

Agenda

Epsom & Ewell
Local Committee

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

Discussion

**Petitions: Parking restrictions in Abelea
Green – Nick Healey**
Highways Update – Nick Healey
Local Transport Strategy – Steve Howard



Venue

Location: Epsom Town Hall, The
Parade, Epsom KT18
5BY

Date: Monday, 10 December
2018

Time: 2.00 pm



SURREY

You can get involved in the following ways

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. All local committees provide an opportunity to raise questions, informally, up to 30 minutes before the formal business of the meeting 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.

Get involved

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.



SURREY

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>



Follow @EpsomLC on Twitter

This is a meeting in public.

Please contact **Nicola Morris, 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 John Beckett, Ewell (Chairman)

Mrs Tina Mountain, Epsom Town and Downs (Vice-Chairman)

Mr Eber A Kington, Ewell Court, Auriol and Cuddington

Mrs Jan Mason, West Ewell

Mrs Bernie Muir, Epsom West

Borough Council Appointed Members

Cllr Michael Arthur MBE, Ewell

Cllr Richard Baker, Stamford

Cllr Kate Chinn, Court

Cllr Hannah Dalton, Stoneleigh

Cllr Mike Teasdale, Stoneleigh

Chief Executive
Joanna Killian

Borough Council Substitute Members

Cllr Steve Bridger, Stamford

Cllr Chris Frost, Nonsuch

Cllr Vince Romagnuolo, Court

Cllr Clive Woodbridge, Ewell

Cllr Tella Wormington, Town

MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE

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. **To support this wifi is available for visitors.**

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.

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.

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.

Thank you for your co-operation

Note: This meeting may be filmed or recorded for live or subsequent broadcast via the Council's internet site - 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.

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.

If you have any queries regarding this, please contact the representative of the Community Partnership Team at the meeting.

OPEN FORUM

Before the formal Committee session begins, the Chairman will invite questions from members of the public attending the meeting. Where possible questions will receive an answer at the meeting, or a written response will be provided subsequently.

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

(Pages 1 - 2)

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

Responses to the questions already received are attached.

4 PETITIONS

(Pages 3 - 6)

To receive any petitions in accordance with Standing Order 68.

Two petitions have been received and the officer response is provided:

Petition for parking restrictions on St Margaret Drive and St Elizabeth Drive to be modified to allow parents to park and stride to St Joseph's RC School

822 Signatures. Petitioners: the Governors of St Joseph's School

Petition rejecting the above and asking for current parking restrictions to be maintained

84 Signatures. Petitioners: residents of Abelea Green estate which includes the roads listed above.

5 MINUTES OF PREVIOUS MEETING

(Pages 7 - 12)

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

6 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.

7 MEMBER QUESTION TIME

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

8 HIGHWAYS UPDATE [EXECUTIVE FUNCTION - FOR DECISION]

(Pages 13 - 42)

This report summarises progress with the Local Committee's programme of Highways works for the current Financial Year 2018-19.

Committee is asked to agree the strategy for allocation of Joint Committee Highways budgets for next Financial Year 2019-20. Further Committee is asked to agree a programme of Integrated Transport Schemes (ITS schemes) for next Financial Year 2019-20.

9 EPSOM & EWELL LOCAL TRANSPORT STRATEGY FORWARD PROGRAMME [EXECUTIVE FUNCTION - FOR DECISION]

(Pages 43 - 56)

Agreeing priorities and securing funding for transport infrastructure investment is key to delivering Surrey County Council's Community Vision for Surrey in 2030.

To facilitate this, and as part of the statutory Local Transport Plan, Surrey County Council produces Local Transport Strategies for each district and borough. The current Local Transport Strategy for Epsom & Ewell was published in 2014. It is expected that the next update will take place in 2020, so that it may respond to transport requirements arising from Epsom & Ewell's Local Plan. Thereafter the Local Transport Strategy would be reviewed on a three year cycle.

Surrey County Council also maintains Forward Programmes of proposed transport schemes that would deliver each borough and district's Local Transport Strategy, subject to funding and feasibility. The Epsom & Ewell Forward Programme is presented to Committee for approval, and approval to publish online, as part of a proposed new regime of publishing an up-to-date Forward Programme for each district and borough annually.

10 LOCAL COMMITTEE DECISION TRACKER [FOR DECISION] (Pages 57 - 58)

This item provides an update on previous decisions and actions agreed by the Committee. The Committee are asked to agree that the items marked as complete are removed from the tracker.

11 FORWARD PLAN [FOR INFORMATION] (Pages 59 - 60)

The Committee are asked to note the forward plan for the Committee and propose any items which they would like to see added.

12 DATE OF NEXT MEETING

Monday 25 March 2019 at 7pm, Bourne Hall, Ewell



SURREY

**SURREY COUNTY COUNCIL
LOCAL COMMITTEE EPSOM & EWELL
10 December 2018**

PUBLIC QUESTIONS AND STATEMENTS

Question 1 – Resident Abelea Green

Re: St Margaret Drive and St Elizabeth Drive parking petition

The Dorking Road Junction with St Margaret Drive and the adjacent traffic lights are already traffic accident hot-spots according to the website <http://www.crashmap.co.uk/>

Monitored nitrogen dioxide levels are high at these points. The above junction and the set of traffic lights are also within the pollution footprint of the nearby BP petrol station.

Would the committee please consider the safety and pollution implications before they relax parking restrictions on St Margaret Drive and St Elizabeth Drive?

Officer Response:

If any relaxation of the parking restrictions in St Margaret's Drive and/or St Elizabeth Drive were to be promoted to provide a "park and stride" opportunity for St Joseph's School, the impact on the junction of St Margaret's Drive and Dorking Road would be no greater, and probably substantially less, than the impact of the school community using the church car park to access St Joseph's school. Officers are not aware of any problems at the junction of St Margaret's Drive and Dorking Road arising out of the use of the church car park by the school community.

Question 2 – Mr Colin Taylor

Re: Epsom High Street

Some time ago (several years in fact) there were proposals to radically improve the junction of Epsom's High Street with East Street, Church Street and Upper High Street, which would also involve significant changes to the railings on the central reservation.

What are the current plans for this portion of the town centre? If work is still planned, what is the anticipated time scale?

Much has changed since railings were added to the central reservation, which I believe was done to discourage jay-walking between the parked cars. Nowadays parking is not permitted. After the promised re-siting of the bus stand for Redhill routes, drivers may be tempted to speed between Church Street and Ashley Road, trying to catch the traffic lights before they change.

Is it still intended to follow the Dutch model, as in Tolworth Broadway? If so, will traffic calming and 20mph limits also form part of the scheme, to keep the High Street safe for shoppers?

ITEM 3

Officer Response:

There is no proposal for any changes either to the Quadrant junction itself or to the section of High Street between the Quadrant and Spread Eagle junctions at the present time.

Question 3 – Abelea Green Resident

Re: St Margaret Drive and St Elizabeth Drive parking petition

- (a) How can your hopefully impartial Committee condone a scheme that would endanger the lives and safety of the Residents and other involved people and children in and around cars in a totally congested area, in a road that has no legal access to the School?
- (b) Why would relaxed parking be allowed on these roads that are nowhere near the main entrance to the School in a scheme that would go against all legal, safety and correct procedures. Also giving permission to hundreds of parents from all over the county to park here, as opposed to multiple road choices over the whole area.
- (c) Having paid our Council Tax-where is the justification for preventing us receiving the Service of the Council's Refuse Collection or any other necessary Services affecting safety of the Residents, such as Emergency Gas Leaks, Water Leaks, Road damage etc.

Officer Response:

- (a) The Local Committee could not implement a scheme that was considered to be unsafe by the Highways Service. The relaxation of the parking restrictions in St Margaret Drive and St Elizabeth Drive is suggested to facilitate "park and stride", whereby parents may park away from the school gate, and walk the last part of the journey, for example via Mount Hill Gardens or Whitehorse Drive. From a technical point of view it is quite possible to relax the parking restrictions in St Margaret Drive and St Elizabeth Drive, without any risk of obstruction of vehicles passing and re-passing within these roads, and without any risk to Highway users. It is also quite possible to design a relaxation in the current parking restrictions to provide an opportunity for park and stride, but without providing a parking opportunity for hospital visitors, shoppers, etc.
- (b) From a technical point of view it is quite possible to relax the parking restrictions in St Margaret Drive and St Elizabeth Drive legally, safely, and correctly. It is for the Local Committee to decide, based on technical evidence provided by officers, whether such a relaxation would provide a net benefit to the community of Epsom & Ewell, taking into account the views of supporters and opponents of the suggestion.
- (c) From a technical point of view it is quite possible to relax the parking restrictions in St Margaret Drive and St Elizabeth Drive without any risk of obstruction to refuse collection, or utility maintenance.

SURREY COUNTY COUNCIL



LOCAL COMMITTEE (EPSOM & EWELL)

DATE: 10th DECEMBER 2018
 SUBJECT: ST JOSEPH'S SCHOOL – TWO PETITIONS
 DIVISION: TOWN AND DOWNS

PETITION DETAILS:

Two opposing petitions have been received. The first reads as follows:

“Petition to consider modifying the current waiting restrictions on St Margaret Drive and St Elizabeth Drive during school and Kindergarten hours. We would like parents to be able to park between the hours of 8.30am and 9.15am, 11.40am and 12.30pm and between 2.30pm and 4.30pm.

Since 2001, St Joseph's School, Epsom has been accessed via both Rosebank and St Margaret Drive. Following a lengthy dispute with the Abelea Green Management Committee, St Joseph's has lost pedestrian & vehicular access to the school via St Margaret Drive. AGMC have a lawful right to prevent access and it is this right which they are exercising.

