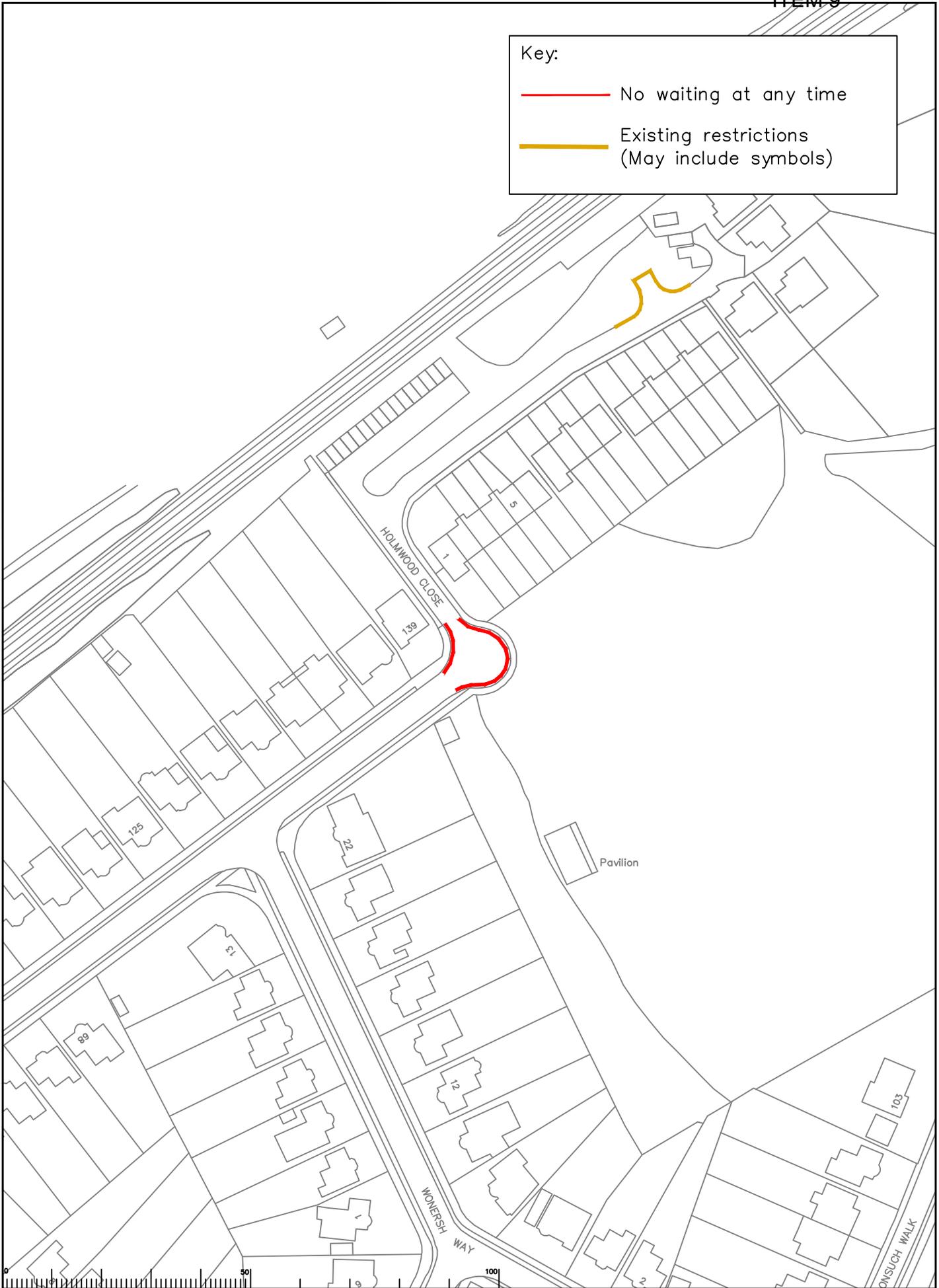
Drawing No. 28

Revision []

Classification: COMM

Key:

- No waiting at any time
- Existing restrictions
(May include symbols)



Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

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Drawn by: SDC
 Checked by: RH
 Approved by: SDC

Date: 31.01.16
 Date: 31.01.16
 Date: 31.01.16

Epsom and Ewell Parking Review Phase 10

Proposed Waiting Restrictions Holmwood Close

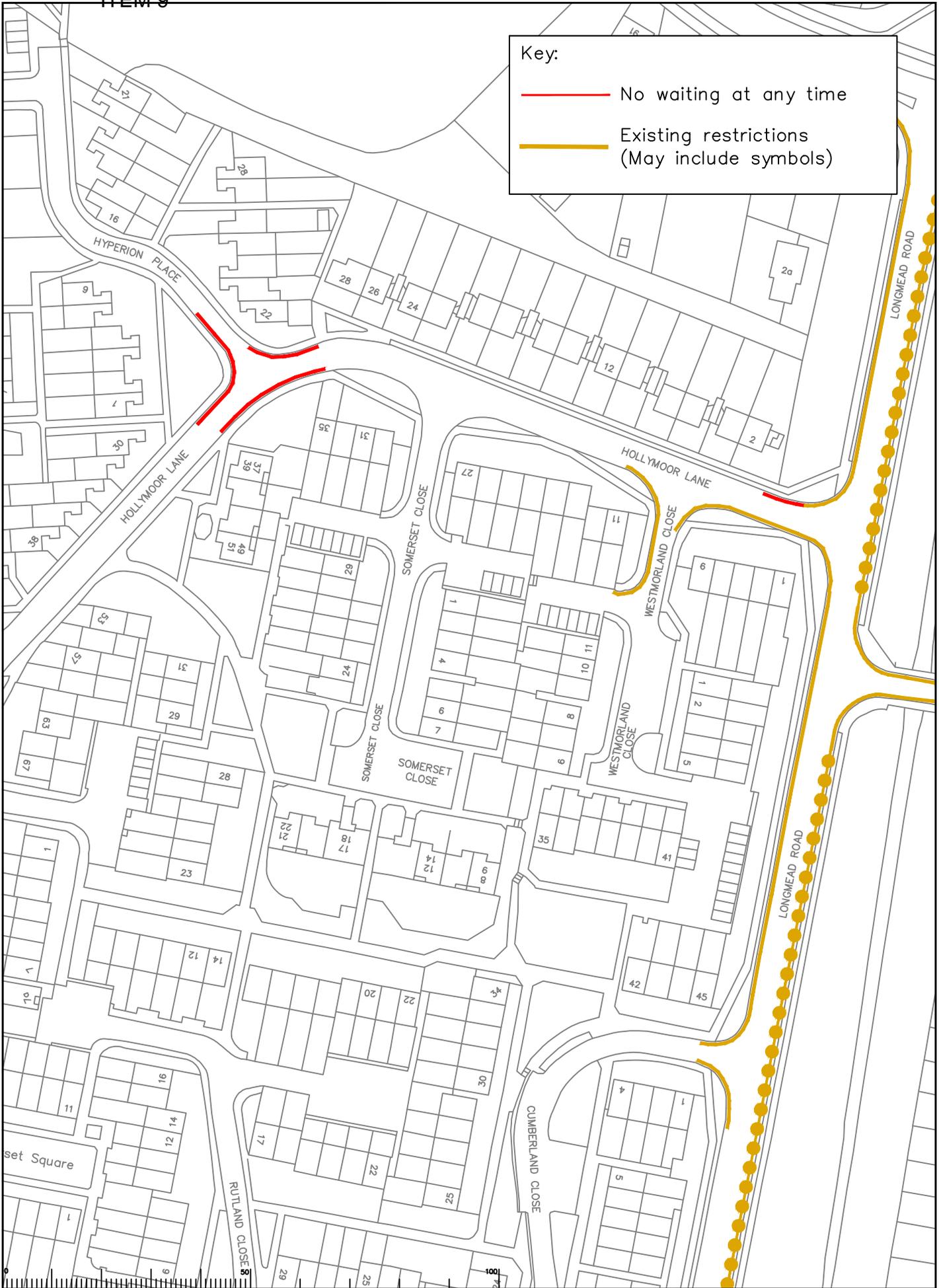
Page 33

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. []
 Contract No. []
 Drawing No. **29**
 Revision []
 Classification **COMM**

Key:

- No waiting at any time
- Existing restrictions (May include symbols)



Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

Scale: 1:1000

100m

30.dwg

Project: Epsom and Ewell Parking Review Phase 10

Drawing: Proposed Waiting Restrictions Hollymoor Lane / Hyperion Place

Drawn by: SDC, Date: 31.01.16

Checked by: RH, Date: 31.01.16

Approved by: DC, Date: 31.01.16

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SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No.:

Contract No.:

Sheet No. **30**

Classification: **COMM**

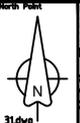
Key:

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- Existing restrictions (May include symbols)



POSITION OF BUS STOP CLEARWAY

Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

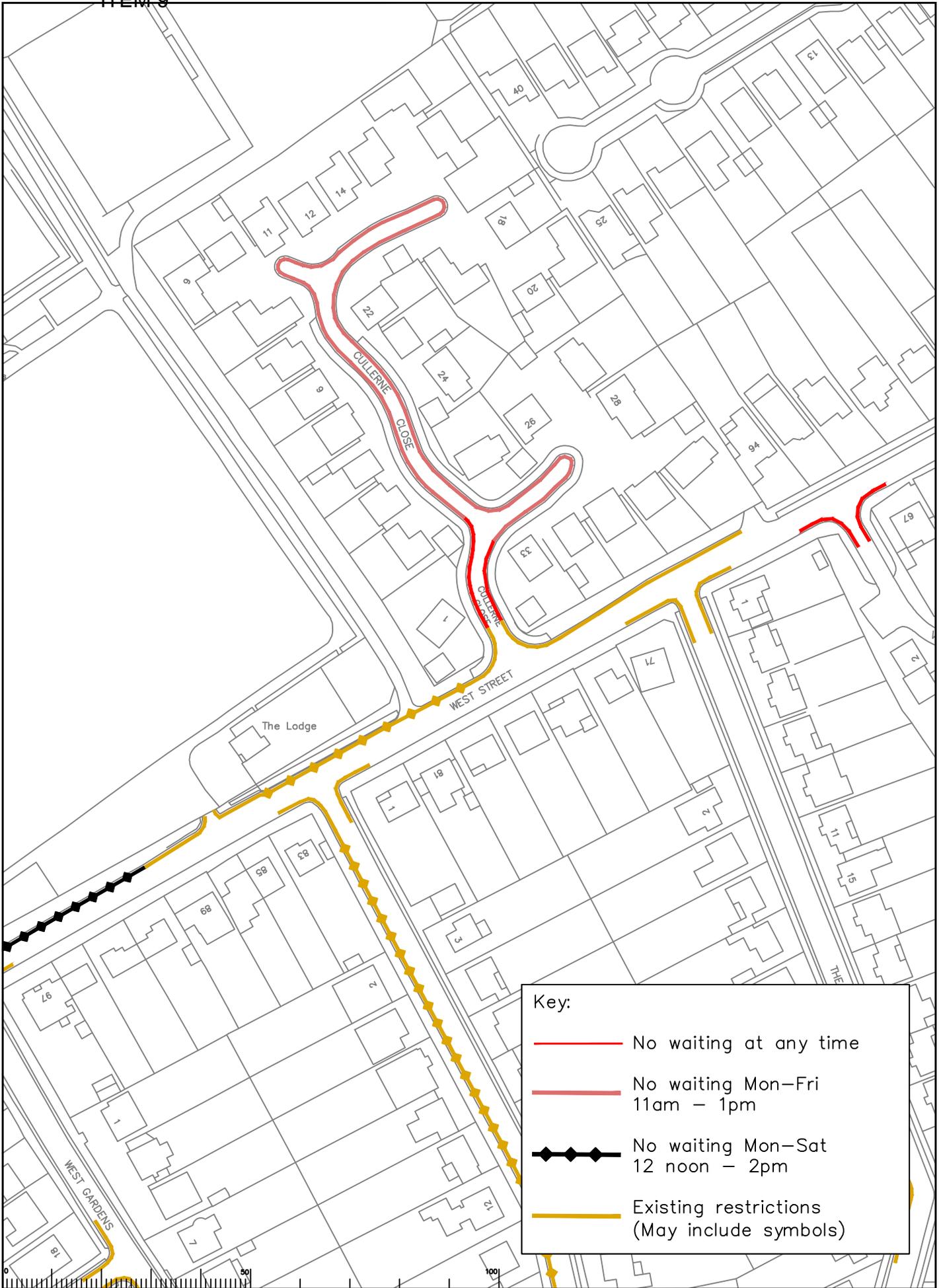


Drawn by	SDC	Sig.	SDC	Date	31.01.16
Checked by	RH	Sig.	RH	Date	31.01.16
Approved by	DC	Sig.	DC	Date	31.01.16

Epsom and Ewell Parking Review
Phase 10
Proposed Waiting Restrictions
Marsh Avenue

Project No. _____
Contract No. _____
Drawing No. **31**
Revision _____
Classification **COMM**

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways



Key:

- No waiting at any time
- No waiting Mon-Fri
11am - 1pm
- ◆◆◆ No waiting Mon-Sat
12 noon - 2pm
- Existing restrictions
(May include symbols)

Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

Drawn by SDC
Checked by RH
Approved by DC

31.01.16
31.01.16
31.01.16

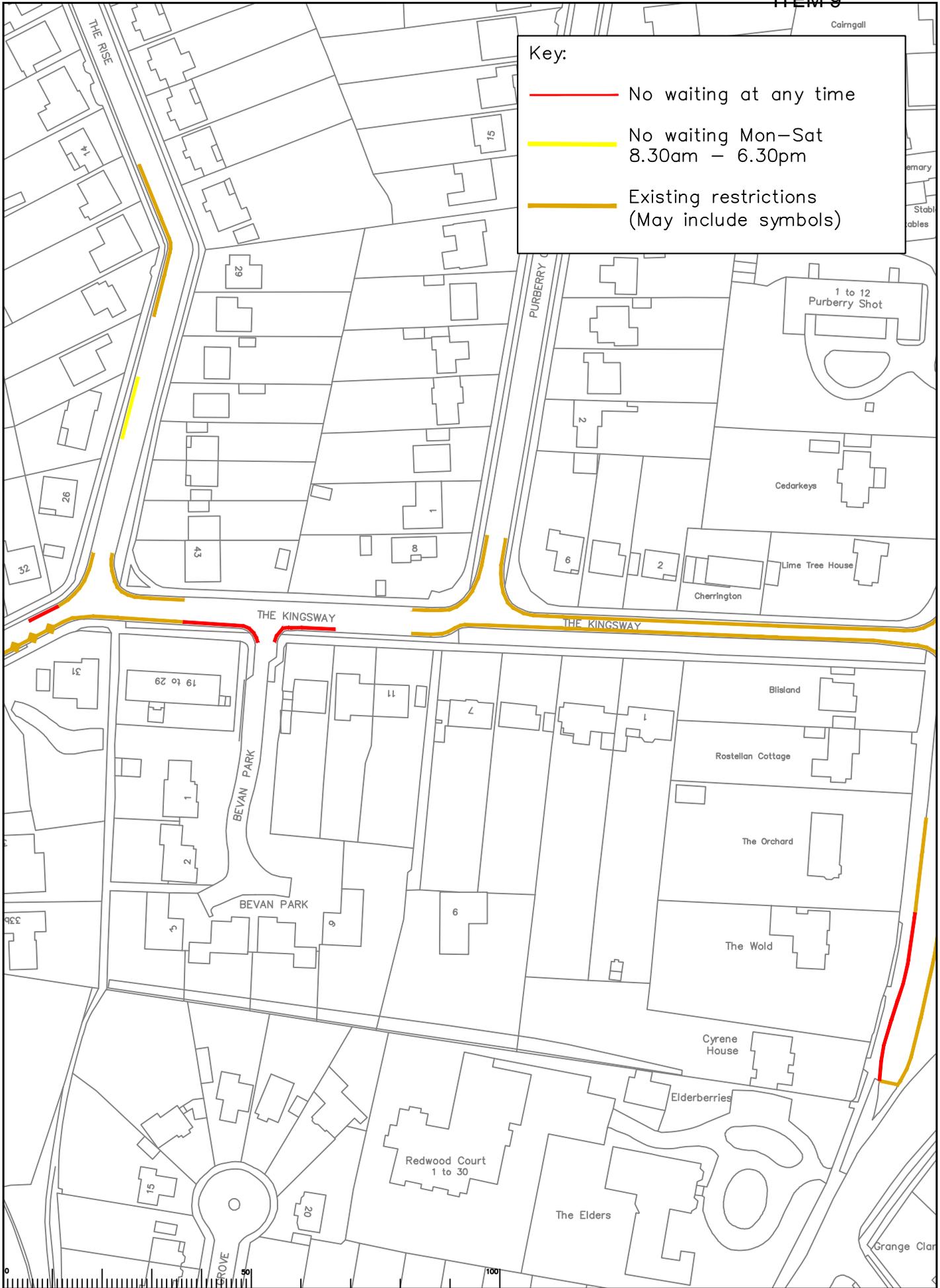
Epsom and Ewell Parking Review
Phase 10

Proposed Waiting Restrictions
Cullerne Close / west Street / Village Gardens

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SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. []
Contract Sheet No. 32
Revision []
Classification COMM



Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

Scale: 1:1000

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Drawn by: SDC
Checked by: RH
Approved by: DC

Sig. SDC
Sig. RH
Sig. DC

Date: 31.01.16
Date: 31.01.16
Date: 31.01.16

Project: Epsom and Ewell Parking Review Phase 10
Drawing: Proposed Waiting Restrictions The Rise / The Kingsway / Epsom Road
Page 37 of 37

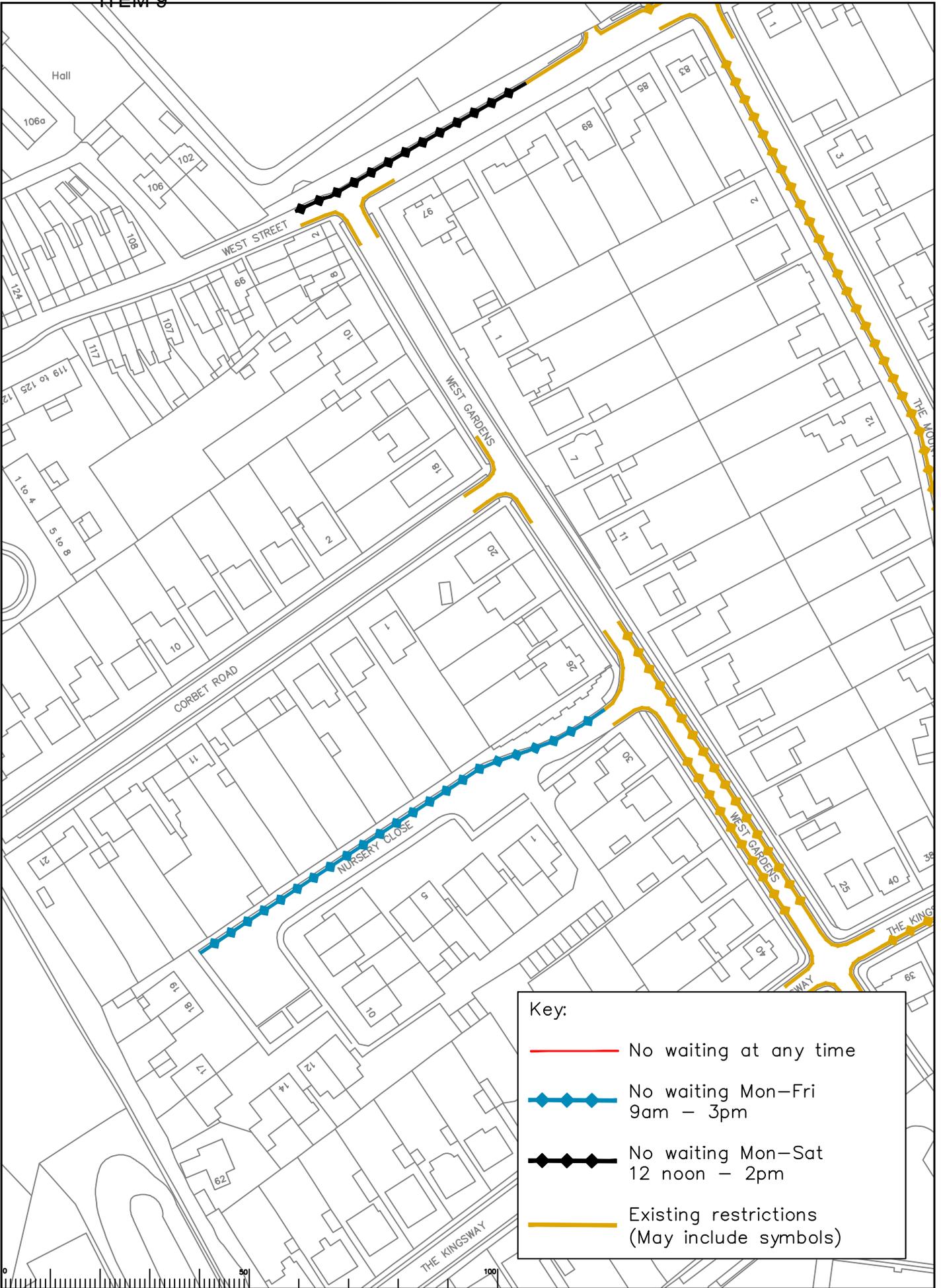
Epsom and Ewell Parking Review Phase 10

Proposed Waiting Restrictions
The Rise / The Kingsway / Epsom Road

SHEET 01 OF 01

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. [blank]
Contract No. [blank]
Drawing No. 33
Revision [blank]
Classification COMM



Key:

- No waiting at any time
- ◆◆◆ No waiting Mon-Fri 9am - 3pm
- ◆◆◆ No waiting Mon-Sat 12 noon - 2pm
- Existing restrictions (May include symbols)

Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

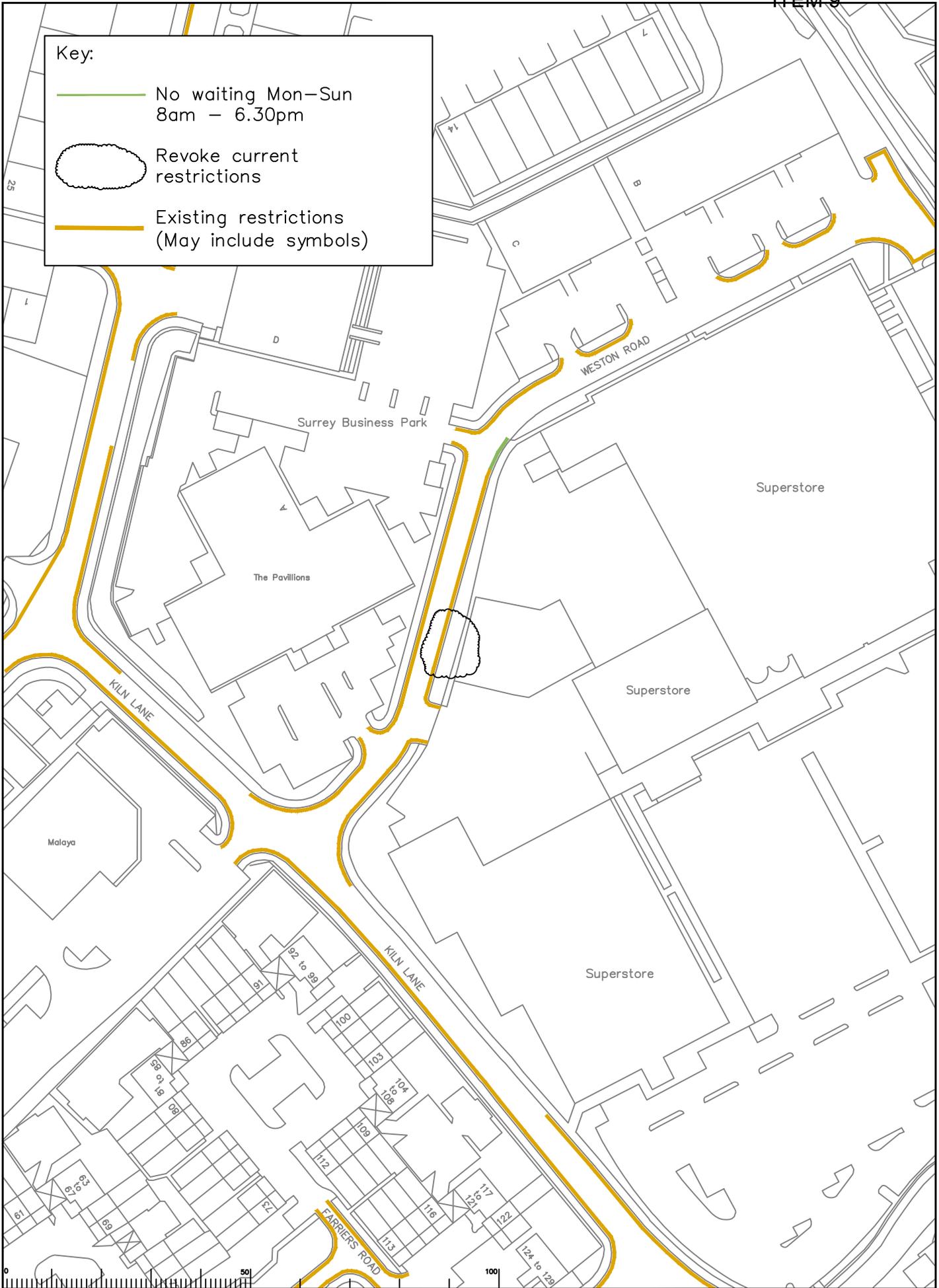
Drawn by SDC
 Checked by RH
 Approved by SDC
 Date 31.01.16
 Date 31.01.16
 Date 31.01.16

Epsom and Ewell Parking Review
 Phase 10
 Proposed Waiting Restrictions
 Nursery Close / West Street

Project No. _____
 Contract No. _____
SURREY COUNTY COUNCIL
 Sustainable Development
 Surrey Highways
 Drawing No. 34
 Revision _____
 Classification COMM

Key:

-  No waiting Mon–Sun
8am – 6.30pm
-  Revoke current restrictions
-  Existing restrictions
(May include symbols)



Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr.	Sig.	Date

North Point



Drawn by SDC
Checked by RH
Approved by DC

Date 31.01.16
Date 31.01.16
Date 31.01.16

Project Epsom and Ewell Phase 10
Drawing Proposed Waiting Restrictions Weston Road

Scale: 1:1000
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Epsom and Ewell Parking Review
Phase 10

Proposed Waiting Restrictions
Weston Road

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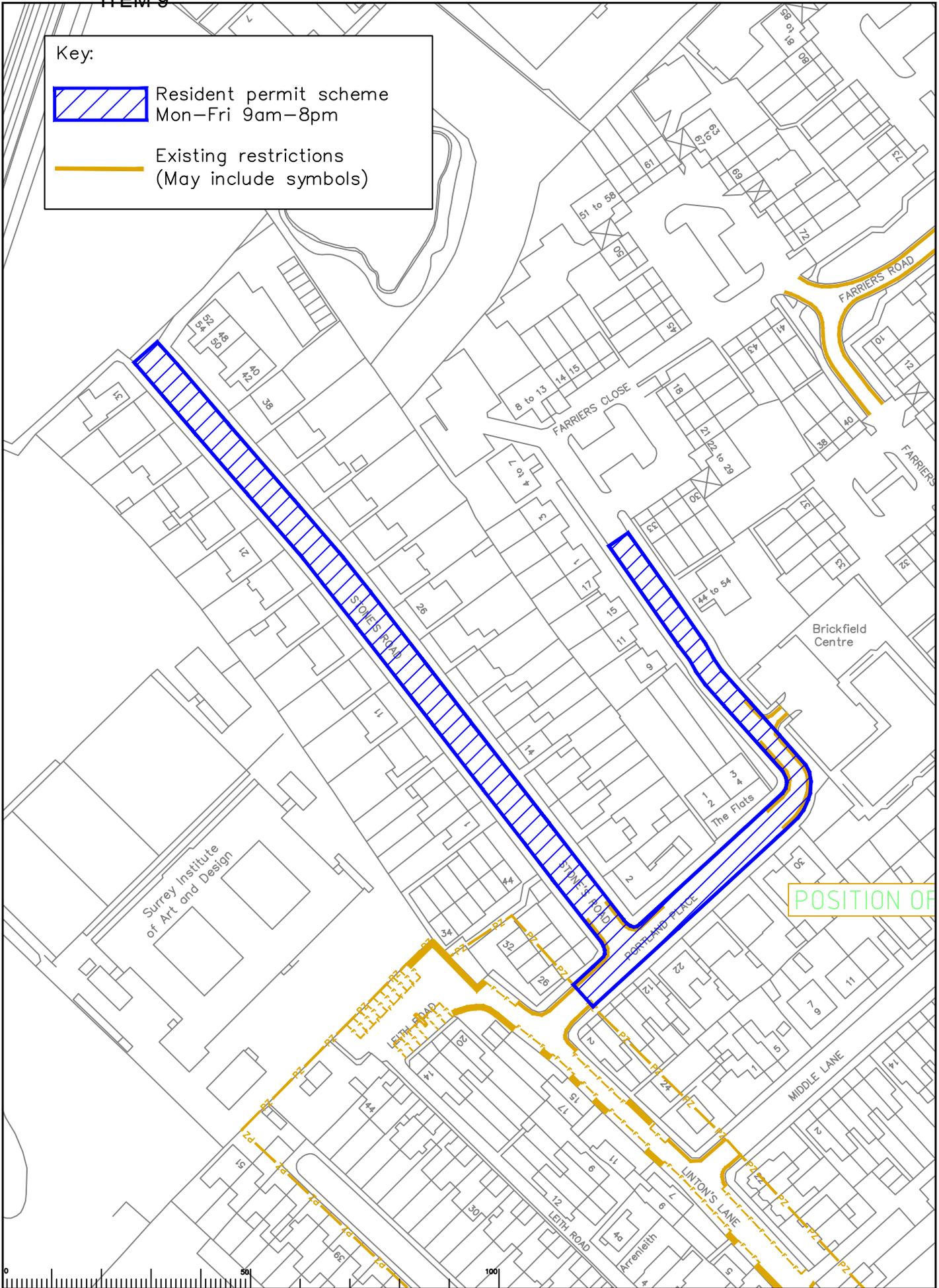


SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. []
Contract No. []
Drawing No. 35
Rev. []
Classification COMM

Key:

-  Resident permit scheme
Mon-Fri 9am-8pm
-  Existing restrictions
(May include symbols)



Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point



Drawn by SDC
Checked by RH
Approved by DC

31.01.16
31.01.16
31.01.16

Project: Epsom and Ewell Parking Review Phase 10
Drawing: Proposed Waiting Restrictions Stones Road / Portland Place

Scale: 1:1000
Date: 31.01.16

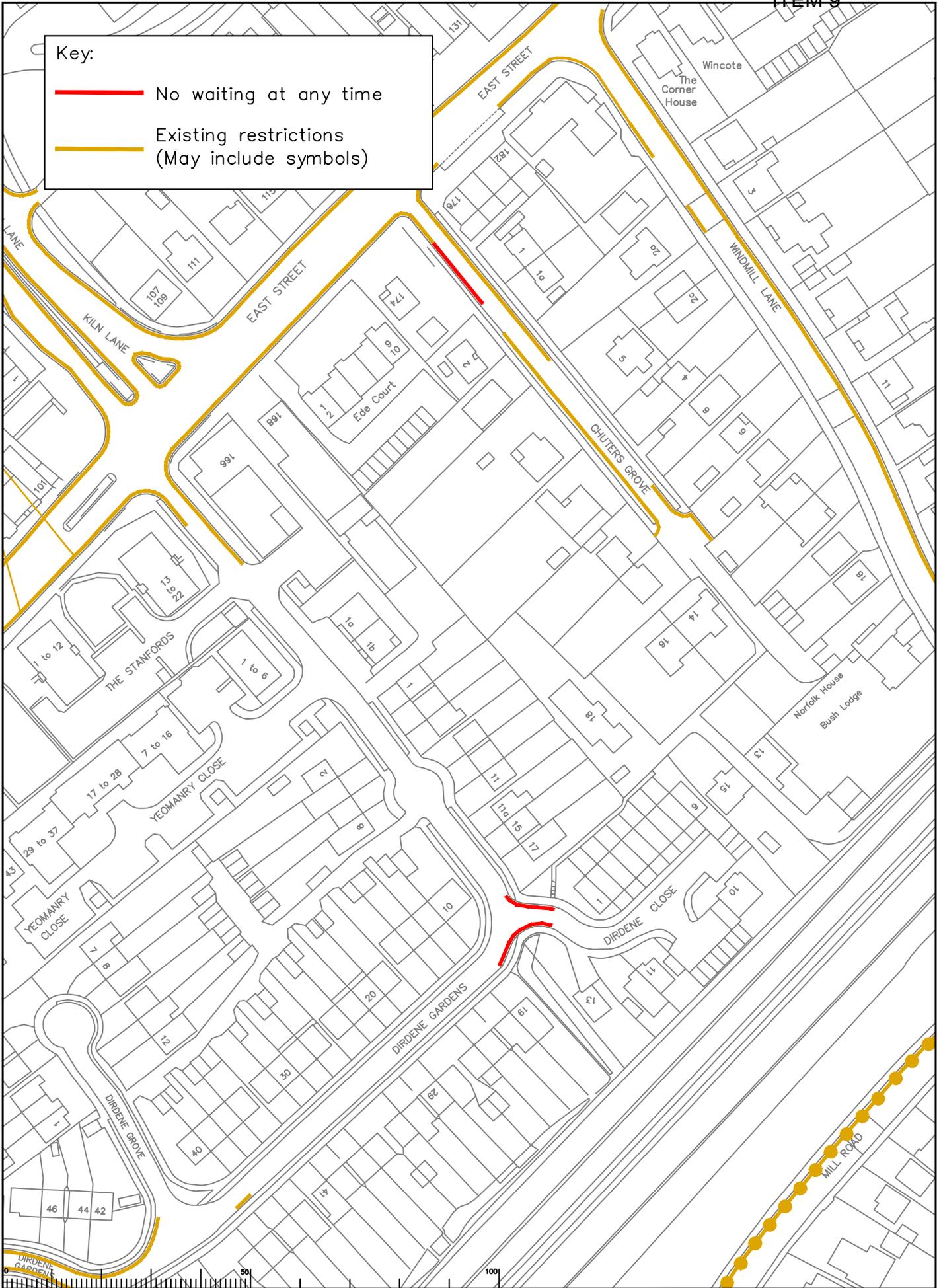


SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. [blank]
Contract No. [blank]
Drawing No. 36
Revision [blank]
Classification: COMM