St Joseph's has 420 pupils from a wide catchment area. It is at the top of Rosebank, a winding cul-de-sac off West Street, with sections where only one-way traffic is possible due to parked cars.

About 50% of the pupils used to access the school via St Margaret Drive, particularly those living in Langley Vale, Ashted and Epsom Downs. They now need to approach the school via Rosebank or Whitehorse Drive. Both are highly congested roads, frequently gridlocked, and serve four educational institutions: Rosebery Secondary School, St Joseph's, Shapes Nursery and The Kindergarten Nursery.

The school has grave concerns regarding safe access to school. By modifying the restrictions, parents would then have an option to 'park and stride' to school, either via Mounthill Gardens or Whitehorse Drive.”

This first petition from the Governors of St Joseph's School has been signed by over 820 signatories, including:

- 550 signatures on a paper petition (it has not been possible to analyse these signatures)
- 175 online signatures from residents of Epsom & Ewell
- 52 online signatures from residents elsewhere in Surrey
- 40 online signatures from residents elsewhere in the UK
- 4 online signatures from residents of unknown address

ITEM 4

The second reads as follows:

“Given the above, we, the undersigned, call upon the Council to reject the petition put forward by the Governors of St Joseph’s School are to maintain the current parking restrictions on St Margaret Drive, St Elizabeth Drive and the estate generally.”

This second petition has been signed by 84 signatories, representing residents of St Margaret Drive, St Elizabeth Drive, St Theresa Close and St Edith Close.

RESPONSE:

Surrey County Council has for some years been aware of a dispute between the Roman Catholic Diocese of Arundel and Brighton on one side and the Abelea Green Management Company on the other. This dispute concerns access to St Joseph’s School via the car park of St Joseph’s Church, which is accessible via a private road connecting to St Margaret Drive. The Roman Catholic Diocese of Arundel and Brighton represents the interests of St Joseph’s school, and the Abelea Green Management Company represents the interests of the residents of St Margaret Drive (and adjoining roads) who are the owners of Abelea Green, and crucially the private road that runs across Abelea Green connecting St Margaret Drive to the car park of St Joseph’s Church.

Surrey County Council had no role to play in this dispute, as the dispute was between two third party organisations and concerned a right of access over privately owned land. Surrey County Council maintained a neutral position throughout the dispute, despite both parties attempting to enlist Surrey County Council’s support for their point of view. Surrey County Council was kept informed by interested parties as to progress with the dispute, but for a number of years the status quo prevailed despite the dispute continuing in the background. There had been a number of previous threats that the access route between the church and the school would be closed, but none of these previous threats resulted in any change to the status quo.

Now that the access route between St Margaret Drive and St Joseph’s School has been closed, Surrey County Council is monitoring the new situation. Generally speaking, it takes approximately 3 months after a significant change for new travel patterns to settle down, and for the new normal to be established. Until we know how the new travel patterns will settle down, it is impossible to recommend with any certainty what measures might help mitigate any impact. Surrey County Council has limited funding for implementing any mitigating measures, and it would be imprudent to invest this funding until we have good evidence to inform what measures might be helpful. Without good evidence, we might invest in some measure that does not help. There is a risk we might invest in some measure that makes any impact worse.

The soonest that this evidence could be presented would be March 2019, at which time Committee would need to weigh up the relative priority of investing in measures to assist with this situation, compared to the priority of investing in measures elsewhere in the Borough to alleviate other problems.

We are aware that St Joseph’s school has created a new pedestrian access route to Whitehorse Drive. This was the school’s initiative, and was fully funded by the school. We understand from the school that this new access route has been successful from the school’s point of view. We are not aware of any significant negative impact that this new pedestrian access route has had on Whitehorse Drive.

Officers have met the head teachers of St Joseph's and Rosebery schools to understand their concerns, and to discuss possible measures that Surrey County Council could implement. From a practical and technical point of view, the most that Surrey County Council is likely to be able to achieve is to tweak the existing infrastructure to respond to specific safety concerns. For example:

- We are aware that the vehicle detection at the traffic lights at the foot of Rosebank has not been reliable, resulting in the Rosebank arm of the junction missing its turn in the traffic light sequence. Impatient drivers have been violating the red light. Our Traffic Signals Team is already working to resolve this.
- We may be able to install bollards to prevent drivers mounting the footway in Whitehorse Drive.
- We may be able to modify the parking provision in Rosebank and / or Whitehorse Drive to assist with traffic flow, subject to consultation with the residents.

The change that would make the biggest difference would be for more families to choose not to drive their children to school. Neither Surrey County Council nor the schools can force families to choose to travel in a particular way; some families would say that they have no choice. Nevertheless it may be possible to encourage families to “park and stride” the last mile to school. There are a number of on and off street parking opportunities within a mile of St Joseph's and Rosebery Schools that might facilitate this, and officers will work with the head teachers of both schools to identify these possibilities. The suggested relaxation of the parking restrictions in St Margaret's Drive and St Elizabeth Drive may facilitate park and stride, but as Committee will understand any change in parking provision must be subjected to public consultation in the context of the relevant legal processes. It is clear that the majority of residents of St Margaret Drive and St Elizabeth Drive would object to any suggestion for school families to park in these roads.

Surrey County Council would always advise that driving children to school should always be the last resort. The benefits of using a sustainable means of transport for the school run include reduced congestion and pollution, improved fitness, health and concentration for those walking or cycling (or scooting), and of course reduced impact on the communities living near schools. If children were not driven to schools, many of the problems experienced at peak times during term time could be resolved.

RECOMMENDATION

The Local Committee is asked to:

- (i) *Consider the requested change to parking provision in St Margaret Drive and St Elizabeth Drive in the context of the next parking review, by which time the new travel patterns to St Joseph's School are expected to have settled down, noting that although there is strong support for the requested change within the school community, there is strong opposition to the requested change among residents of St Margaret Drive and St Elizabeth Drive.*

Contact Officer: Nick Healey, Area Highway Manager

This page is intentionally left blank

DRAFT

Minutes of the meeting of the
Epsom AND EWELL LOCAL COMMITTEE
 held at 7.00 pm on 10 September 2018
 at Bourne Hall, Spring Street, Ewell KT17 1UF.

Surrey County Council Members:

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

Borough / District Members:

- * Cllr Michael Arthur MBE
- * Cllr Richard Baker
- * Cllr Kate Chinn
- Cllr Hannah Dalton
- Cllr Mike Teasdale

* In attendance

OPEN FORUM

The questions and responses to the matters raised in the Open Forum are attached to the minutes.

28/18 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies for absence were received from borough councillors Hannah Dalton and Mike Teasdale, Cllr Tella Wormington substituted for Cllr Dalton.

29/18 DECLARATIONS OF INTEREST [Item 2]

There were no declarations of interest.

30/18 CHAIRMAN'S BUSINESS [Item 3]

The Chairman reminded county councillors that bids for members' community allocations need to be received by 31 January 2019 and preferably earlier to ensure that all funding is allocated.

He drew members attention to the current consultation on camera enforcement of bus lanes and that the policy could be extended to cover bus stops as well.

The Surrey Performing Arts Library has been relocated to the Bourne Hall Library which reopens tomorrow.

ITEM 5

He passed on thanks to highway officers from the residents of Bradstock Road for the recent resurfacing.

31/18 WRITTEN PUBLIC QUESTIONS AND STATEMENTS [Item 4]

One question had been received. The question and response are set out in the supplementary agenda for the meeting. The questioner was not present and there was no discussion.

32/18 PETITIONS [Item 5]

No petitions were received.

33/18 MINUTES OF PREVIOUS MEETING [Item 6]

Confirmed as a correct record.

34/18 PRESENTATION FROM SCC LEAD CABINET MEMBERS FOR PEOPLE AND PLACE [SERVICE MONITORING AND ISSUES OF LOCAL CONCERN - AGENDA ITEM] [Item 7]

Declarations of Interest: None

Officers and members attending: Tim Oliver, SCC Lead Cabinet Member for Place, Sarah Parker, Director of Transformation, Surrey Heartlands Health and Care Partnership

Petitions, Public Questions/Statements: None

Member discussion –key points

Tim Oliver and Sarah Parker gave a presentation on changes to support the health and wellbeing of residents. As is well known, the County Council has significant budget pressures, arising from increased costs in adult social care and special educational needs, which account for a significant portion of the budget. In order to manage cost a process of transformation is underway to focus on early help and prevention, whilst maintaining front line services. Members have already seen the vision and going forward the County Council will be looking to have a greater understanding of residents priorities and be more transparent.

Only 20% of health needs are influenced by health care, the remaining 80% are influenced by other factors. In Epsom & Ewell the Social Care team provide support for 1241 adults, this includes 141 carers. This is mainly older people (1030 people) and adults with learning disabilities (211 people).

By 2031 Epsom and Ewell will require 7 additional GPs, 8 additional dentists, 26 additional acute hospital beds and 5 mental health beds. These figures are some of the highest in any borough. By 2025, 69 nursing care beds and 63 residential care beds will be needed. This is low when compared to other boroughs.

There are 885 children in need (3.7% of the population), 227 families in need (1% of the population) and 1177 children registered for Free School Meals. These figures are low when compared to other boroughs.

Surrey Heartlands is looking at changing systems so they are not centred around hospitals and integrating with other agencies by joining up computer systems and co-locating staff.

Cllr Baker, Chairman of the Boroughs Health Liaison Panel, raised concern at the proposal for Epsom Hospital to sell surplus land at the hospital to fund refurbishment, when this may be needed for future expansions to meet the needs of a growing population. The Borough have been working with the hospital to try and influence what may be built on this site to include affordable homes and an Adult Social Care facility. Hospitals should not be relying on the sale of assets to upgrade facilities as this is not sustainable long term and should be funded from central government budgets.

Whilst the aspirations are good, members were concerned that, given the need for budget savings, they will be unachievable and the public are seeing reductions in service in a number of areas. The County Council needs to demonstrate its commitment and ability to deliver, to build trust with the public and partners. There is also a need to focus resources into areas of high need such as the Longmead and Watersedge areas.

It was acknowledged that more needs to be done in the health sector to improve computer systems and allow patients to book and change appointments. Sarah Parker undertook to raise a current issue where patients at Epsom Hospital are having their appointments changed or cancelled by St Helier and not being notified.

The Committee thanked Tim Oliver and Sarah Parker for the presentation.

35/18 MEMBER QUESTION TIME [Item 8]

There were no member questions.

36/18 HIGHWAYS UPDATE [EXECUTIVE FUNCTION - FOR DECISION] [Item 9]

Declarations of Interest: None

Officers and members attending: Helen Currie, Principal Highway Maintenance Engineer; Gavin Smith, Maintenance Engineer; Steven Howard, Transport Strategy Project Manager

Petitions, Public Questions/Statements: None

Member discussion –key points

Members requested that a list of centrally funded projects should be added to the report for future meetings.

Noted in Table 4, Ewell Village AQMA Package, that the loading bay had been included in the Phase 11 parking review and therefore the table needed to be updated.

ITEM 5

Members were disappointed that there may not be sufficient funding remaining from the current Kiln Lane works to carry out the proposed scheme at Chuters Grove. Other funding needs to be identified to complete this work if this is the case as this is a high priority.

Table 4 – Chessington Road. Members queried whether this should read Riverholme Drive to Green Lanes as Longmead Road is on the opposite side of the road. They also requested that the kerb adjustments be completed as soon as possible.

Table 4 – Fair Green. The Chairman agreed to look into why the Borough Council had not responded.

The divisional member was concerned that the Borough Council had allocated £35k CIL funding for a new bus shelter. She felt that the money could have been better used elsewhere.

The divisional member thanked officers for preparing the options for the use of the developer funding from the Aldi Development. He acknowledged that the cost of the preferred option exceeded the budget available and that additional funding will need to be identified to take this forward.

Noted that when the work at the Spread Eagle junction takes place the pavement in High Street East will not be replaced, except to install new tactile paving sections. The tree by Metro Bank is privately owned and it is believed that it has a Tree Preservation Order so it will need to be replaced by the owners if it is dead or diseased.

Members asked whether the CIL funded schemes would be completed this financial year. As funding had been awarded on the basis that the schemes were ready to go, this should be the case and if not the funding may need to be returned.

Noted that Item 10 in Appendix 1 is in West Ewell division. Members queried the significance of the green shading which it was thought indicated schemes being progressed.

Resolved: To

- (i) approve the provisional allocation of budgets for 2019-20 as shown in Table 3 of the report;
- (ii) 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: Recommendations are made to facilitate development of Committee's 2019-20 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.

Committee is asked to provide the necessary authorisation to deliver its 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.

37/18 LOCAL COMMITTEE DECISION TRACKER [FOR DECISION] [Item 10]

The Committee noted the progress made with items in the tracker and agreed that those marked as complete could be removed.

38/18 FORWARD PLAN [FOR INFORMATION] [Item 11]

Noted the forward plan.

39/18 DATE OF NEXT MEETING [Item 12]

Monday 10 December 2018 at 2pm, Epsom Town Hall.

Meeting ended at: 9.15 pm

Chairman

This page is intentionally left blank

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (EPSOM & EWELL)

DATE: 10TH DECEMBER 2018

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 2018-19.

Committee is asked to agree the strategy for allocation of Joint Committee Highways budgets for next Financial Year 2019-20. Further Committee is asked to agree a programme of Integrated Transport Schemes (ITS schemes) for next Financial Year 2019-20.

RECOMMENDATIONS:

The Local Committee (Epsom & Ewell) is asked:

- (i) To agree the strategy for allocation of Joint Committee Highways budgets for next Financial Year 2019-20 as set out in Table 4 (paragraphs 2.1.8 to 2.1.12 refer);
- (ii) To authorise the Area Highway Manager to advertise the statutory notice for a new Zebra Crossing in Waterloo Road, as shown in Annex A, and to implement this new Zebra Crossing using s106 funding arising out of the redevelopment of Epsom Station (paragraph 2.2.4 refers);
- (iii) To agree the programme of ITS schemes for next Financial Year 2019-20 as set out in Table 6 (paragraphs 2.2.5 to 2.2.7 refer);
- (iv) To agree to the removal of eight schemes from the prioritisation list in Annex B (paragraph 2.2.8 refers);
- (v) 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:

Recommendations are made to facilitate development of Committee's 2019-20 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.

Committee is asked to provide the necessary authorisation to deliver its 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 for Epsom & Ewell has been delegated Highways budgets to be able to contribute to the objectives set out in Surrey County Council's LTP, according to local priorities.

2. ANALYSIS:

2.1 Local Committee finance

- 2.1.1 The Local Committee in Epsom & Ewell has been delegated Highway budgets in the current Financial Year 2018-19 as follows:
- Committee revenue: £168,182
 - Member revenue: £37,500 (£7,500 per Division)
 - Capital: £36,364
 - Capital under/over spend carried forward from 2017-18: £13,000
 - **Total: £255,046**
(2018-19 budget £242,045 plus 2017-18 carry forward £13,000)
- 2.1.2 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.
- 2.1.3 In accordance with Committee's authorisation in March 2018, the Area Highway Manager consulted the Chairman and Vice Chairman in April 2018 and allocated the regular 2018-19 budgets as shown in Table 1 below.

Table 1 Allocation of budgets for 2018-19

Allocation	Amount
Revenue for day to day maintenance To cover various revenue concerns across the Borough for example: patching and kerb works, minor safety schemes, extra vegetation.	£100,000
Revenue to deliver the Parking Review	£40,000
Parking surplus contingency	£9,824
Divisional allocations	£100,000 £20,000 per Division
Capital ITS schemes	£49,000
Capital contingency	£6,046
Total Including £49,824 parking surplus funding	£304,870

- 2.1.6 In addition to the regular Highways capital and revenue budgets detailed above Committee is able to make allocations from the parking surplus. The surplus must be spent according to section 55 of the Road Traffic Regulation Act 1984 (<https://www.legislation.gov.uk/ukpga/1984/27/section/55>). Expenditure can cover all types of highway improvement and maintenance. The parking surplus and associated expenditure is detailed in Table 2 below.

Table 2 Parking surplus – financial summary

Surplus	Amount		Expenditure / Allocation	Amount
2013-14	£27,500		Atkins study	£27,500
2014-15	£34,000		Mopeds and handhelds	£14,000
2015-16	No surplus		2015-16 parking review	£10,000
2016-17	£34,800		2016-17 parking review 2017-18 parking review	£10,000 £35,000
2017-18	£49,824		2018-19 parking review 2018-19 contingency	£40,000 £9,824
Total Based on £49,824 income from parking surplus	£146,124		Total	£131,500

- 2.1.7 Officers will update Committee with progress in the delivery of its works programmes at each Committee meeting. In addition Committee Chairmen 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.
- 2.1.8 At its September meeting Committee agreed provisional allocation of its 2019-20 Highways budgets based on the Medium Term Financial Plan (MTFP) that was agreed by Surrey County Council's Cabinet on 27th March 2018. This was the MTFP that was current at the time. The provisional Highways budget allocations for 2019-20 agreed by Committee in September 2018 are shown in Table 3 below.

Table 3 Previously agreed provisional allocation of budgets for 2019-20

Allocation	Amount
Revenue for day to day maintenance To cover various revenue concerns across the Borough for example: patching and kerb works, minor safety schemes, extra vegetation.	£100,000
Divisional allocations	£100,000 £20,000 per Division
Capital ITS schemes	£62,000
Total	£262,000

2.1.9 In September 2018 Committee was made aware that in the context of the current financial challenges faced by the County Council, the MTFP was likely to be reviewed, and any Highways budgets allocated to Local and Joint Committees may well change. On 17th November the Lead Cabinet Member for Place announced the following Highways amended budget allocations for the Local and Joint Committees:

- Capital: £2,000,000 split evenly between all eleven areas, with each Local and Joint Committee receiving £181,818.
- Revenue: £7,500 per Division.
- The only other source of revenue funding available is Parking Surplus in areas where this is produced.

2.1.10 The provisional allocation of budgets shown in Table 3 is no longer possible. It is therefore recommended to allocate Committee's Highways budgets for next Financial Year 2019-20 as outlined below in Table 4.

Table 4 Recommended amended allocation of budgets for 2019-20

Allocation	Amount
Capital to deliver minor ITS schemes and feasibility studies	£100,000
Capital for patching / resurfacing of carriageways and footways, to be split as evenly as practicable between each Division.	£81,818 Approx. £16,400 per Division
Maintenance works according to priorities within each Division	£37,500 £7,500 per Divisional Member.
Total	£219,318

2.1.11 Please see below for discussion and recommendations for the 2019-20 programme of ITS schemes and feasibility studies.

2.1.12 It is likely that there will be further parking surplus income during 2018-19, which Committee could allocate to the delivery of the 2019-20 annual parking review.

2.2 Local Committee capital works programme

2.2.1 The allocation for Capital ITS schemes is being used to promote capital schemes previously approved by the Local Committee. In accordance with Committee's authorisation in March 2018, this programme has been decided by the Area Highway Manager in consultation with the Chairman and Vice Chairman. Table 5 below summarises progress with this capital programme.