Key:

- No waiting at any time
- Existing restrictions (May include symbols)



Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

Scale: 1:500

37.dwg

Project: Epsom and Ewell Parking Review Phase 10

Drawing: Proposed Waiting Restrictions Chuters Grove / Dirdene Close and Gds

Sheet: 37 of 37

Scale: 1:500

37.dwg

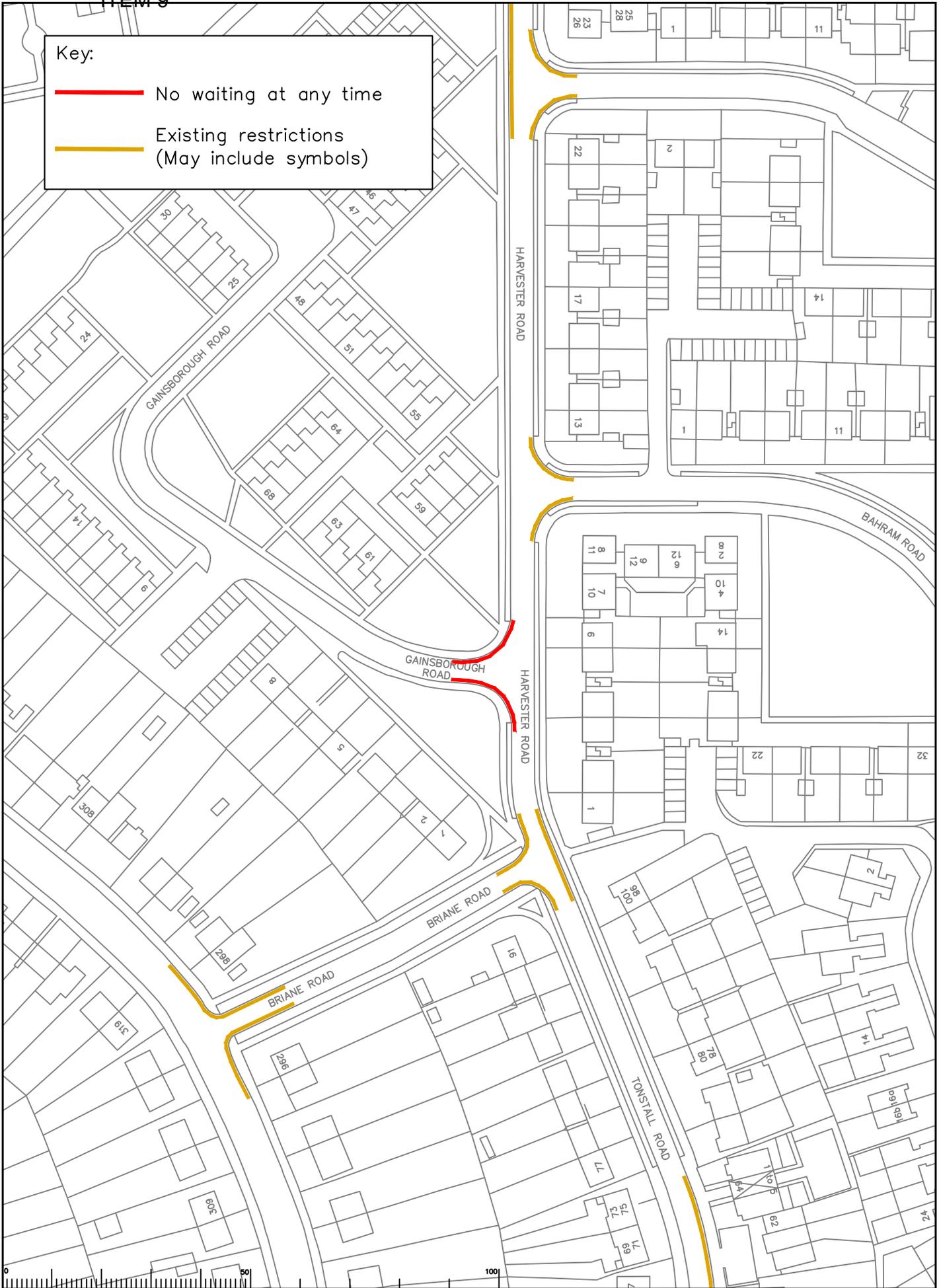
SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highway

Project No. []
Contract No. []
Drawing No. **37** / Rev. []
Classification: **COMM**

ITEM 9

Key:

- No waiting at any time
- Existing restrictions
(May include symbols)



Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

Small text: "Small signs for the proposed parking spaces will be the responsibility of the Contractor of the Highway. All signs must be approved by the Highway Authority. All signs must be approved by the Highway Authority. All signs must be approved by the Highway Authority."

 Drawn by: SDC, Date: 31.01.16

 Checked by: RH, Date: 31.01.16

 Approved by: DC, Date: 31.01.16

 Project: Epsom and Ewell Parking Review Phase 10

 Drawing: Proposed Waiting Restrictions Harvester Road / Gainsborough Road

 Scale: 1:500

 File: S:\CORE\Traffic and Legal\Parking Team\EPSOM & EWELL\Phase 10\Drawings\Comm Plans\25\25_38.dwg

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Epsom and Ewell Parking Review Phase 10

Proposed Waiting Restrictions Harvester Road / Gainsborough Road

Scale: 1:500

Sheet 38 of 38

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. []
Contract No. []
Drawing No. 38
Revision []
Classification: COMM

Key:

- No waiting at any time
- Existing restrictions (May include symbols)



Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

Scale: 1:1000

Project: Epsom and Ewell Parking Review Phase 10

Drawn by: SDC, Date: 31.01.16

Checked by: RH, Date: 31.01.16

Approved by: DC, Date: 31.01.16

Epsom and Ewell Parking Review Phase 10

Proposed Waiting Restrictions Hook Road

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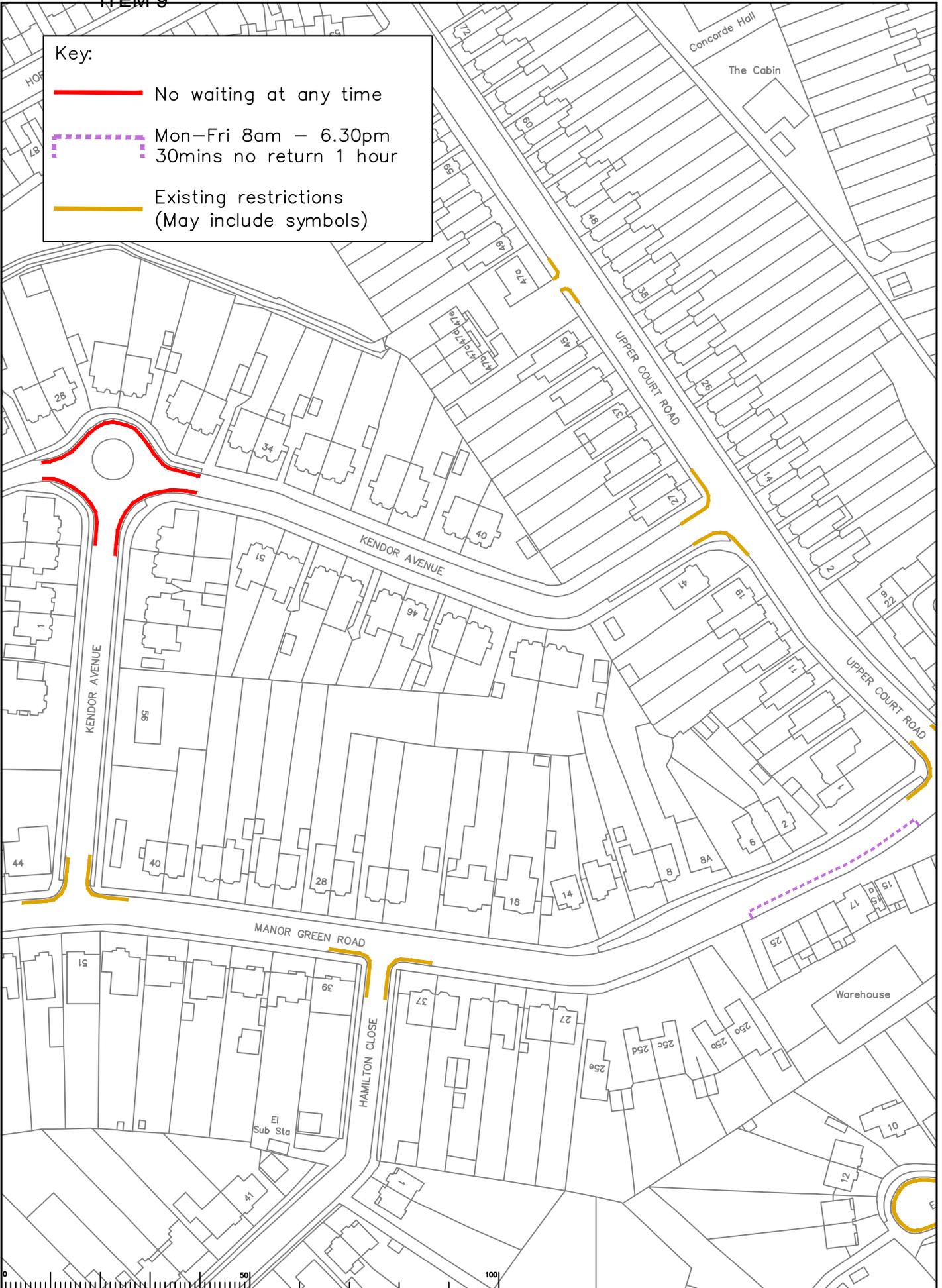
SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. []
Contract No. []
Drawing No. **39**
Revision []
Classification **COMM**

ITEM 9

Key:

- No waiting at any time
- - - Mon-Fri 8am - 6.30pm
30mins no return 1 hour
- Existing restrictions
(May include symbols)



Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

Scale: 1:1000

30m

Project: Epsom and Ewell Parking Review Phase 10

Proposed Waiting Restrictions
Kendor Avenue / Manor Green Road

Drawn by: SDC, Date: 31.01.16
Checked by: RH, Date: 31.01.16
Approved by: DC, Date: 31.01.16

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Project No.:

Contract No.:

Drawing No. 40

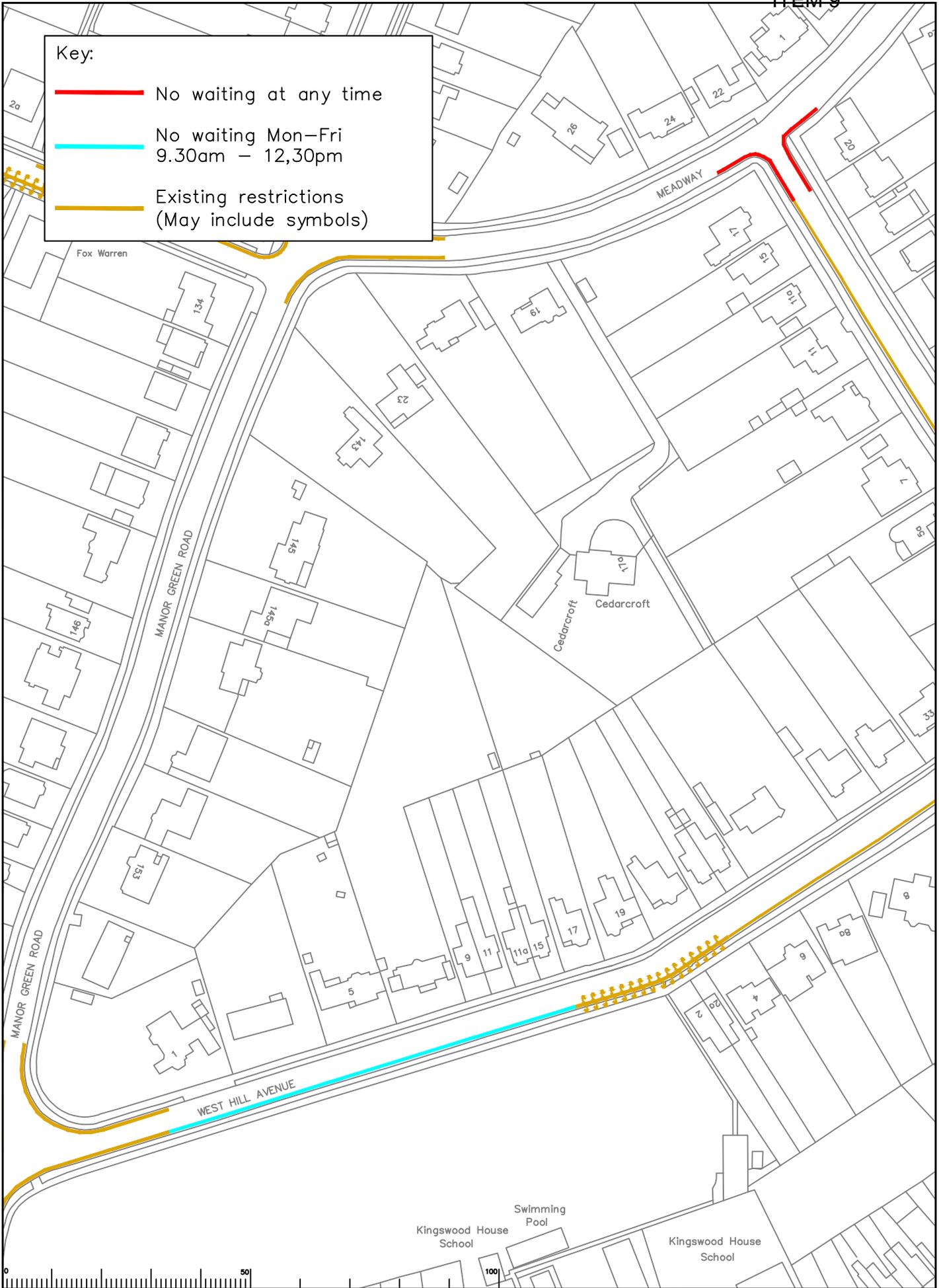
Revision:

Classification: COMM

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highway

Key:

- No waiting at any time
- No waiting Mon–Fri
9.30am – 12,30pm
- Existing restrictions
(May include symbols)



Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

Scale: 1:1000
Date: 31.01.16

Checked by: SDC
 Drawn by: RH
 Approved by: DC

Project: Epsom and Ewell Parking Review Phase 10
 Drawing: Proposed Waiting Restrictions Meadway / West Hill Avenue

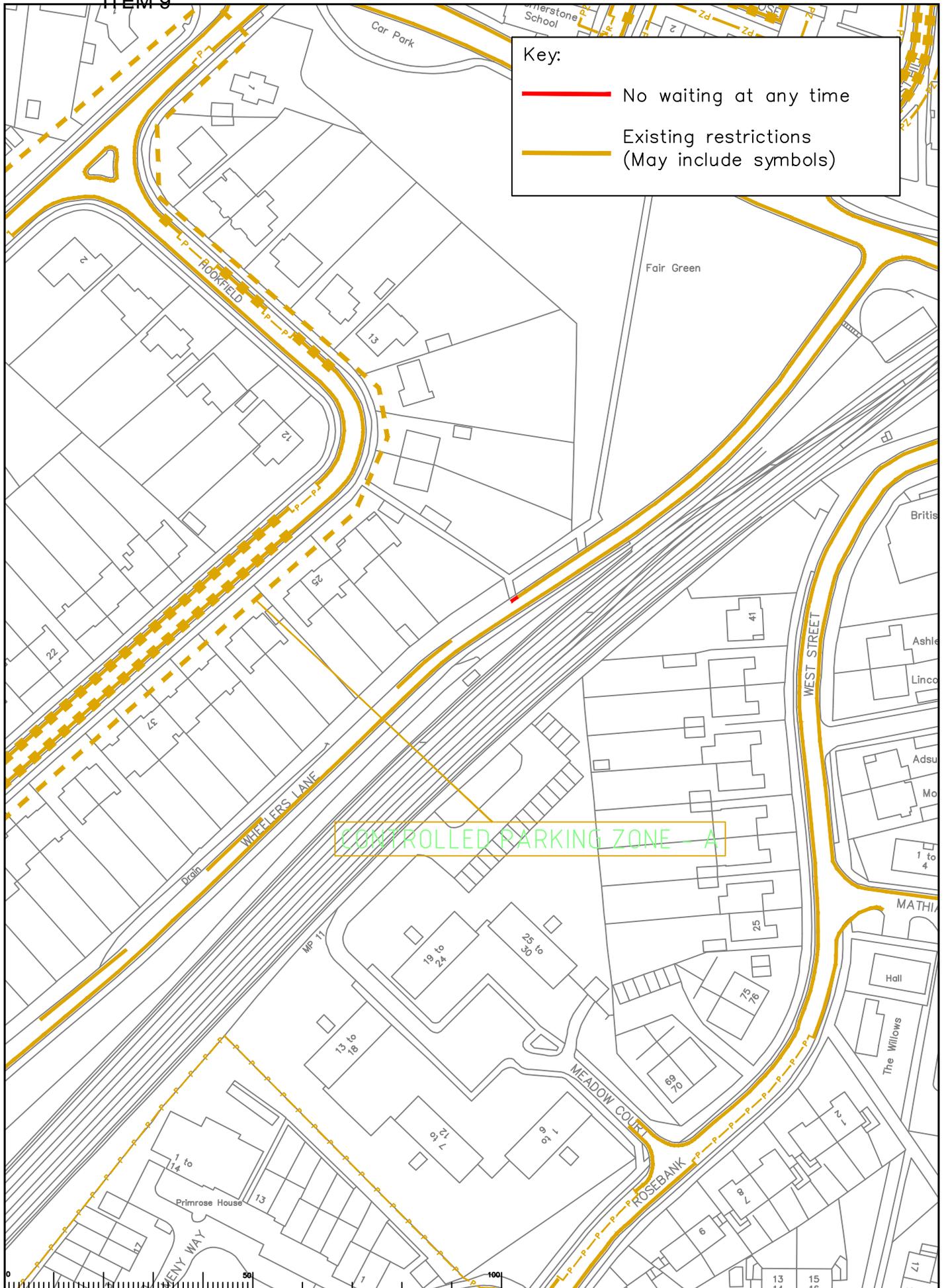
Epsom and Ewell Parking Review Phase 10

Proposed Waiting Restrictions Meadway / West Hill Avenue

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SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. 41
Drawing No. 41
Classification: COMM