2.2.2 In addition to the programme of Capital ITS schemes funded from Committee's budgets, there are also a number of developer funded schemes. These are also shown in Table 5 below.

2.2.3 Epsom & Ewell Borough Council has awarded CIL funding to four further projects, following successful bids for funding by Ward Members. These projects are also shown in Table 5 below:

- East Street trees – £23,000
- Station Approach street improvements – £30,035
- West Street, Ewell, extension of streetlighting – £53,900
- Woodcote Green bus shelter – £35,640

2.2.4 There is one further scheme, a feasibility study for the provision of a new pedestrian crossing near Priest Hill Close, which is being funded from the Divisional Member's individual Highways allocation. This scheme is also shown in Table 5.

Table 5 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.	Improvements being constructed as part of the Plan E major scheme.	-
South Street / Ashley Avenue pedestrian phase	Introduction of new pedestrian phase to existing traffic signals.	A new pedestrian phase has been constructed as part of the Plan E major scheme.	-
Stoneleigh Park Road to Bradford Drive	New cycle link – construction.	Detailed design complete, preparations being made for construction in the New Year.	£12,000
Ewell Village AQMA Package: review of parking outside Coop 3rd priority	Remove conflict between pedestrians and vehicles and improve area.	Officers have discussed the scheme with Members. Agreed to deliver in phases, with the first phase being the implementation of a new load bay as part of the Phase 11 parking review.	- <i>Developer funded</i>

ITEM 8

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.	Complete. At the time of writing the new traffic signal controller was not yet fully operational and validated so working sub-optimally. Awaiting final account from supply chain. If there is any funding left over for the Chuters Grove parking layby consultations will be needed with Members and the local community.	£246,200 <i>Developer funded.</i>
Aldi, Kingston Road, Ewell	Pedestrian and passenger transport improvements	Various options have been reviewed with the Divisional Member. It has been agreed to move forwards with the detailed design for a new pedestrian crossing across Kingston Road adjacent to Aldi. Public consultation to be decided.	£107,200 <i>Developer funded</i>
East Street	New cycle link between Kiln Lane and Hook Road	This scheme can only go ahead if there is funding left over after the East Street junction with Kiln Lane Scheme. Straightforward scheme as mostly signs. Need to arrange detailed design, consultation and then implementation. Delayed following delays with the Kiln Lane / East Street scheme.	- <i>Developer funded</i>
Chessington Road, Ewell	New cycle link between Riverholme Drive and Green Lanes	Signs installed, awaiting programme date for kerb adjustments at side road crossing points.	£2,000
Mill Lane junction with St Mary's Close and London Road, Ewell	Pedestrian improvements.	Detailed design in progress in anticipation of construction later this Financial Year.	£10,000
Yew Tree Bottom Road	Pedestrian improvements.	Detailed design nearly complete. Construction to follow later this Financial Year.	£9,300

Scheme	Description	Progress	Cost
Fair Green	New cycle link.	Feasibility study in progress. Route would be over common, not Public Highway. May need to abandon this scheme as there has been no response from the relevant Borough officers despite repeated attempts to communicate.	-
West Park Road	Tidy up speed limit on approach to Noble Park development.	Public consultation complete. See Annex A for details.	£8,200 Developer funded.
Headley Road, Ashtead	Review of equestrian facilities, especially the electronic warning signs.	Large buttons now installed at the equestrian crossing near the Queen's Stand. Officers have met with the jockey club, whose priority is for warning signs. Officers working towards implementation later this Financial Year.	£10,700
Waterloo Road	New Zebra Crossing.	Outline design complete. See comments below.	£5,000
East Street	New tree planting	CIL funding awarded in August 2018. Officers working with Members to implement scheme. The first step will be a sub-surface radar survey to identify potential locations. Unlikely to be able to plant very many new trees due to the density of underground utility apparatus in East Street.	£23,000 CIL funded
Station Approach	Street improvements including improvements to cycle storage facilities	CIL funding awarded in August 2018. Officers working with Members to develop scheme to implementation.	£30,035 CIL funded
West Street, Ewell	Extension of streetlighting	CIL funding awarded in August 2018. Works order raised with Skanska for implementation of this scheme.	£53,900 CIL funded
Woodcote Green	New bus shelter	CIL funding awarded in August 2018. Officers working with Members to develop scheme to implementation.	£35,640 CIL funded
Priest Hill Close	Feasibility study for new pedestrian crossing	Feasibility study in progress.	£5,000 Funded from individual Member allocation

ITEM 8

Scheme	Description	Progress	Cost
Total – noting that costs are approximate <i>These costs include £473,535 contributions from developer funding, CIL, and from an individual Member allocation</i>			£522,535

- 2.2.4 The outline design for the **Waterloo Road Zebra Crossing** scheme is presented in Annex B. Officers reviewed this outline design with the Chairman, Vice Chairman, and local Divisional and Ward Members on 19th November 2018. Members expressed concern that three to four car lengths worth of parking would be lost if the Zebra Crossing were to be implemented. Officers agreed to consult with Surrey Police, and Surrey County Council’s Road Safety Team to explore whether more parking could be preserved. Members agreed to consult local business owners to gauge support for the scheme. It is recommended to authorise the Area Highway Manager to advertise the statutory notice for a new Zebra Crossing in Waterloo Road, and to implement this new Zebra Crossing using £50,000 s106 funding arising out of the redevelopment of Epsom Station.
- 2.2.5 Committee’s prioritisation list of ITS schemes is presented in Annex C. Officers have reviewed and re-prioritised this list. The first section lists eight schemes for which feasibility studies and designs have already been completed, or are anticipated to be completed by the end of the current Financial Year 2018-19. These are schemes that Committee could consider for implementation next Financial Year 2019-20, subject to funding being available.
- 2.2.6 The second section lists eleven schemes that have some technical justification but for which there has been no feasibility or design to date. These are schemes Committee could consider for feasibility studies next Financial Year 2019-20. Committee should note that because no feasibility or design work has been done on these schemes, the cost estimates for priority ranking purposes are very approximate.
- 2.2.7 Officers have prioritised schemes in the first and second sections of Annex C according to Local Transport Plan objectives. The recommended programme of ITS schemes for 2019-20 is outlined in Table 6 below. Officers have taken into account the priority ranking based on cost vs benefit, and also the affordability of schemes within the context of the Joint Committee’s annual Highways budgets. A number of the schemes on Committee’s prioritisation list would be highly beneficial in terms of the County Council’s Local Transport Plan objectives, but could only be implemented with funding in addition to the Local Committee’s budgets, for example CIL.

Table 6 Recommended Capital ITS Programme for 2019-20

Location	Proposed works	Cost	Status
East Street, between Kiln Lane and High Street	Implementation of new cycle route	£20,000 Plus any funding left over from recent Kiln Lane scheme	Outline design complete.

Location	Proposed works	Cost	Status
Ewell Village High Street	Monitoring of improvements outside Coop	-	New loading bay to be implemented as part of 2018-19 annual parking review. Need to monitor effectiveness and decide whether to promote any further measures.
Reigate Road, near its junction with Priest Hill Close	Implementation of improved pedestrian crossing facilities.	£10,000	Feasibility study in progress.
East Street, between Chuters Grove and Windmill Lane	Implementation of parking management scheme to alleviate congestion on southbound approach to Kiln Lane.	£50,000 Plus any funding left over from recent Kiln Lane scheme	Outline design complete.
Waterloo Road, Epsom	Implementation of new Zebra Crossing	£50,000 Developer funded	Outline design complete – see comments above.
Various locations including Laburnum Road, Mongers Lane, Waterloo Road, and Chessington Road	Feasibility study for new dropped kerbs to provide cycle connections	£5,000	New feasibility study.
London Road near Briarwood Road and Anne Boleyn Court bus stops	Feasibility study for improved pedestrian crossing facilities	£5,000	New feasibility study.
Cheam Road near Bramley Road bus stops	Feasibility study for improved pedestrian crossing facilities	£5,000	New feasibility study.
London Road alongside Nonsuch Park	Feasibility study for new cycle link from Sparrow Farm Road to Nonsuch Park entrance.	£5,000	New feasibility study.
Total – noting that costs are approximate		Approximately £150,000 Including £50,000 developer funding	

2.2.8 Annex C also lists eight schemes that are recommended for removal from the prioritisation list:

- Seven schemes that are now complete, or due to be completed imminently.
- One schemes for which officers have been unable to engage with Epsom & Ewell Borough Council officers regarding common land permissions, rendering the scheme effectively unfeasible.

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

2.3 Local Committee revenue works programme

- 2.3.1 Of the £100,000 that has been allocated for day to day maintenance works, £91,000 has now been committed to various minor repairs, including vegetation management, patching of small areas of footways and carriageways, repairing damaged verges and sign replacement. Approximately £21,000 of this allocation has been used to support the Divisional Allocations.
- 2.3.2 The £100,000 that has been allocated for Divisional Allocations, which include Members' £7,500 individual Highway allocations, has been fully committed to various schemes include verge repair and protection, kerb and footway repair works, carriageway resurfacing, grit bins, and new signs.

2.4 Parking

- 2.4.1 The 2018 review proposals were advertised on 12th July 2018, with a closing date of 9th August 2018 for comments and objections. These have been shared with members and the decisions finalised. Works orders have been prepared; the lining and signing should take place during November.

Other highway related matters

2.5 Customer services

- 2.5.1 The total number of enquiries received for the nine months between January and September 2018 is 118,041 – an average of 13,115 per month. This is a slight reduction in the average for the first six months of 2018 which was 15,208 per month and is line with the seasonal trend where the summer months generate less enquiries. This also reflects the work undertaken to deal with the severe weather and subsequent defects.
- 2.5.2 For Epsom & Ewell specifically, 6,893 enquiries have been received since January of which 3,207 (47%) were directed to the local area office for action, of these 96% have been resolved. This response rate is slightly above the countywide average of 95%.
- 2.5.3 Since January, Highways & Transport have received 247 Stage 1 complaints (down 16% from the same period in 2017) of which 30 were for the Epsom & Ewell area. In addition eight have been escalated to stage 2 of the complaints process where the service was found to be at fault in two but with no injustice to the customer. Two complaints have been raised with the Local Government Ombudsman but she found no fault.

2.6 Major schemes

- 2.6.1 The **Plan E** Major Scheme is under construction. Works at the Spread Eagle junction are due to be temporarily suspended from Friday 7th December 2018 for the Christmas period and will recommence in the week beginning 7th January 2019. We were granted special Streetworks approval to extend the works at the junction by a further week until Friday 7th December, the additional time was required to ensure that the junction could operate in a safe and efficient manner during the Christmas works embargo period. During this period, all Traffic Management and pedestrian barriers will be removed where safe to do so and the traffic signals configured to the new

layout (including the signal controlled right turn) to allow the junction to accommodate the increased vehicle and pedestrian demands expected during the run-up-to Christmas and the New Year.

- 2.6.2 Works at the Spread Eagle junction in January 2019 will continue for a further 3 to 4 weeks in order to complete the installation and full commissioning of the traffic signals, including refurbishment of the pedestrian crossing by Epsom Square as this pedestrian crossing is linked to the Spread Eagle junction, and street lighting but these works are expected to be far less disruptive than the current works.
- 2.6.3 We received many complaints about the constant changing traffic management configurations and where appropriate made minor amendments to ease pedestrian movement within the pedestrian barriers, including providing a Pedestrian Marshal to assist pedestrians to cross Ashley Rd. However, it should be recognised that the barriers were in place to protect the workforce and provide a safe route for pedestrians, further changes were required to mitigate against inconsiderate behaviour from both drivers and pedestrians towards the workforce, which was unacceptable. Given the lack of space and existing narrow footways, it has been extremely difficult to undertake the works whilst catering for over 25,000 vehicles movements per day and over 30,000 pedestrian movements at this junction, but the alternative solution to close the entire junction was deemed unacceptable and hence the current approach taken to complete the works.
- 2.6.4 Resurfacing of the Spread Eagle junction and remaining section of High Street (W) are being planned for mid to late February 2019 (subject to any period of adverse weather), but in order to prepare for the resurfacing some additional advanced works are required to replace the kerbs on the Market Place side from Natwest back to the Pedestrian Crossing by TK Maxx. This will take place during week commencing mid-January 2019. However, it will be necessary to close a lane in the High Street whilst these works take place.
- 2.6.5 The resurfacing works will be undertaken at night for up to ten nights (Sunday to Thursday), with road closures in place from 20.30hrs until 06:00hrs. Appropriate Temporary Traffic Regulations Orders (TTROs) for road closures and provision for buses and taxis will be in place and advertised in advance. It is likely the works will be phased and different diversion routes in place. Further detailed information will be advertised early in 2019.
- 2.6.6 Regular updates are being provided to Members. For the latest newsletter, and to sign up to receive regular updates, please see the Surrey County Council website here: <https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/major-transport-projects/epsom-and-ewell-major-transport-schemes>
- 2.6.7 No specific update has been received for the **Wider Network Benefits** Intelligent Transport Systems Project at the time of writing.

2.7 Centrally funded maintenance

- 2.7.1 Operation Horizon reports for 2018-19 are available on the Surrey County Council website. These reports list road that are due to be treated in the current Financial Year 2018-19. Also on the same page of the Surrey County Council website is the latest information regarding the Winter Damage

www.surreycc.gov.uk/epsomandewell

ITEM 8

programme, and lists of roads for consideration for future Financial Years or the Horizon programme. For more information please see here: <https://www.surreycc.gov.uk/roads-and-transport/highways-information-online/horizon-highway-maintenance-investment-programme>.

2.8 Road safety

2.8.1 No update at the time of writing.

2.9 Passenger Transport

2.9.1 No update at the time of writing.

2.10 Other key information, strategy and policy development

2.10.1 The Cold Weather Plan has been updated for 2018-19 and is on the website here: <https://www.surreycc.gov.uk/roads-and-transport/roadworks-and-maintenance/salting-and-gritting>. Salting Routes can be seen on the map by following link on this page: <https://www.surreycc.gov.uk/roads-and-transport/roadworks-and-maintenance/salting-and-gritting/salting-routes-in-surrey>.

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 IMPLICATIONS:

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

6. WIDER 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.
Equality and Diversity	It is an objective of Surrey Highways to take account of the needs of all users of the public highway.

Localism (including community involvement and impact)	The Local Committee prioritises its expenditure according to local priorities.
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.

7. CONCLUSION AND RECOMMENDATIONS:

- 7.1 This Financial Year's programmes are being delivered.
- 7.2 Members are asked to approve the strategy for spending next Financial Year's budgets.
- 7.3 Members are asked to approve a programme of ITS schemes for next Financial Year.
- 7.4 Members are encouraged to work with Officers to maintenance works for next Financial Year's Divisional revenue allocations.

8. WHAT HAPPENS NEXT:

- 8.1 The Area Team Manager will work with Divisional Members, the Chairman and Vice-Chairman to deliver this Financial Year's Divisional Programmes, and to develop next Financial Year's programme of investment.

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

Consulted: N / A

Annexes: 3

Sources/background papers: None

This page is intentionally left blank

WEST PARK ROAD (NOBLE PARK) SPEED LIMIT CONSULTATION UPDATE

SUMMARY OF ISSUE:

There are few road markings within the Noble Park housing estate, and no speed limit terminal signs distinguishing between the 40mph limit on Horton Lane and 30mph limit on West Park Road.

Surrey County Council's Local Committee for Epsom and Ewell agreed that a study should be undertaken to identify potential measures to highlight safety issues and improve driver awareness of potential hazards. This study was reported to Committee at its meeting in March 2018, where it was recommended to finalise the detailed design for a new speed limit change, advertise the necessary Legal Orders, and if there are no significant objections to make the necessary Legal Orders and arrange for the scheme to be implemented. Following discussions with the divisional member, it was agreed to consult on proposals ahead of the statutory consultation.

Therefore public consultation has been carried out on the proposals. The consultation also invited any other comments to be raised.

This report presents the results of the public consultation. The Local Committee is asked to note the results of the consultation and the recommendations made. The Local Committee is also asked to note the next steps, in that the scheme will progress to detailed design and construction, informed by the public consultation that is the subject of this report.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Surrey County Council has been working to develop proposals for road safety improvements in and around the residential estate of Noble Park. Measures are needed to inform drivers of the speed limit and to improve driver awareness of potential hazards.
- 1.2 West Park Road is the main road linking the Horton Lane roundabout to the rest of the Noble Park housing estate. The site was formally the location for the West Park Hospital until 2011, but now holds over 200 homes and working NHS buildings within the grounds. West Park Road and surrounding roads are on a bus route, and there are also ambulances using the road.
- 1.3 There are few road markings when entering the housing estate, and no speed limit terminal signs distinguishing between the 40mph limit on Horton Lane and 30mph limit on West Park Road.
- 1.4 A location plan is attached as **Appendix 1**.
- 1.5 Surrey Highways undertook feasibility studies, including site visits and liaison with county and borough members and Surrey Police's Road Safety and Traffic Management Team. This led to an outline design for proposed improvements to:
 - Install centre line road markings on West Park Road. Install junction markings at the junctions with Richmond Crescent and West Park Road to create a more formal stopping point for vehicles entering West Park Road.

- Install bend warning signs to warn drivers of the upcoming hazard of the bends either end along West Park Road.
 - Provide a village gateway to make drivers aware of the speed limit change from 40mph on Horton Lane and 30mph limit on West Park Road. The Gateway will consist of speed limit terminal signs, carriageway roundels and red high friction surfacing.
- 1.6 A consultation letter and a drawing of the proposed measures were delivered in September 2018 to residents and businesses in the immediate area. Additional feedback was invited.
- 1.7 Copies of the consultation drawing and letter are attached as **Appendices 2 and 3** respectively. A plan showing the consultation area and details of additional consultees are attached as **Appendix 4**.
- 1.8 This report presents the results of the public consultation.

2. ANALYSIS:

Responses

- 2.1 Letters, the consultation drawing and questionnaire were delivered to residents and business addresses in the area shown in **Appendix 4**. This included properties in Dillon Close, Farmside Place, Glanville Way, Horton Lane, Longland Place, Lulworth Place, Miller Place, Osborne Way, Peacock Close, Richmond Crescent, Sherwood Way and West Park Road. In total, the consultation material was sent by post to 482 addresses.

There was a total of 18 responses received.