Key:

- No waiting at any time
- Existing restrictions (May include symbols)

CONTROLLED PARKING ZONE - A

Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

Scale: 1:1000

Project: Epsom and Ewell Parking Review Phase 10

Drawn by: SDC, Sig. SDC, Date: 31.01.16

Checked by: RH, Sig. RH, Date: 31.01.16

Approved by: DC, Sig. DC, Date: 31.01.16

Epsom and Ewell Parking Review Phase 10

Proposed Waiting Restrictions
Wheeler's Lane

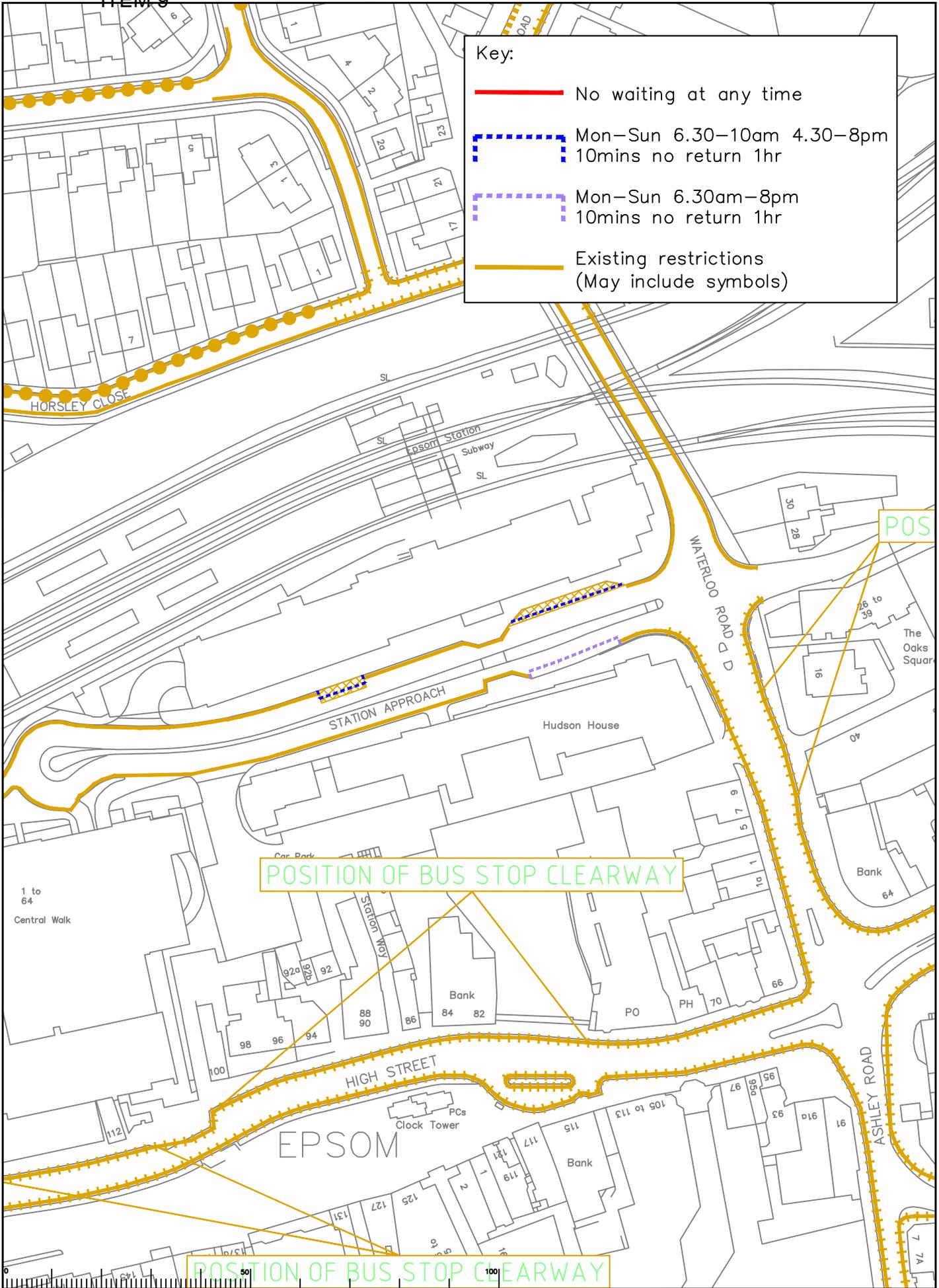
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SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. []
Contract No. []
Drawing No. **42** / Rev. []
Classification: **COMM**

Key:

- No waiting at any time
- - - Mon-Sun 6.30-10am 4.30-8pm
10mins no return 1hr
- - - Mon-Sun 6.30am-8pm
10mins no return 1hr
- Existing restrictions
(May include symbols)



POSITION OF BUS STOP CLEARWAY

POSITION OF BUS STOP CLEARWAY

Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

Scale: 1:1000

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Project: Epsom and Ewell Parking Review Phase 10

Drawing: Proposed Waiting Restrictions Station Approach

Drawn by: SDC, Date: 31.01.16

Checked by: RH, Date: 31.01.16

Approved by: DC, Date: 31.01.16

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Project No.:

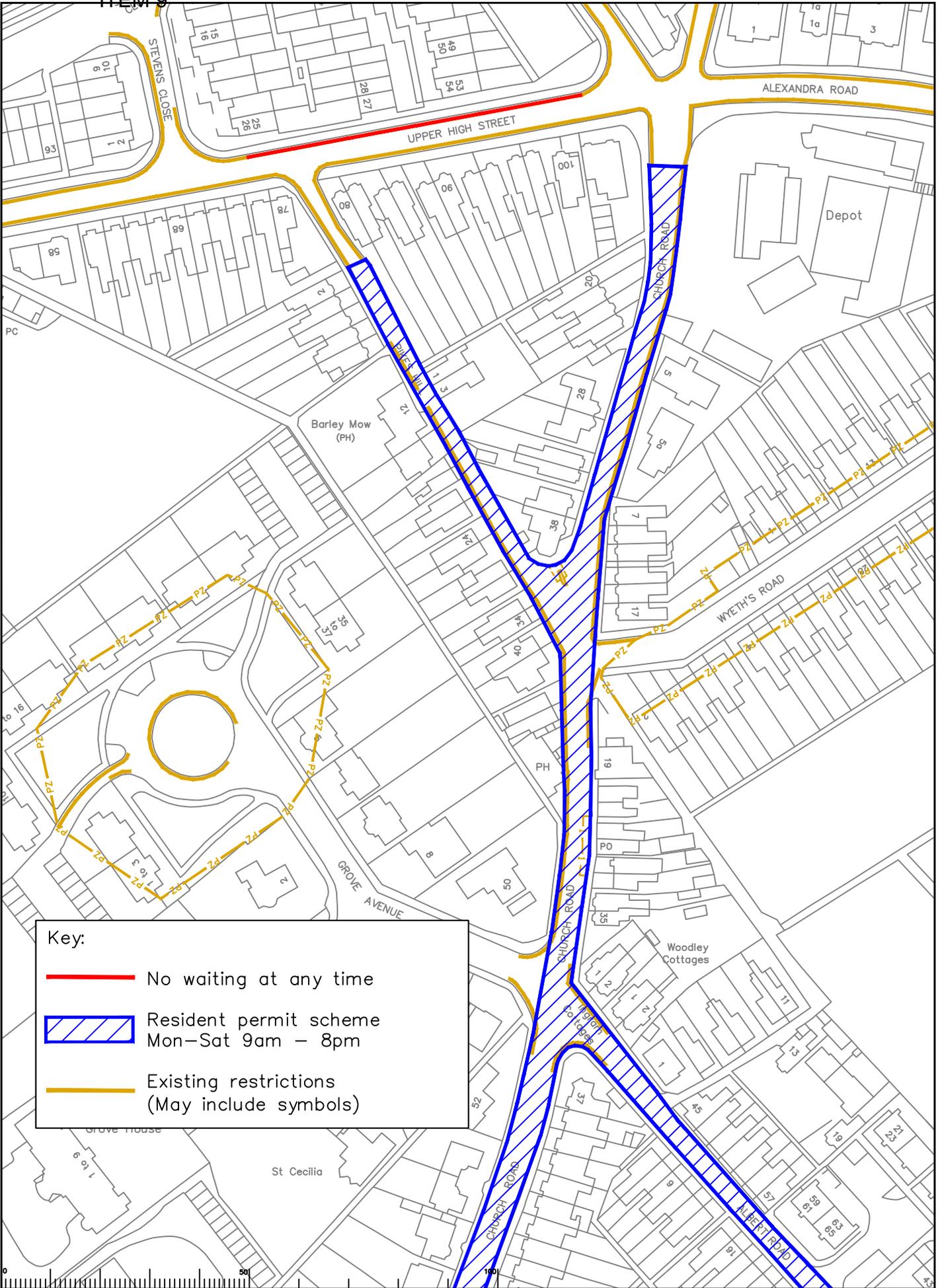
Contract No.:

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Drawing No. 44

Revision:

COMM



Key:

- No waiting at any time
- Resident permit scheme
Mon-Sat 9am - 8pm
- Existing restrictions
(May include symbols)

Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

Scale: 1:1000

Drawn by: SDC
Checked by: RH
Approved by: DC

Date: 31.01.16

Project: Epsom and Ewell Parking Review Phase 10

Proposed Waiting Restrictions
Pikes Hill / Church Rd / Albert Rd / Upper High St

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Project No.:

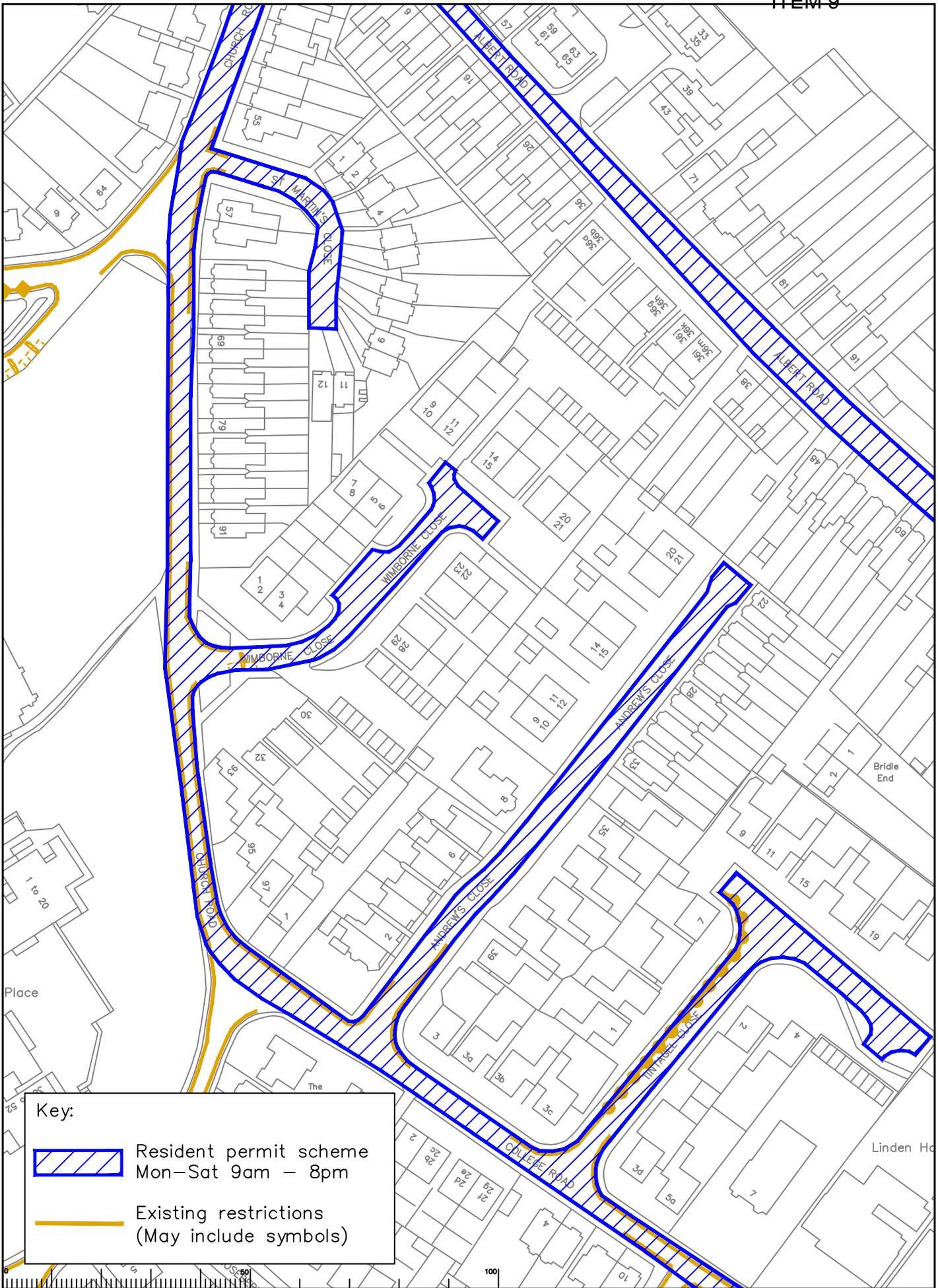
Contract No.:

Sheet No. 46

Revision:

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

COMM



Key:

- Resident permit scheme
Mon-Sat 9am - 8pm
- Existing restrictions
(May include symbols)

Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

Scale: 1:1000

Project: Epsom and Ewell Parking Review Phase 10

Drawn by: SDC
Checked by: RH
Approved by: DC

Date: 31.01.16
Date: 31.01.16
Date: 31.01.16

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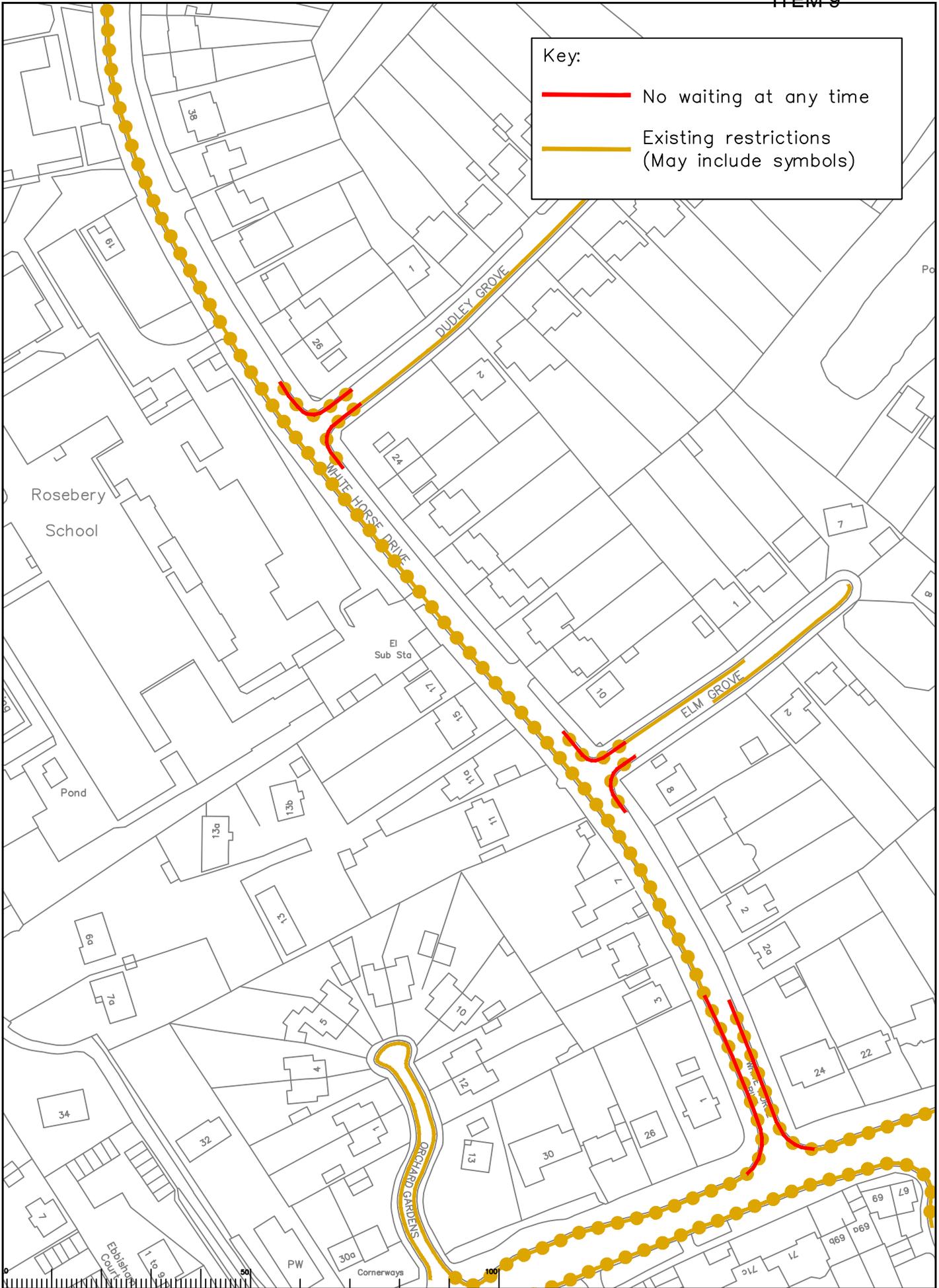
Epsom and Ewell Parking Review Phase 10