Summary of responses and feedback

- 2.2 The view expressed by respondents is that they support proposed improvement measures in the area.
- 2.3 The comments received related to:
- Request for 20mph limit throughout the estate
 - Request for additional warning for the allotments access, pedestrians crossing and children crossing/playing
 - Request for additional warnings for drivers leaving the estate
 - Request for additional measures throughout the estate – traffic calming, junction markings, parking controls around junctions and near the entrance gateway
 - Request for de-cluttering of signs
 - Request for changes to the pedestrian crossing point near the entrance to Noble Park
 - Request for weight and loading restrictions
 - Comments relating to speeding and carelessness by drivers

- Comments that measures would detract from the residential nature of the estate
- 2.4 Consideration of a 20mph speed limit, physical traffic calming, weight or loading restrictions and crossing points are not part of the proposals. However, the proposed scheme does not preclude further investigation at a later date.
 - 2.5 Further review of signs and markings can be considered as part of the detailed design of the proposed scheme.
 - 2.6 Parking controls may be considered as part of the scheduled Epsom Parking Reviews, which are promoted via the local committee.
 - 2.7 Concerns regarding speeding and other driver behaviour causing problems may be raised to Surrey Police as the enforcement authority.

Other consultees

- 2.8 The Borough Councillor for Stamford Ward, representing the Residents Associations of Epsom and Ewell responded on behalf of the Board of Directors of West Park CDT Ltd, the residents body, which manages the running of the public areas of the estate and individual residents who expressed a view on the matter.
- 2.9 Surrey Police's Road Safety and Traffic Management Team expressed support for the proposals.

3. OPTIONS:

- 3.1 A number of options, together with Surrey Highways comments, are given below, based on the results of the consultation.
- 3.2 **Option 1:** Proceed with detailed design and implementation of measures, based on the proposals presented for public consultation.

Comment: There is support for the proposals presented for public consultation. It is recommended that this option be developed, with consideration of the feedback received, for the reasons outlined in this report. The proposed option would provide benefits for all residents and road users accessing Noble Park on West Park Road.

- 3.3 **Option 2:** Do not proceed with detailed design and implementation of measures or further investigation and assessment, i.e. 'do nothing'.

Comment: The existing road layout would remain.

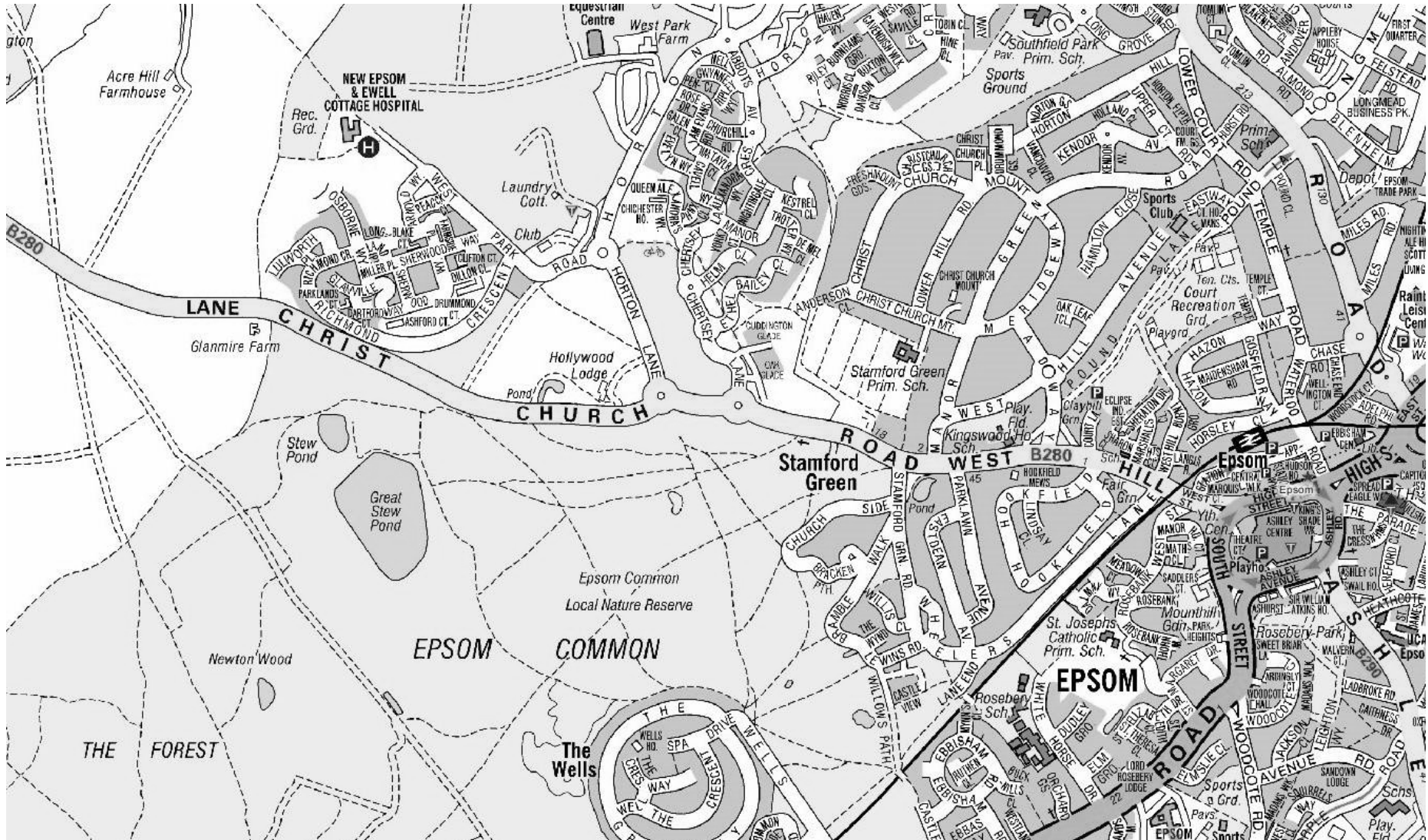
- 3.4 As there is support for the proposals presented for public consultation, Option 1 as outlined above (para 3.2) will be progressed, i.e. **proceed with detailed design and implementation of measures, based on the proposals presented for public consultation**. The comments and feedback from the public consultation will be considered in the detailed design of the scheme. Further consultation will also be undertaken with stakeholders including Surrey Police.

4. CONCLUSION:

- 4.1 There are few road markings when entering the housing estate, and no speed limit terminal signs distinguishing between the 40mph limit on Horton Lane and 30mph limit on West Park Road.
- 4.2 Public consultation has been carried out on proposals for highway improvement measures. There is support for the proposals presented for public consultation.
- 4.3 The proposals presented for public consultation will be progressed, thus proceeding with detailed design and implementation of measures. The comments and feedback from the public consultation will be considered in the detailed design of the scheme.

**WEST PARK ROAD (NOBLE PARK)
PROPOSED SPEED LIMIT AND SAFETY MEASURES
RESULTS OF PUBLIC CONSULTATION**

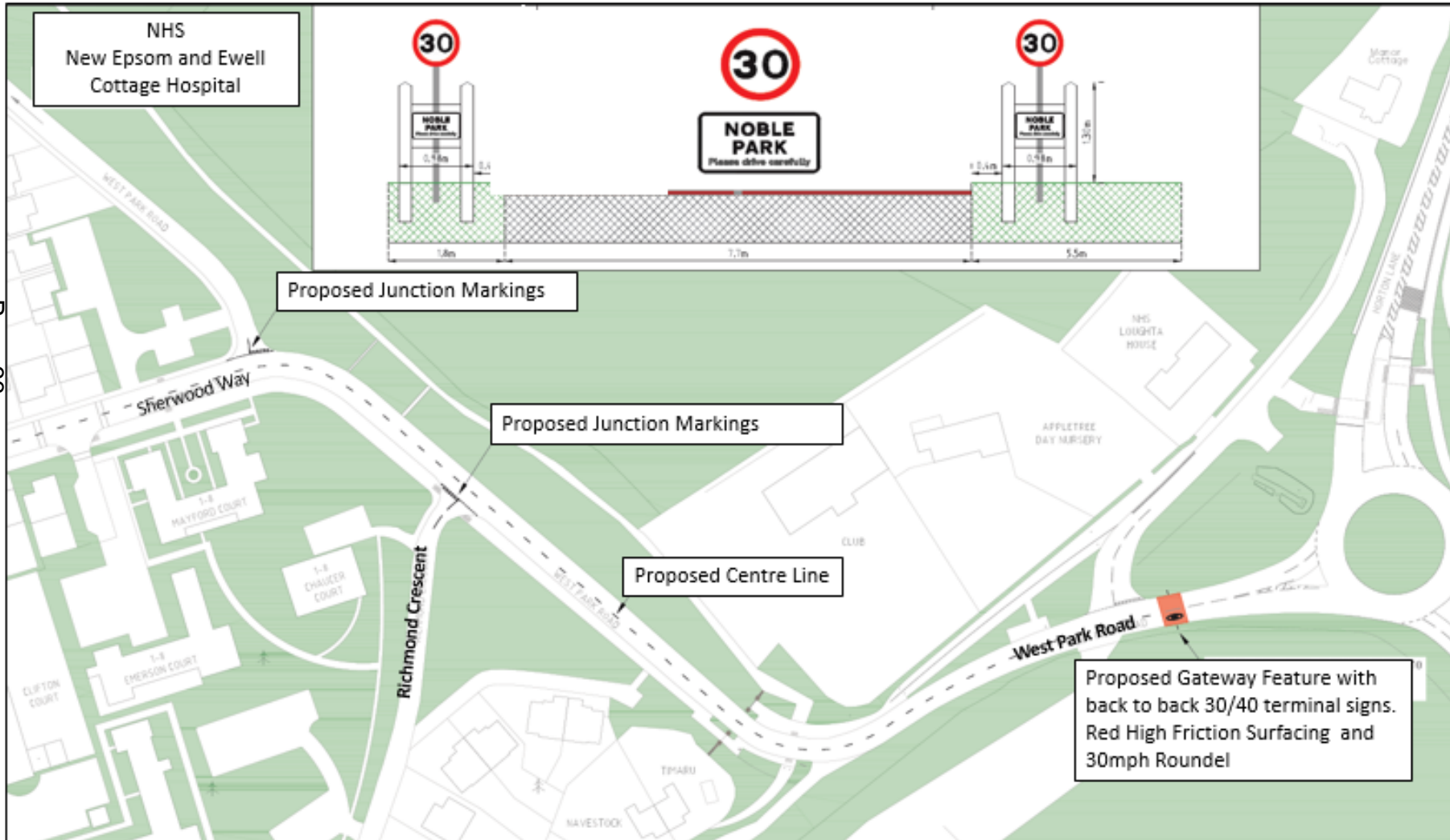
Location plan



This page is intentionally left blank

**WEST PARK ROAD (NOBLE PARK)
PROPOSED SPEED LIMIT AND SAFETY MEASURES
RESULTS OF PUBLIC CONSULTATION**

Diagram of proposals



This page is intentionally left blank

WEST PARK ROAD (NOBLE PARK) PROPOSED SPEED LIMIT AND SAFETY MEASURES RESULTS OF PUBLIC CONSULTATION

Consultation letter

Tel: 0300 200 1003
Web: www.surreycc.gov.uk/highways

The Owner/Occupier

Surrey Highways
Hazel House
Merrow Lane
Guildford
Surrey
GU4 7BQ

19 November
2018

Our Ref:

Dear Resident,

West Park Road (Noble Park) –Proposed speed limit and Safety Measures

Surrey County Council has been working to develop proposals for road safety improvements in and around the residential estate of Noble Park. Measures are needed to inform drivers of the speed limit and to improve driver awareness of potential hazards.

Background

West Park Road is the main road linking the Horton Lane roundabout to the rest of the Noble Park housing estate. The site was formally the location for the West Park Hospital until 2011, but now holds over 200 homes and working NHS buildings within the grounds. West Park Road and surrounding roads are on a bus route, and due to the NHS buildings there are a number of ambulances using the road. There are few road markings within the housing estate, and no speed limit terminal signs distinguishing between the 40mph limit on Horton Lane and 30mph limit on West Park Road.

Surrey County Council's Local Committee for Epsom and Ewell agreed that a study should be undertaken to identify potential measures to highlight safety issues and improve driver awareness of potential hazards. In addition, identify the best location for terminal signs to highlight the 30mph speed limit on West Park Road. The scheme has been developed by Surrey's highway officers, working with County Councillor Bernie Muir and Epsom and Ewell Borough Councillors for the area. Options have been assessed and were presented to Epsom and Ewell Local Committee for approval.

Proposed works

The scheme aims to promote a safer environment for the residents of Noble Park and to improve driver awareness of potential hazards as they drive into a residential estate.

It is proposed to:

- Install centre line road markings on West Park Road. Install junction markings at the junctions with Richmond Crescent and West Park Road to create a more formal stopping point for vehicles entering West Park Road.
- Install bend warning signs to warn drivers of the upcoming hazard of the bends either end along West Park Road.
- Provide a village gateway to make drivers aware of the speed limit change from 40mph on Horton Lane and 30mph limit on West Park Road. The Gateway will consist of speed limit terminal signs, carriageway roundels and red high friction surfacing.

Funding

The developers of Noble Park residential estate are funding this scheme.

It is recognised that residents would like to see additional repairs to the roads in the immediate area, as well as across the County. Developer's contributions are specifically for infrastructure improvements and it is not currently possible to use to maintain the existing road network. Surrey County Council continues to seek additional funding to invest in road maintenance

It is anticipated that the scheme will be constructed in 2019.

If you wish to comment on any of these proposals, please do so by **27 October 2018** either by email: highways@surreycc.gov.uk or by sending a letter to NE Highways Team, Hazel House, Merrow Lane, Guildford GU7 4BQ.

Yours faithfully,

Nick Healey
Area Highways Manager
Surrey Highways

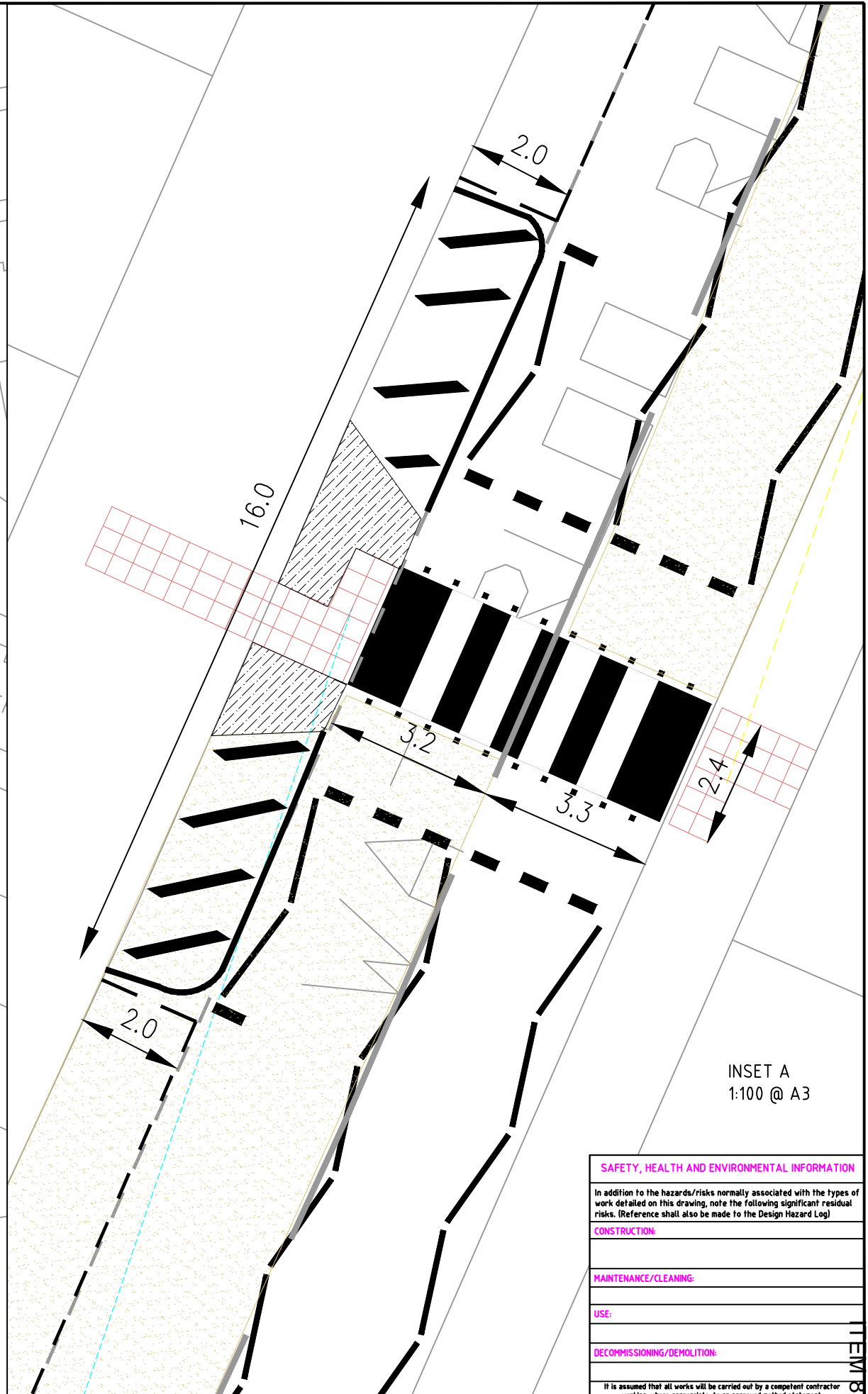
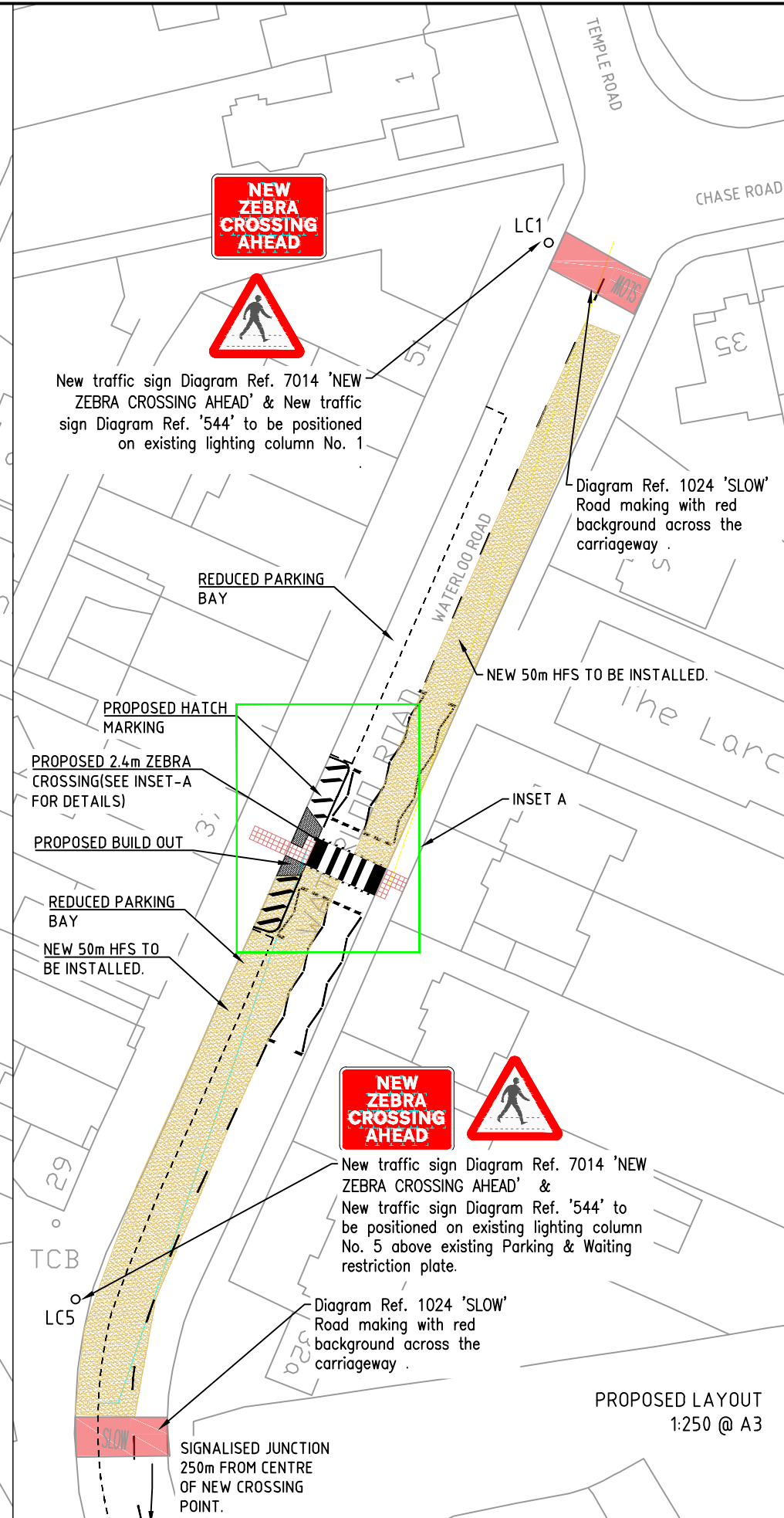
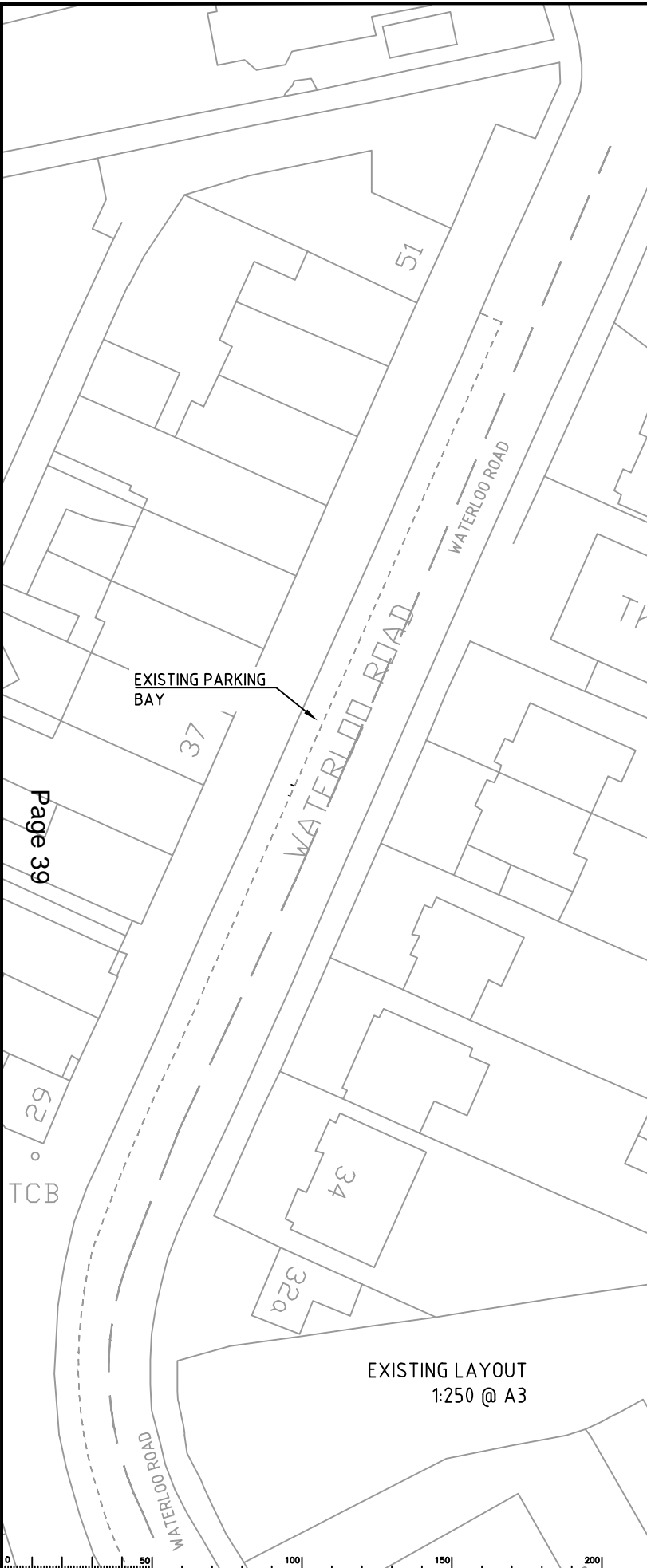
This page is intentionally left blank