Proposed Waiting Restrictions

Church Rd/Albert Rd/Wimborne, Andrews, Tintagel

SURREY COUNTY COUNCIL
Sustainable Development

Project No. _____
Contract No. _____
Drawing No. **47**
Revision _____
Classification **COMM**



Key:

- No waiting at any time
- Existing restrictions (May include symbols)

Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

Scale: 1:1000

Project: Epsom and Ewell Parking Review Phase 10

Drawn by: SDC, Date: 31.01.16

Checked by: RH, Date: 31.01.16

Approved by: SDC, Date: 31.01.16

Epsom and Ewell Parking Review Phase 10

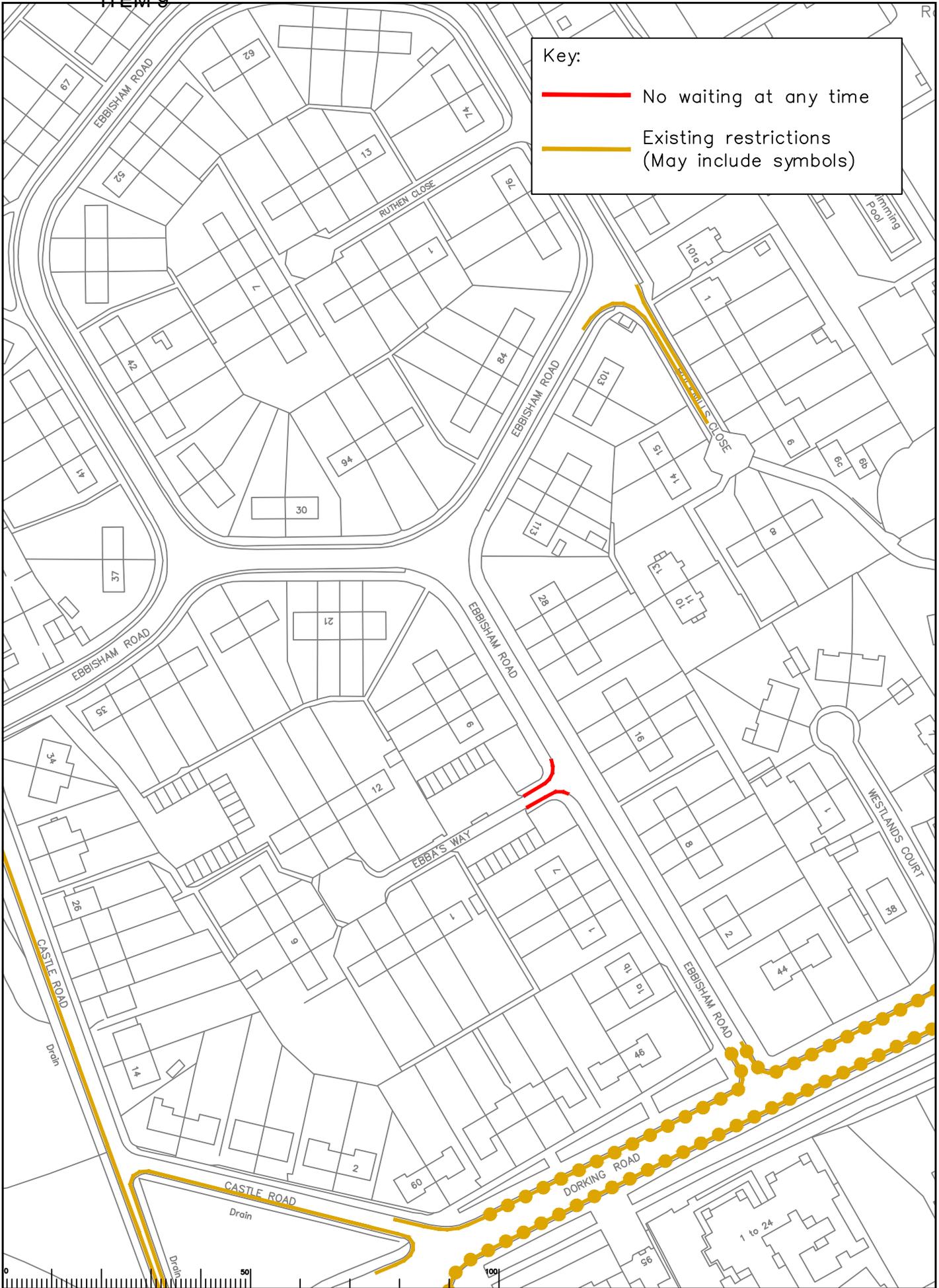
Proposed Waiting Restrictions

White Horse Drive / Dudley Grove / Elm Grove

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SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. []
Contract No. []
Drawing No. **51**
Revision []
Classification **COMM**



Key:

- No waiting at any time
- Existing restrictions (May include symbols)

Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

Scale: 1:500

Drawn by: SDC
Checked by: RH
Approved by: DC

Date: 31.01.16

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Epsom and Ewell Parking Review Phase 10

Proposed Waiting Restrictions Ebbas Way

Project No. []
Contract No. []
Drawing No. 52
Revision []
Classification: COMM

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highway

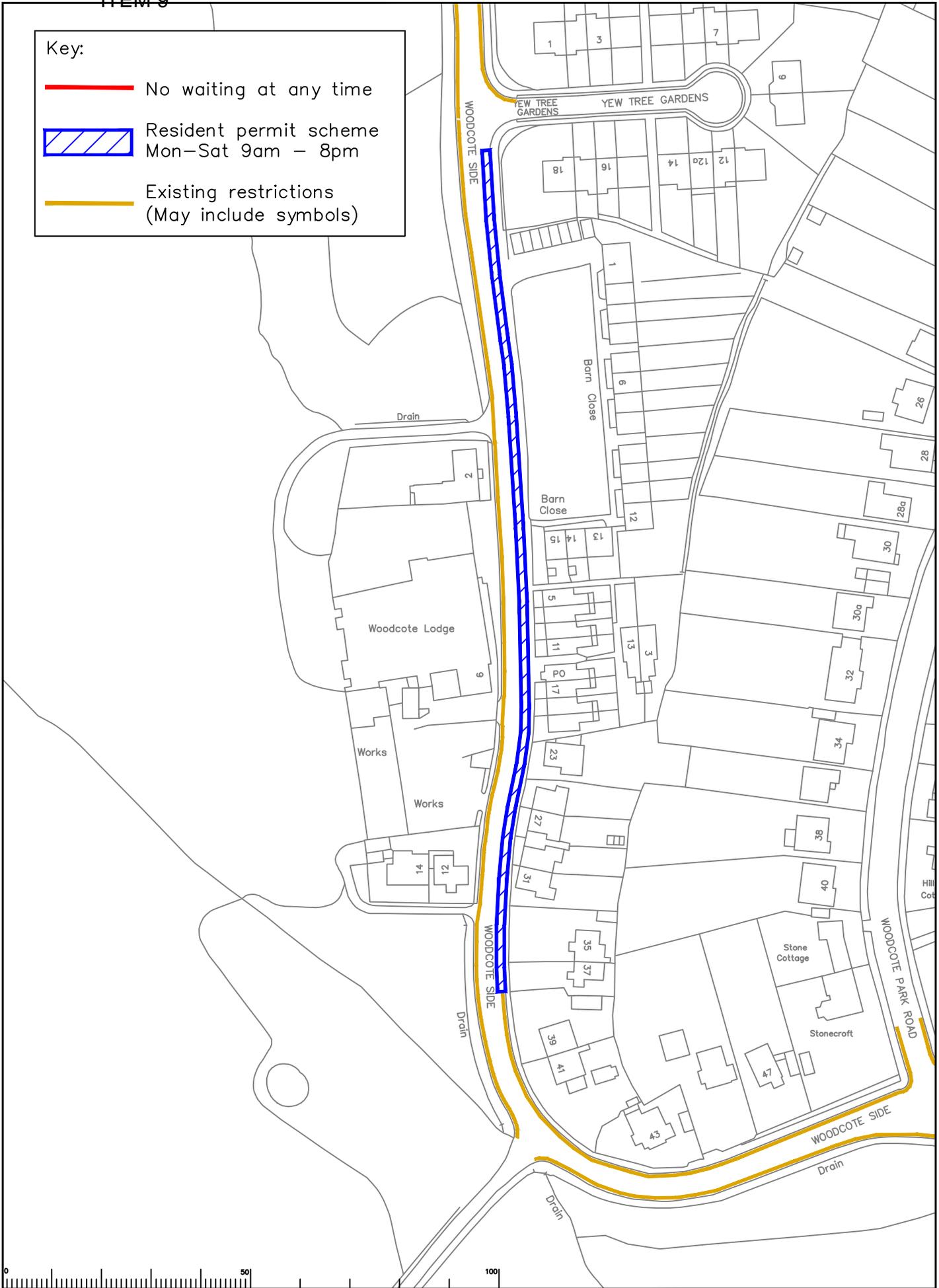
ITEM 9

Key:

 No waiting at any time

 Resident permit scheme
Mon-Sat 9am - 8pm

 Existing restrictions
(May include symbols)



Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point



Scale 1:1000

Project: Epsom and Ewell Parking Review Phase 10

Drawn by: SDC, Date: 31.01.16

Checked by: RH, Date: 31.01.16

Approved by: DC, Date: 31.01.16

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Epsom and Ewell Parking Review
Phase 10

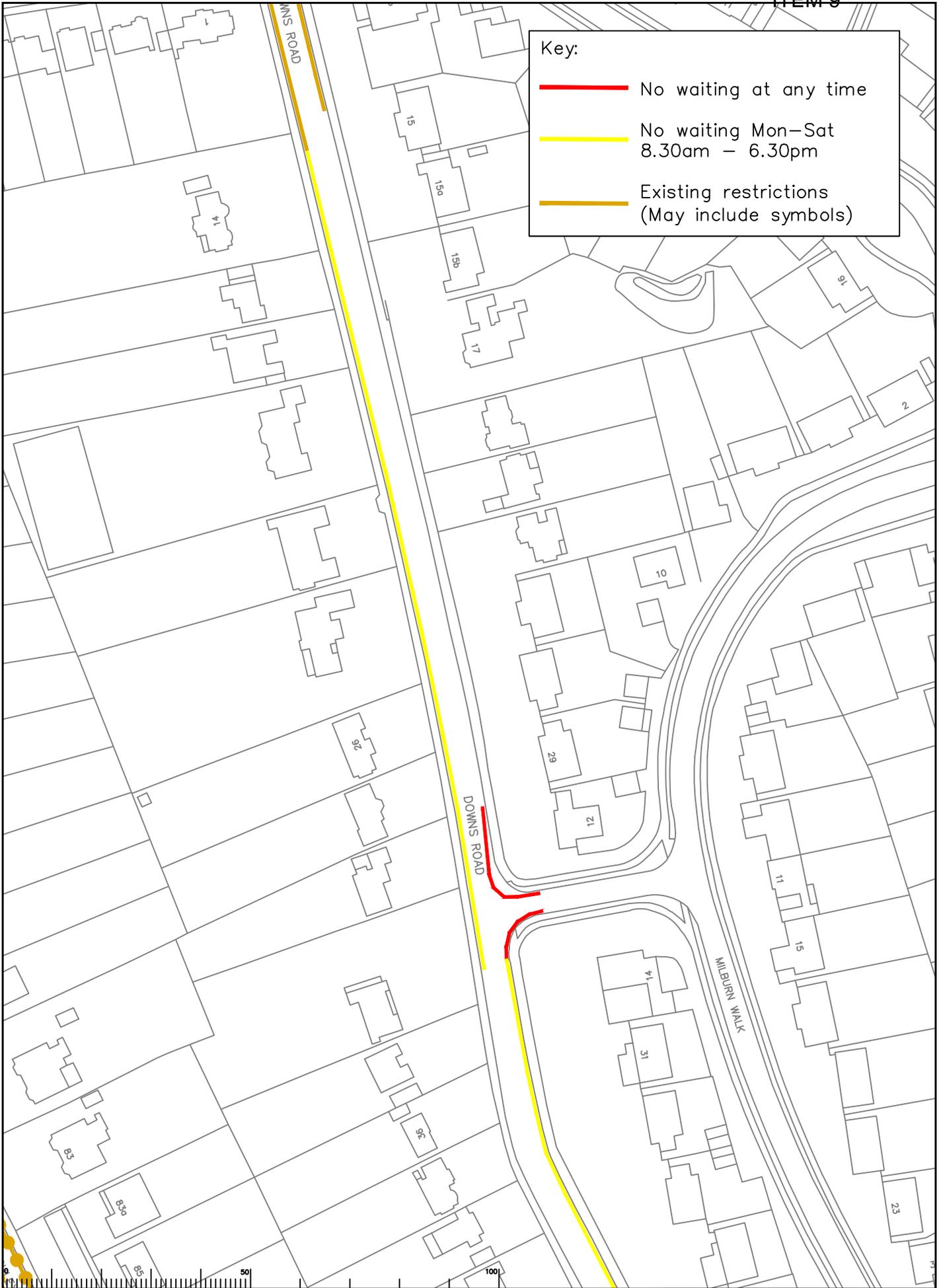
Proposed Waiting Restrictions
Woodcote Side

SHEET OF



SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highway

Project No. [blank]
Contract No. [blank]
Drawing No. 54
Revision [blank]
Classification: COMM



Key:

- No waiting at any time
- No waiting Mon-Sat 8.30am - 6.30pm
- Existing restrictions (May include symbols)

Rev	Description	Drawn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

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Checked by: RH
Approved by: DC

Date: 31.01.16

Project: Epsom and Ewell Parking Review Phase 10

Sheet: 55 of 55

Classification: COMM

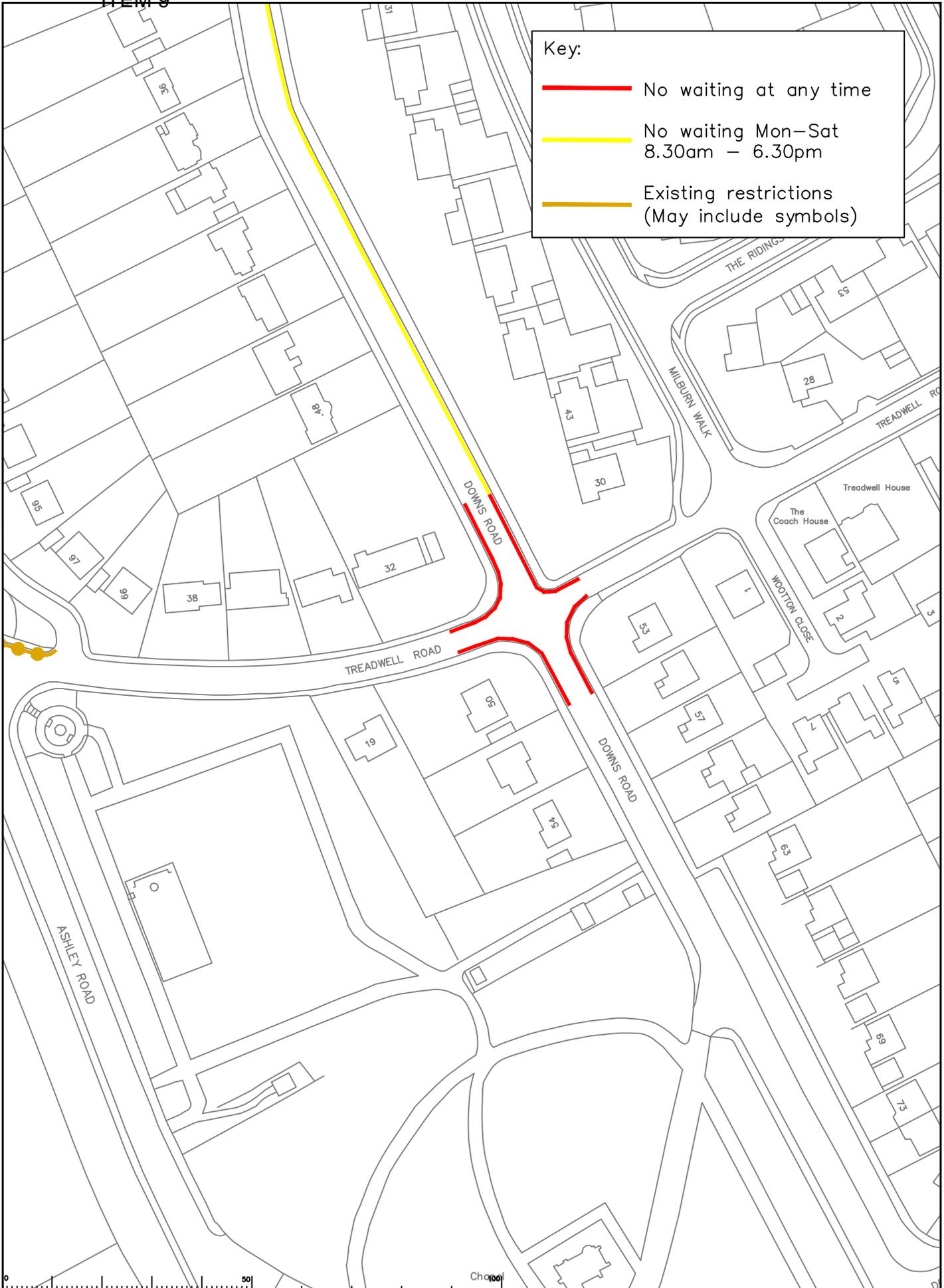
Epsom and Ewell Parking Review Phase 10

Proposed Waiting Restrictions Downs Road / Milburn Walk

SURREY COUNTY COUNCIL
Sustainable Development
Surrey Highways

Project No. []
Contract No. []
Drawing No. **55**
Rev. []
Classification: **COMM**

SHEET OF



Key:

- No waiting at any time
- No waiting Mon-Sat 8.30am - 6.30pm
- Existing restrictions (May include symbols)

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**OFFICER REPORT TO LOCAL COMMITTEE
(Epsom and Ewell)**

**EPSOM AND EWELL PARKING / WAITING
RESTRICTION (PHASE 10) REVIEW
TEMPLE ROAD**

Annex 2

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SURREY COUNTY COUNCIL**TEMPLE ROAD ASSESSMENT****SUMMARY OF ISSUE:**

SCC has been approached by a resident of Temple Road, Epsom to assess its current layout and to determine whether or not it is possible to relocate some of the parking bays from one side to the other and create further chicanes along the length of the road – this would be in line with a recommendation that was put forward to residents of Temple Road, some 10 to 11 years ago.

The resident believes that SCC did not put a scheme in place that was promised at that time and that the current layout for parking hinders the access and egress of residents' vehicles from driveways – specifically at the northern most end of Temple Road. The number of chicanes has also been questioned.

As an interim measure, the parking team has reduced the length of the parking bays and increased the length of the access protection markings to assist with the access and egress issues.

These issues were brought to the attention of the parking task group. An engineer from the parking team recommended that a full assessment take place of Temple Road, involving both the parking team and local highways team.

As a consequence of this, both teams have assessed the current situation to see if it is feasible or not, to make any amendments.

CURRENT LAYOUT:

The current layout consists of two chicanes – one is at the junction of Temple Road and Hazon Way, approximately 150m from the junction with Waterloo Road and the second is located at St Barnabas Church, which is approximately 100m further northwards, before we reach the end of the parking bays another 110m northwards.

There are 3 parking bays on the east side between Waterloo Road and Hazon way, with a capacity for 3 vehicles.

The bays then swap over to the west side, where there are 7 parking bays with a capacity for approx. 11 vehicles before the bays swap over again to the east side, where there are another 7 bays with a capacity for approx. 12 vehicles.

Total number of available parking spaces in the current layout is, 26.

ITEM 9

ASSESSMENT:

2 engineers from the parking team made a site visit to Temple Road on the afternoon of Friday 27 January 2017.

A number of measurements were taken along the entire length of Temple Road, these included:

- The length of the existing single and double yellow lines
- The length of the existing parking bays
- The length of the existing dropped kerbs
- The length of the gaps between dropped kerbs and parking bays
- The number of vehicles that could comfortably fit in a parking bay
- The length of the chicanes
- The width of the road at various intervals

Based on these measurements we are able to determine if there is enough room for vehicles to park between driveways at any other points on the road and this in turn will determine if we are able to move the chicanes or include additional chicanes.

Plans 60, 61 and 62 show the current layout of parking bays, possible areas to relocate bays and possible areas to relocate chicanes.

The plans also show an approximate number of parking spaces, based on a length of 4.8m, which is the standard length of a parking bay that you would find in a car park.

In some cases it may look as though there is enough room between driveways to accommodate a vehicle, however, we have to consider that at least a metre is required each side of the bay to allow residents to access and egress their driveways properly. For example, a 5.6m gap between driveways only allows for a bay length of 3.6m, which is too short to accommodate a car.

LOCAL HIGHWAYS TEAM ASSESSMENT:

In our opinion the existing layout for Temple Road is the most suitable arrangement for the volume of traffic using the highway, and offers the best compromise. At one extreme we could restrict all parking with double yellow lines which would result in a very long straight section of highway that would encourage motorists to drive faster. This could result in local residents finding access in and out of their driveways even more difficult due to higher speeds although sight lines would be improved for some.

At the other end of the scale, we could have alternate parking bays on either side of the road creating a very difficult passage along the length of Temple Road. Although it would reduce speeds along the length, it would also create frustration amongst drivers who may have to give way to oncoming vehicles on numerous occasions whilst driving along Temple Road. This in turn may well lead to speeding up to 'beat' the opposing traffic to the next

obstruction. At the very least drivers will become frustrated at the constant stopping and starting. In the off peak periods it is likely that vehicles would drive down the centre line of the road.

The existing arrangement is that there are small sections of parking bays with the centre line of the carriageway appropriately realigned, and these bays alternate from one side of Temple Road to the other along its length. This removes the long straight 'feel' and allows for some parking provision. Making changes to this arrangement will result in some residents having improved sight lines when exiting, but for others it will result in a worse sight line situation from the current. The overall effect would not be beneficial to the road users.

The current level of accidents in Temple Road would not lead to the conclusion that changes need to be made to the existing road layout, and the recommendation is that the layout remains as existing at this time.

RECORDED ACCIDENTS:

There are no recorded accidents to substantiate residents' concerns about speeding related safety issues on Temple Road in the last few years.

Our accident records show that there have been 4 slight accidents between 2010 and 2011 and one serious in 2014 – none of which were considered to be speed related.

Information about recorded road traffic collisions within Great Britain is freely available to the public online at: www.crashmap.co.uk

CONCLUSIONS:

Having assessed the current situation and possible alternative locations for the parking bays, we do not believe that any benefit is to be gained by changing the current layout.

Reasons:

In relocating the bays to the only other feasible locations, there would be a reduction in parking provision from 26 to 21 spaces.

The sightline issues that concern some residents on the eastern side, would be moved to the western side and cause those residents to have similar issues, therefore there is no overall benefit of moving the bays on this basis.

Again, in the alternative layout, we would still only be able to create two chicanes. The southern-most chicane would be situated further from the Waterloo Road junction, which could lead to an increase in traffic speeds over that stretch of Temple Road, which includes the Hazon Way junction.

Swapping bays to the opposite side at the northern end, would also allow vehicles to travel at greater speeds from the Pound Lane junction. This would most likely make it more difficult for residents to access and egress those driveways that are already experiencing problems at the moment (currently those accesses are protected by the parked cars).

The perception that there are too many cars between residents' driveways on the eastern

ITEM 9

side and Pound lane is unfounded. There are several locations along Hook Road (which runs parallel to Temple Road), where the number of cars to the left or right of a driveway is much higher, consequently making it more difficult for those residents to access and egress their driveways. This means that the current situation is no better or worse than most similar roads in the area, in fact Temple Road's parking is formalised, where most roads are not.

The cost of relocating bays, chicanes and moving the centre line would be considerable, whilst also damaging the recently refreshed road surface. Furthermore, our objective analysis leads us to believe that amending the layout would result in more disbenefits than benefits. As such, we do not think it a good use of public funds to make any amendments to the layout of the parking restrictions in Temple Road.

RECOMMENDATIONS:

To leave the overall layout as it currently exists.

To introduce double yellow lines between the parking bays, between numbers 46 and 70 Temple Road. This would prevent vehicles overhanging the bays and give residents increased forward visibility whilst leaving their driveways.

To extend the double yellow lines on the western side from Pound Lane, southwards to encompass the entire length of the hatching and prevent any obstructive parking on the approach to the pedestrian refuge.

To implement double yellow lines in the chicane area outside St Barnabus Church – vehicles currently park in this location causing an obstruction and making it more difficult to negotiate this chicane in the evenings of Sundays.

REASONS FOR RECOMMENDATIONS:

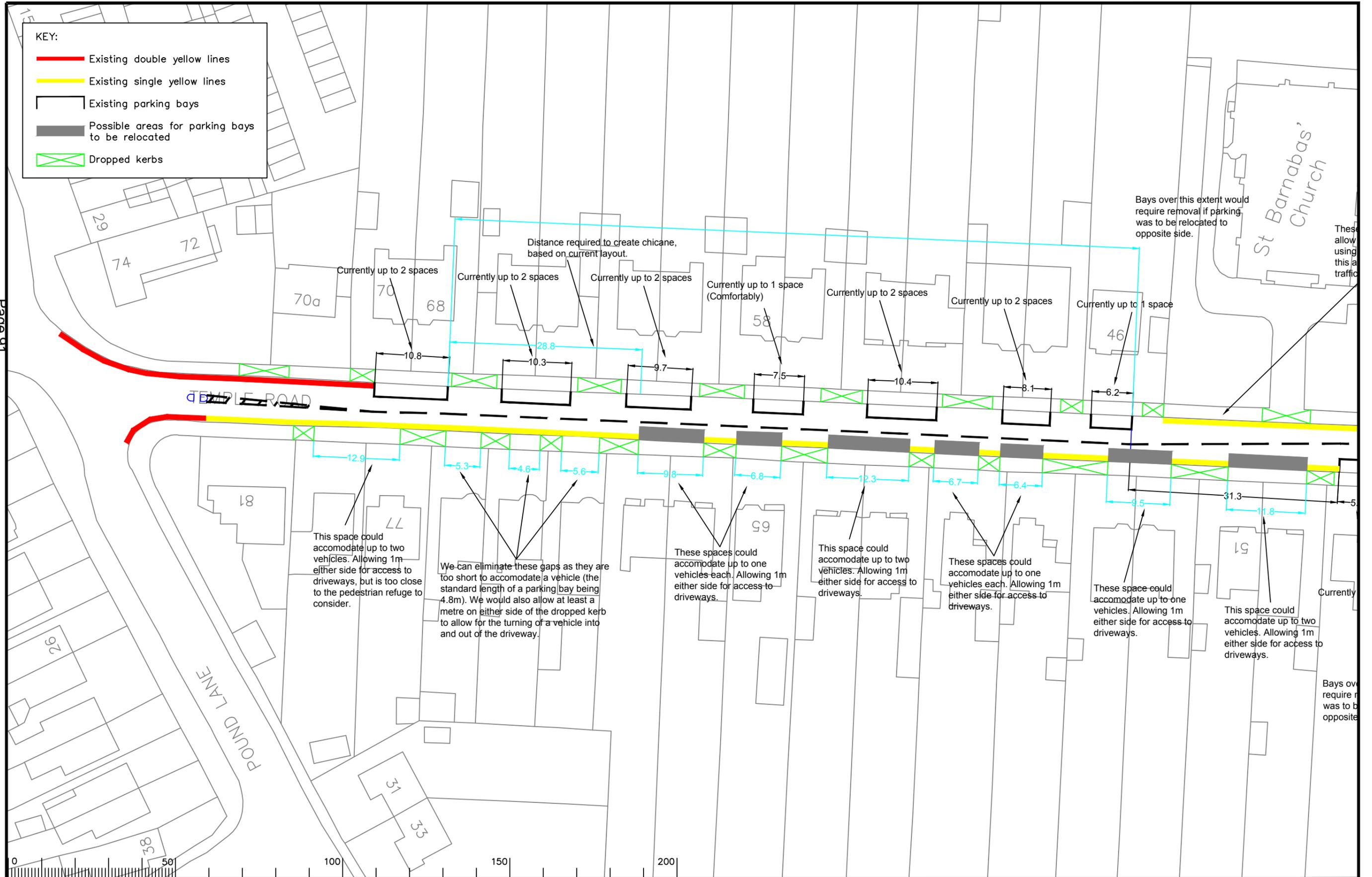
To ensure the continued safe travel of drivers using Temple Road and to resolve, as much as is reasonable, in the way of access issues for residents on the north-eastern side of Hook Road.

Contact Officer:

Stephen Clavey, Senior Engineer – 0300 200 1003

KEY:

- Existing double yellow lines
- Existing single yellow lines
- Existing parking bays
- Possible areas for parking bays to be relocated
- Dropped kerbs



Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

North Point

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Approved by: DC, Date: 02.17

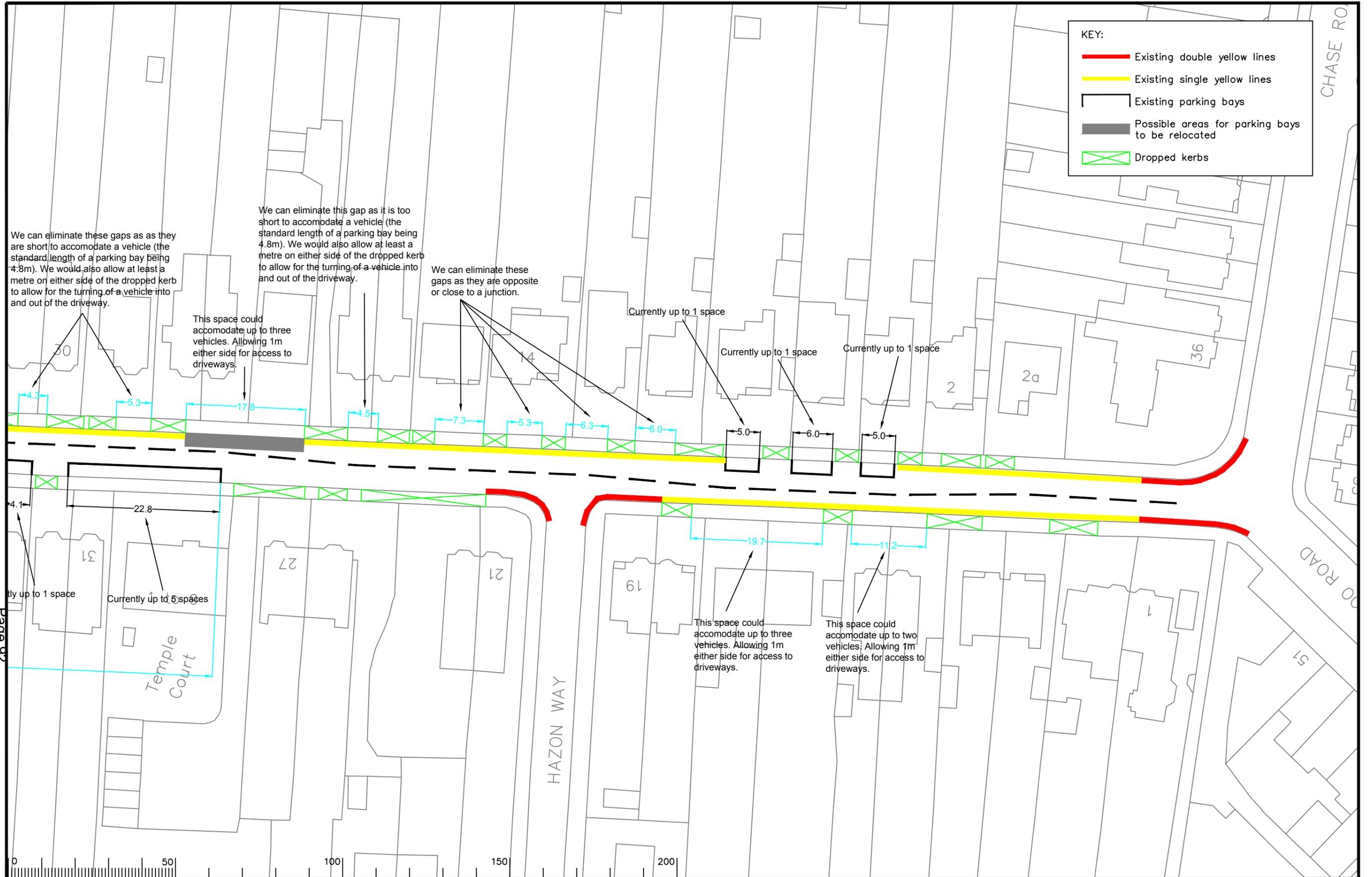
Project: EPSOM AND EWELL
PHASE 10 PARKING REVIEW

Drawing: TEMPLE ROAD

SHEET OF

SURREY COUNTY COUNCIL
Sustainable Development
Head of Transportation
Roads and City of Guilds

Project No. 3282
Contract Sheet No. 60
Drawing No. 60
Rev. -
Classification: COMM



KEY:

- Existing double yellow lines
- Existing single yellow lines
- Existing parking bays
- Possible areas for parking bays to be relocated
- Dropped kerbs

We can eliminate these gaps as they are short to accommodate a vehicle (the standard length of a parking bay being 4.8m). We would also allow at least a metre on either side of the dropped kerb to allow for the turning of a vehicle into and out of the driveway.

We can eliminate this gap as it is too short to accommodate a vehicle (the standard length of a parking bay being 4.8m). We would also allow at least a metre on either side of the dropped kerb to allow for the turning of a vehicle into and out of the driveway.

We can eliminate these gaps as they are opposite or close to a junction.

This space could accommodate up to three vehicles. Allowing 1m either side for access to driveways.

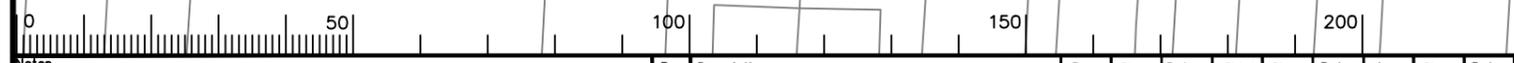
Currently up to 1 space

Currently up to 5 spaces

This space could accommodate up to three vehicles. Allowing 1m either side for access to driveways.

This space could accommodate up to two vehicles. Allowing 1m either side for access to driveways.

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Sig. RH
Sig. DC

Date: 02.17
Date: 02.17
Date: 02.17

Project: EPSOM AND EWELL
PHASE 10 PARKING REVIEW

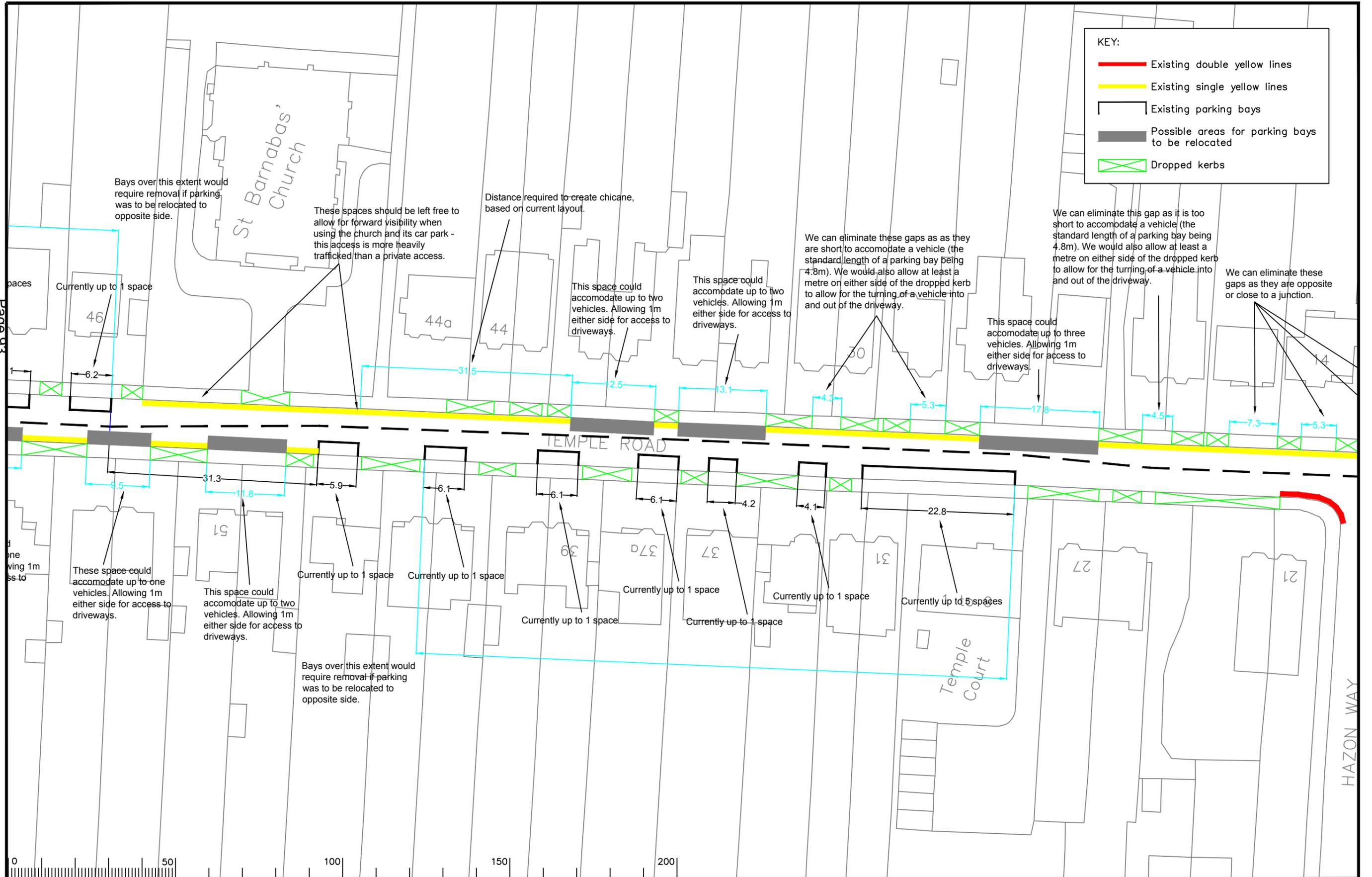
Drawing: TEMPLE ROAD

SURREY COUNTY COUNCIL
Sustainable Development
Head of Transportation
14, Lion Works
1000000 City of Guilds Way, Epsom, Surrey

Project No. 3282
Contract Sheet No. 62
Drawing No. 62
Rev. -
Classification: COMM

KEY:

- Existing double yellow lines
- Existing single yellow lines
- Existing parking bays
- Possible areas for parking bays to be relocated
- Dropped kerbs



Notes

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

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Approved by	DC	Sig.	DC	Date	02.17

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Project: EPSOM AND EWELL
 PHASE 10 PARKING REVIEW
 Temple Road

SURREY COUNTY COUNCIL
 Sustainable Development
 Head of Transportation
 8.4.10
 (01430) 0247 City Hall, PO2 1PT

Project No. 3282
 Contract Sheet No. 61
 Drawing No. 61
 Rev. -
 Classification: COMM

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (EPSOM & EWELL)****DATE: 6TH MARCH 2017****LEAD OFFICER: NICK HEALEY, AREA HIGHWAY MANAGER (NE)****SUBJECT: HIGHWAYS UPDATE****DIVISION: ALL****SUMMARY OF ISSUE:**

This report summarises progress with the Local Committee's programme of Highways works for the current Financial Year 2016-17.

Subject to confirmation of the 2017-18 Highways budgets, preparations will be made to deliver the Local Committee's programme of Highways works for the Financial Year 2017-18.

RECOMMENDATIONS:**The Local Committee (Epsom & Ewell) is asked to:**

- (i) Approve formally the prioritisation of Ruxley Lane, Ardrossan Gardens, Amis Avenue, The Rise, and Rosebank, for inclusion in the Horizon Roads Major Maintenance (HRMM) programme (paragraphs 2.12 to 2.14 refer);
- (ii) Approve formally a programme of nine ITS schemes for the 2017-18 Pooled Capital allocation (paragraphs 2.21 to 2.22 refer);
- (iii) Authorise the Area Highway Manager to make appropriate changes to budget allocations and programmes of work for next Financial Year 2017-18 when Committee's Highways budgets for next Financial Year have been confirmed, in consultation with the Chairman, Vice-Chairman and affected Members of the Local Committee (paragraph 2.25 refers);
- (iv) 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.

REASONS FOR RECOMMENDATIONS:

Programmes of work for next Financial Year 2017-18 have been agreed with Committee and individual Divisional Members. However it may be necessary to review the Local Committee's Highways budget allocations and programmes of works when Committee's Highways budgets for 2017-18 are confirmed. The Highways budgets are expected to be confirmed after the Council's overall financial situation has been clarified.

Committee is asked to provide the necessary authorisation to deliver those programmes of work in consultation with the Chairman, Vice Chairman and relevant Divisional Member without the need to revert to the Committee as a whole.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Surrey County Council's Local Transport Plan (LTP) aims to improve the highway network for all users. In general terms it aims to reduce congestion, improve accessibility, reduce the frequency and severity of road casualties, improve the environment, and maintain the network so that it is safe for public use.
- 1.2 The Local Committee in Epsom and Ewell has been delegated Highway budgets in the current Financial Year 2016-17 as follows:
- Local Revenue: £133,946
 - Community Enhancement: £25,000
 - Capital Integrated Transport Schemes: £98,243.50
 - Capital Maintenance: £98,243.50
 - Capital over spend carried forward from 2015-16: £77,000
 - Total: £278,433
(2016-17 budget £355,433 minus 2015-16 carry forward £77,000)
- 1.3 The funds delegated to the Local Committee are in addition to funds allocated at a County level to cover various Highways maintenance and improvement activities, including inspection and repair of safety defects, resurfacing, structures, vegetation maintenance, and drainage.

2. ANALYSIS:

Annual Local Revenue and Capital Programmes

- 2.1 In September 2015 Committee approved the 2016-17 budget allocations shown in Table 1 below:

Table 1 Approved allocation of budgets for 2016-17

Approved allocation	Amount
Pooled Revenue To cover various revenue concerns across the Borough for example: patching and kerb works, minor safety schemes, extra vegetation. The Community Gang is funded from this allocation.	£98,910
Pooled Capital	£50,000
Divisional Allocations	£137,800
Total	£286,710

Annual Capital ITS Programme

2.2 The Pooled Capital is being used to promote capital schemes previously approved by the Local Committee. Table 2 below summarises progress with this capital programme:

Table 2 Progress with Annual Capital ITS Programme

Scheme	Description	Progress	Cost
Spread Eagle Junction	Extend footway on Ashley Road arm to reduce crossing distance, and align tactile paving.	Committee decided in September 2013 to defer this scheme until the outcome of the Plan E Major Scheme bid is known.	-
South Street / Ashley Avenue pedestrian phase	Introduction of new pedestrian phase to existing traffic signals.	Committee decided in September 2013 to defer this scheme until the outcome of the Plan E Major Scheme bid is known.	-
Chessington Road junction with Longmead Road	Pedestrian and cycle accessibility improvements – feasibility study.	Feasibility study started in 2015-16. Part complete. Now deferred.	£2,000
Stoneleigh Park Road to Bradford Drive	New cycle link – feasibility study.	Feasibility study started in 2015-16 now complete. Scheme drawing included in Annex A. Scheme cost would be £12,000. Recommend to defer construction to 2017-18. Construction may need to be coordinated around Plan E.	£2,000
Chantilly Way	Speed management	Complete. Need to undertake post scheme speed surveys.	£10,000
Scotts Farm Road	New cycle link	Recommend to defer construction to 2017-18.	-
Ewell Village AQMA Package: review of parking outside Coop 3rd priority	Remove conflict between pedestrians and vehicles and improve area.	Officers have developed an alternative solution. Need to coordinate with Epsom and Ewell Borough Council who are developing a scheme nearby.	£25,000 <i>Developer funded</i>
Church Street between Pitt Road and St Martin's Church	New Zebra Crossing	Complete.	£35,000 <i>Part developer funded</i>
Woodcote Green Road	New Zebra Crossing near hospital and bus stops.	Complete.	£47,000 <i>Part developer funded</i>

Scheme	Description	Progress	Cost
East Street junction with Kiln Lane	New pedestrian crossing on northern arm of existing traffic signal junction. New parking layby near Chuters Grove.	Detailed design in progress and should be completed this Financial Year 2016-17. Construction will need to be coordinated around Plan E and utility works.	£15,000 <i>Developer funded.</i>
Aldi, Kingston Road, Ewell	Pedestrian and passenger transport improvements	Feasibility / detailed design in progress and should be completed this Financial Year 2016-17. Construction could follow in 2017-18, but may need to be coordinated around Plan E.	£5,000 <i>Developer funded</i>
Total – noting that costs are approximate <i>These costs include contributions from developer funding</i>			£141,000

2015-17 Divisional Programmes

2.3 The Divisional Programmes have been developed in consultation with Members to invest the Divisional Allocations in maintenance and improvement schemes across the Borough. Members are reminded that Committee decided to deliver the Divisional Programmes over two Financial Years – 2015-16 and 2016-17. This is why the level of investment in each Division in 2016-17 is uneven across the five Divisions, with no allocation for the Ewell Division in 2016-17 as this Division received its full share in 2015-16. Table 3 details progress with the remaining schemes in the 2015-17 Divisional Programmes.

Table 3 2015-17 Divisional Programmes

Location	Proposed works	Cost	Status
College Road	Local Structural Repair (LSR)	£44,000	Complete.
Lower Court Road	Footway resurfacing	£34,000	Complete.
Minor maintenance schemes in Ewell Court, Auriol and Cuddington	Various schemes	£31,700	Mostly Complete. Micro asphalt/joint repairs on Riverview Road to be done shortly.
Green Lanes	LSR	£42,000	Complete.
Total programme value for 2016-17		£151,700	

2.4 Officers will keep the Chairman, Vice Chairman and appropriate Divisional Member updated as the remaining schemes are delivered, taking decisions as necessary to ensure the programmes are delivered, and cost variations managed.

Programme Monitoring and Reporting

- 2.5 Officers will update Committee with progress in the delivery of its works programmes at each Committee meeting. In addition Members of the Local Committee are provided with detailed monthly finance updates, which detail all the orders raised against the various budgets, as well as the works planned for each of the budgets

Parking update

- 2.6 Implementation of the 2015-16 review (also known as phase 9) is complete apart from some snagging. The Traffic Regulation Order amendments and the new resident permit schemes came into effect on 2nd December 2016. The 2017 review has started, and is reported separately to Committee on this agenda.

Customer Services update

- 2.7 The total number of enquiries received in the calendar year 2016 was 136,629. This equates to an average of 11,386 per month, an increase of approximately 12% on 2015. 2014 was an exceptional year with 149,000 reports, predominantly due to the floods that year. The current figures indicate that despite no major incidents in 2016 contact has increased and customer expectation continues to grow.
- 2.8 All reports are categorised at the point of logging, either automatically through the website or by officers. Safety defects are directed to Kier with the remainder passed to the SCC local office for further investigation. During 2015 the average split was 39% SCC and 61% Kier, for 2016 this has seen a shift to 45/55 which may be as a result of the proactive patching and resurfacing work. The volume of reports has increased demand on the area teams.
- 2.9 For Epsom & Ewell specifically 8,068 enquiries were received between January and December of which 3,481 were directed to the local area office for action, of these 94% have been resolved. This is in slightly below the Highways countywide average of 96%.
- 2.10 For 2016, 462 complaints were received (a 10% reduction on 2015) of which 118 stage 1 and 18 stage 2 were for the North East area. For Epsom & Ewell there were 31 stage 1 complaints with 6 escalated to stage 2. The service was found to be at fault in 2 of the stage 2 complaints following independent investigation. We continue to work closely with the corporate customer relations team and have created corrective action plans for all outstanding actions. In addition any remedial action identified at stage 1 is now monitored more closely to ensure compliance and reduce escalation to stage 2.
- 2.11 Recent surveys conducted with our Highways Customer Panel showed that 75% of those surveyed were either satisfied or very satisfied with the customer service they received.

Operation Horizon update

- 2.12 At its private meeting in December 2016, the Local Committee considered possible schemes for inclusion in the Horizon Roads Major Maintenance (HRMM) programme. The final list of additional schemes to be prioritised for the Operation Horizon programme was chosen to give an even split of resurfacing across the Borough's five Divisions and is as follows:
- Ruxley Lane, from Scotts Farm Road to the surface joint outside number 85
 - Ardrossan Gardens, from Kinross Avenue To Stoneleigh Park Road
 - Amis Avenue, the entire length
 - The Rise, from West Street To The Kingsway
 - Rosebank, from the B280 West Street To the end

www.surreycc.gov.uk/epsomandewell

- 2.13 It is recommended that these roads be approved formally by the Local Committee for inclusion in the HRMM programme.
- 2.14 The Operation Horizon Team are currently developing the programmes for works for 2017-18. These will be published when they are ready.

Major Schemes update – Epsom Banstead STP

- 2.15 The formal call for project funding bids was received from the C2C LEP during December 2016. The final scheme business case was submitted on 6th January 2017. C2C LEP are currently evaluating the bids, with a funding award decision expected to be made around the end of February / early March. C2C have specified that they are looking for funded project expenditure to commence during the current financial year. With this tight timescale in mind detailed design of the A217 Horseshoe Crossing and pedestrian / cycle route connections has commenced (schemes C3, C4 and C5 within the package bid). Early design of the A217 Horseshoe crossing is necessary to ensure this scheme can be constructed during the summer 2017 school holiday period. Road Safety Audits at stage 1 for all schemes within the package are now underway, in preparation of an early LEP funding decision.
- 2.16 Further details including the project business case submission main document can be found on the Surrey CC Major Schemes webpage – www.surreycc.gov.uk/epsombansteadstp – updates will be also posted here.
- 2.17 The Member Task Group is due to meet after the funding award decision is known, to discuss scheme delivery and agree the way forward. A full report will be taken to the next available Local Committee to provide an update on the scheme and funding position, and to seek approvals for the proposed delivery programme. On current timescales scheme construction is expected to commence next financial year and run through to end of 2018/19.

Major Schemes Update – Plan E

- 2.18 The first phase of the Plan E major scheme is now under construction in Ashley Avenue. A detailed update on the Plan E programme is included in Annex A.

Priorities for 2017-18

- 2.19 Table 4 sets out the budget allocations for 2017-18, which were agreed by Committee in September 2016.

Table 4 Approved allocation of budgets for 2017-18

Recommended allocation	Amount
Pooled Revenue To cover various revenue concerns across the Borough for example: patching and kerb works, minor safety schemes, extra vegetation. The Community Gang is funded from this allocation.	£100,000
Pooled Capital To deliver ITS schemes.	£50,000
Divisional Allocations	£177,364 £35,472.80 per Division
Total	£327,364

- 2.20 By way of comparison, the Local Committee's total delegated Highways budgets for the previous five years are as follows:
- 2016-17 £355,433
 - 2015-16 £373,710

- 2014-15 £431,367
- 2013-14 £431,367
- 2012-13 £431,367

2.21 At its private meeting in December 2016 Committee considered the priority list of Integrated Transport Schemes (ITS), and specifically which schemes should be prioritised for the Pooled Capital programme for 2017-18. The following schemes were prioritised as they have the highest cost vs benefit score of those considered:

- East Street Cycle Path (developer funded) £10,000 for construction
- Cycle Link Chessington Road between Riverholme Drive and Longmead Road £4,000 for construction
- Ewell village signing improvements plus other signs and aids £15,000 for installation
- Cycle Link from Stoneleigh Park Road to Bradford Drive £12,000 for construction
- Ewell Village High Street outside Coop (Developer funded) £25,000 for construction
- Headley Rd - electronic equestrian warning signs £15,000 for installation
- Mill Lane/St Marys Close junction (pedestrian improvements) £2,000 for feasibility / design
- Yew Tree Bottom Road pedestrian crossing £2,000 for feasibility / design
- Fair Green Cycle Link £1,000 for feasibility / design

2.22 It is recommend that Committee approves these schemes formally for inclusion in the 2017-18 Pooled Capital programme.

2.23 The Area Highway Manager has been working with Divisional Members to agree priorities for their Divisional Allocations for 2017-18. The prioritised schemes are shown in Table 5 below.

Table 5 2017-18 Divisional Programmes

Location	Proposed works	Cost	Status
Hook Road by Mosque	Feasibility study for new pedestrian crossing.	£5,000	Subject to confirmation by Cllr Persand
Town Paths across Epsom Common between Christchurch Road and The Wells estate	Improved streetlighting.	£30,500	Subject to confirmation by Cllr Persand
The Avenue Salisbury Road Highfield Drive	LSR	£35,500	Need to walk sites with contractor.
Jasmin Road junction Waters Edge Estate Jasmin Road and Lavendar Road	LSR Footway resurfacing Localised verge hardening	£35,500	Need to walk sites with contractor.

Location	Proposed works	Cost	Status
Stoneleigh Broadway	LSR	£35,500	Need to walk sites with contractor.
Church Approach to Church Road Strand Close	LSR	£35,500	Need to walk sites with contractor.
Total anticipated cost		Approximately £177,400	

2.24 At this stage in the preparation of the Divisional Programmes it is not possible to forecast the cost of individual schemes accurately. This means the actual spend in each Division may vary from the anticipated spend listed in Table 5 above. Officers' focus is to deliver as many of the Local Committee's priorities as possible.

2.25 Members will be aware of the financial challenges being faced by the County Council. In this context the Highways budgets delegated to the Local Committees for 2017-18 may change. It is recommended to authorise the Area Highway Manager to make appropriate changes to budget allocations and programmes of work for next Financial Year 2017-18 when Committee's Highways budgets for next Financial Year have been confirmed, in consultation with the Chairman, Vice-Chairman and affected Members of the Local Committee. The Highways budgets are expected to be confirmed after the Council's overall financial situation has been clarified.

2.26 Officers will keep the Divisional Members informed of progress with their respective Divisional Programmes, and will report progress formally to the Local Committee.

Developer funding update

2.27 There are three developer contributions that are currently unallocated:

- PIC Land to the rear of Stoneleigh Broadway £5,554.56
Officers have made the Divisional Member aware of this sum.
- PIC Land adjacent to Holmwood Close £16,736.72
- PIC Land adjacent to Queensmead Avenue £5,456.99

These monies were previously been allocated to upgrading the traffic signal controller at Nonsuch Court Avenue junction with Cheam Road, as this junction had been observed to cause exit blocking to the junction of Cheam Road with the Ewell Bypass. The controller upgrade and validation is now complete. The remaining balance of £8,388 will be invested in new VAS in Banstead Road.

2.28 A £50,000 sum arising out of the Epsom Station development is being held by the County Council. The s106 agreement relating to these monies stipulates that they must be spent on "cycle, pedestrian and public transport facilities in Waterloo Road". A scheme was presented to the Local Committee in December 2013, which included the widening of the footway on the West side of Waterloo Road underneath the railway bridge, to improve the route for pedestrians and enable to creation of a new cycle route to connect Station Approach to a comprehensive network of cycle routes to the north of the Borough. After Committee's meeting of September 2016, a working group of officers and Members met to review this scheme. This meeting resulted in a number of actions designed to take this matter forwards:

- Officers to obtain a fresh cost estimate for the original scheme;
- Officers to obtain a cost for streetlighting improvements under the bridge;

- Officers to explore whether bus stop currently under the bridge could be moved to Station Approach;
 - Officers to comment of feasibility and likely cost of Zebra Crossing to the north of the bridge connecting to the shops;
 - Officers to review cycle rack provision and identify areas for new cycle stands;
 - Officers to discuss with major schemes team whether a Waterloo Road scheme (either the existing one or a new one) could be included in a Plan E phase 2 LEP bid.
- 2.29 It was agreed that the working group would reconvene when progress had been made with these actions.
- 2.30 Officers will make the Chairman and Vice Chairman aware of any new contributions. It is expected that s106 and PIC contributions will peter out now that Epsom and Ewell Borough Council has adopted CIL.

3. OPTIONS:

- 3.1 None at this stage. Officers will revert to the Chairman, Vice Chairman and Divisional Member, or indeed the Committee as appropriate, whenever preferred options need to be identified.

4. CONSULTATIONS:

- 4.1 None at this stage. Officers will consult the Chairman, Vice Chairman and Divisional Members as appropriate in the delivery of the programmes detailed above.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The financial implications of this paper are detailed in section 2 above.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 It is an objective of Surrey Highways to take account of the needs of all users of the public highway.

7. LOCALISM:

- 7.1 The Local Committee prioritises its expenditure according to local priorities.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	A well-managed highway network can contribute to reduction in crime and disorder as well as improve peoples' perception of crime.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 This Financial Year's programmes are being delivered.
- 9.2 Subject to confirmation of the 2017-18 Highways budgets, preparations will be made to deliver the Local Committee's programme of Highways works for the Financial Year 2017-18.

10. WHAT HAPPENS NEXT:

- 10.1 The Area Team Manager will work with Divisional Members, the Chairman and Vice-Chairman to deliver this Financial Year's Divisional Programmes, and to prepare for next Financial Year's Divisional Programmes.

Contact Officer: Nick Healey, Area Highway Manager (NE)

Consulted:

- Committee in deciding roads to prioritise for the Operation Horizon carriageways programme.
- Divisional Members in deciding which schemes to prioritise for the Divisional Programmes.

Annexes: 0

Sources/background papers:

Epsom Plan E Highway Improvements Scheme

Member Update Note 6 March 2017

This note provides an update to Members on the current progress and issues on C2C LEP funded town centre improvements works.

A24 Resilience (Epsom Town Centre) Bid

- On 6 January 2017 SCC submitted a Business Case to the [C2C A24 Network Resilience \(Epsom TC\) BusinessCase](#) bidding for a further £2m Local Growth Deal Funding to fund the A24 Network Resilience scheme. Maximizing SCC's Local Contribution of £292k from SCC's Project Horizon Funding to lever in an additional £1.6m to address critical maintenance issues.
- The scheme aims to address drainage and carriageway defects identified at the 'Spread Eagle' junction and other sections of the one-way system, during recent investigations part of the Plan E Highway Improvements scheme which are 'out of scope and budget' of the Plan E Highway Improvements scheme, **but critically needs to be addressed**. These issues include:
 - Surface cracking indicates foundation failure, any new overlay wouldn't last 2 years;
 - Foundations have developed large voids, effectively disintegrated;
 - Waterloo Rd has substandard foundations and is visibly failing;
 - Tar found in core samples (deemed hazardous material and requires disposal (c£160/tonne))
- If these defects are not addressed then any improvements facilitated by the Highway Improvements scheme around the Spread Eagle junction will deteriorate very quickly and will be dependent on available funding for any future reactive maintenance. This is exacerbated by Thames Water suspension of their planned maintenance programme.
- **The Funding decision was originally expected on 16th February 2017 at a C2C LEP Board meeting. This meeting has now been deferred until June \ July 2017. Alternative funding streams including the National Productivity Fund (NPF) are being investigated to act as matched funding until the decision on the Resilience Bid is known.**
- **Given this delay which is outside of SCC's control it is critical that all works at the Spread Eagle junction are delayed until the outcomes of funding sources are known**, this is necessary to ensure that all works can be planned and implemented in the most cost efficient manner to achieve these savings (and to offset any costs which should not be attributed to the Plan E scheme), avoid any abortive works and to minimise disruption to the town centre for pedestrians, drivers and businesses.

Plan E Highway Improvements

Phase A – Bus Stand

- Work on the Bus Stand commenced on the 9th January 2017 as planned.
- **Off peak Traffic Management (TM) working well despite impacts of Southern Rail Strikes etc. Observations are that the works have had little or no highways impacts on the town centre. Monitoring in place to account for Southern Gas works in East Street.**
- Concerns over protection of trees adjacent to Global House due to discovery of low depth (100mm) of tree roots resulted in a further two trees being felled. These trees will be replaced.
- Construction Programme on track to finish end of March/ early April (weather dependent).
- Bus Stand planned to be operational in the summer, may be required for Site Compound for other Phases.

Revised Programme

- Given the carriageway and drainage issues identified at the Spread Eagle, the original programme has been revised based on the premise that it will be easier to plan and manage the disruption to the town centre whilst works at the Spread Eagle take place if South Street is made two-way in advance.
- As such, it is now planned that
 - Phase F - South St – footway and carriageway improvements;
 - Phase E - South Street/ West Street junction and
 - Phase G - Playhouse Junction
- **These Phases will commence in this order following the completion of the Bus Stand, in April \ May subject to Streetworks approvals.**
- **Traffic Orders will be advertised week beginning 27th Feb for these Phases E, F & G.**
- **Detailed planning is ongoing to finalise the construction programme for Phases E, F & G to ensure that the works are undertaken in a safe and efficient manner to minimise impacts on the town centre. Given the sensitive location and lack of suitable diversion routes, and narrow footways and running lanes this activity has turned out to be far more complex and time consuming activity than experienced with other improvement schemes, given other works in and around the town centre, however, it is vital that these issues are fully explored and resolved with all necessary approvals achieved before works begin.**
- **Currently there are still too many unresolved issues to firm up and publicise the programme with certainty at this stage. Once finalised the programme will be shared with all relevant Stakeholders in an appropriate and timely manner.**

Costs

- Current cost estimates have highlighted that the aspiration to complete all phases of the project as it has evolved, cannot be achieved within the approved budget of £3.65m and requires the Resilience Bid or (NPF) to address some of these cost pressures.
- Cost Estimates are continually being updated based on choices of material specifications, to finalise the Construction Phase Planning and ultimately the confirmed Delivery Programme,

which is subject to achieving the required street-works approvals and confirmed methods of working which have a big impact on construction and traffic management costs.

- On-going discussions regarding the outcomes of cost estimates will continue with the Joint Place Team Board and both Borough and County Members to consider impacts to both SCC & EEBC in terms of future operational and maintenance issues and respective budgets.
- Borough and County Members will be updated when confirmed estimates and programme are available to contribute to any changes or de-scope or final decision making.

Steve Howard
Transport Strategy & Project Manager
SCC Transport Policy

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Epsom & Ewell Local Committee Decision Tracker

This Tracker monitors progress against the decisions that the local committee has made. It is updated after each committee using the 'RAG' (red, amber, green) ratings below.

Green: Actions are on track and progressing as expected towards the agreed deadline.

Amber: Action is off track but corrective measures are in place to meet the original or updated deadline.

Red: Action has not been progressed and is off track. Deadline will not be met.

NB. Once actions have been reported to the committee as complete, they are removed from the tracker.

Meeting Date	Item	Decision/action	Due By	RAG	Officer	Comment or Update
7 December 15	10	<ul style="list-style-type: none"> To advertise and subject to any objections implement an increase in the speed limit in part of Chantilly Way from 30mph to 40mph Review the effectiveness 6 months after implementation 	March 16	G	N Healey	Implemented. Complete
7 December 15	11	<ul style="list-style-type: none"> Advertise and subject to any objections implement the parking restrictions and RPZs agreed in the Phase 9 parking review. 	June 2016	R	S Clavey	Final schemes agreed most signs and lines installed and enforceable from 2 December. A few still outstanding due to poor weather and parked cars.
29 February 16	10	<ul style="list-style-type: none"> Publish the statutory notices for new zebra crossings on Church Street and Woodcote Green Road and consider any objections. Realign the tactile paving on the southern side of the 	June 16 July 16	G A	N Healey N Healey	Crossings constructed. Complete Construction finished. Complete



Meeting Date	Item	Decision/action	Due By	RAG	Officer	Comment or Update
		Grosvenor Road bellmouth to match the dropped kerb on the northern side.				
20 June 16	7	<ul style="list-style-type: none"> The Mead Infant School and Auriol Junior School to be asked to undertake road safety activities and update their school travel plan and be supplied with information on school speedwatch. The schools to be asked to review the location of the school crossing patrol. Highway officers to review the signage in the area and make improvements if required 	September 16 July 16 July 16	G G G	R Harrison R Harrison A Flaherty	<p>School speedwatch will be explored in the new year as this year's programme has now finished. Both schools will be approached in January about their travel plans.</p> <p>The location has been reviewed and is considered to be the most appropriate</p> <p>Complete</p> <p>It has been identified that some additional signs are required and these have been ordered.</p>
20 June 16	11	<ul style="list-style-type: none"> Area education officer to supply members with some text on school attainment for their newsletters 	July 16	A	K Randle	To be discussed at next termly meeting with AEO. Complete
20 June 16	15	<ul style="list-style-type: none"> EEBC to supply the name of the final Borough member to be appointed to the Major Schemes TG 	July 16	A	N Dallen	Task Group has not met this year. Complete
19 September 16	8	<ul style="list-style-type: none"> An officer to be asked to contact Mrs Mason to discuss issues and the programme of works at Danetree School 	September 16	G	N Morris	Mrs Mason has been put in touch with the officer project managing the building works. Complete
19 September 16	9	<ul style="list-style-type: none"> The developer contributing to the s106 agreement in 	October 16	G	N Healey	Discussed at TG and agreed that was not necessary at

Meeting Date	Item	Decision/action	Due By	RAG	Officer	Comment or Update
		<p>Waterloo Road to be asked whether they would be prepared to extend the deadline for the money to be used.</p> <ul style="list-style-type: none"> • A Task Group of members to be established to discuss the options for the use of the s106 funding available for Waterloo Road • Bus stop clearways to be introduced in Church Street and Station Approach 	<p>October 16</p> <p>December 16</p>	<p>G</p> <p>G</p>	N Healey	<p>this time. Complete</p> <p>TG has met, questions raised to be further investigated and reported to TG in new year.</p> <p>Clearways marked out. Complete</p>
19 September 16	10	<ul style="list-style-type: none"> • Advertise the relevant statutory notices to implement the Plan E scheme in Epsom Town Centre. Review and resolve any objections and confirm or amend notices as required. 	December 16	A	S Howard	TROs for phases E,F & G to be advertised w/c 27 February.
19 September 16	11	<ul style="list-style-type: none"> • To keep the Community Safety funding allocated to the Committee under its control and to authorise its expenditure on activities meeting the criteria 	End of 16/17 financial year	A	N Morris	£4000 was available. £1516 awarded as Epsom & Ewell contribution towards Safety Net community safety case management system. No further bids, remaining funding returned as a saving. Complete

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