**WEST PARK ROAD (NOBLE PARK)
PROPOSED SPEED LIMIT AND SAFETY MEASURES
RESULTS OF PUBLIC CONSULTATION**

Consultation delivery area



This page is intentionally left blank



Notes

- 30mph ROAD
- >50m VISIBILITY IN BOTH DIRECTIONS
- ?? SIGNIFICANTLY HIGH TRAFFIC COUNT
- ?? ACCIDENTS REPORTED

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

North Point

Scale As shown

Project: WATERLOO ROAD PEDESTRIAN CROSSING

PROPOSED ZEBRA CROSSING FEASIBILITY DESIGN

Project No. 0889

Contract Sheet No. 0889 01

Rev. -

Classification DRAFT

SHEET 1 OF 1

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. (Reference shall also be made to the Design Hazard Log)

CONSTRUCTION:

MAINTENANCE/CLEANING:

USE:

DECOMMISSIONING/DEMOLITION:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.

This page is intentionally left blank

EPSOM & EWELL LTP SCHEMES RANKING - 2018		Congestion				Accessibility				Safety				Environment				Economy				FINAL SCORE	Cost	Benefit/ Cost							
Rank	Factors should be assessed considering whether the proposed scheme will have a positive or negative effect, using the range of (-5 -4 -3 -2 -1 0 1 2 3 4 5), with negative figures being a negative effect, and positive ones beneficial. The score given should reflect factors such as the type of road, traffic volumes, likely impact of scheme etc. For KSI and accident statistics, the number of accidents over the preceding three year period should be entered, but only if these are directly relevant to the purpose of the scheme.	Possible developer funding	15%	Con. Score	Wgtd. Adj.	15%	Acc. Score	Wgtd. adj.	35%	35%	15%	Env. Score	Wgtd. Adj.	20%	Econ. Score	Wgtd. Adj.	20%	£(k)	£(k)												
	County Division	£(k)	Vehicle delay impact	Traffic growth impact	Support travel plan	Technological congestion management	Parking management	15%	Improve mobility for impaired	Promote public transport	Encourage walking	Reduce community	Encourage cycling	15%	Reduce KSI	Reduce child KSI	Reduce slight casualties	Reduce vehicle speeds	Support safe routes to	Improve street lighting	Reduce fear of crime	35%	Improve streetscene inc. reducing tipping	Reduce vehicle CO2	Reduce traffic noise	Reduce HGV impact	15%	Aligns with planned maintenance	Supports local economy	20%	£(k)

Schemes with feasibility or detailed design complete
These are schemes that Committee could consider for construction next Financial Year 2019-20, subject to funding being available.

1	East Street Cycle Path - enhance shared use facility signs and markings (Outline design complete.)	Epsom West	0	0	3	0	0	3.00	45.00	2	0	2	0	4	8.00	120.00	0	0	3	0	3	0	0	6.00	210.00	0	0	0	0	0.00	0.00	0	1	1.00	20.00	395.00	10	39500.000
2	Ewell Village High Street outside Coop (Feasibility study complete.) (New loading bay implemented as part of 2018-19 annual review.)	Ewell	2	0	0	0	3	5.00	75.00	3	0	2	0	0	5.00	75.00	0	0	2	0	2	0	0	4.00	140.00	2	1	0	2	5.00	75.00	0	1	1.00	20.00	385.00	20	19250.000
3	Waterloo Road - new cycle route from Station Approach to Court Rec path (Outline design complete.)	Town and Downs	0	0	4	0	0	4.00	60.00	2	4	2	1	4	13.00	195.00	0	0	1	1	3	3	2	10.00	350.00	1	0	0	0	1.00	15.00	0	1	1.00	20.00	640.00	50	12800.000
4	Pedestrian crossing facility near new Priest Hill Close development on east side of Reigate Road (Feasibility study in progress.)	Ewell	0	0	1	0	0	1.00	15.00	3	1	3	3	0	10.00	150.00	0	0	0	1	1	0	0	2.00	70.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	235.00	25	9400.000
5	Cycle Link Scotts Farm Road to Ruxley Lane adjacent to the school – plus upgrade Ruxley Lane pedestrian crossings to Toucan Crossings (outline design complete) (Proposed as part of Epsom & Ewell High School development.)	West Ewell	0	0	4	0	0	4.00	60.00	3	0	3	1	4	11.00	165.00	0	0	0	0	4	3	2	9.00	315.00	1	0	0	0	1.00	15.00	0	0	0.00	0.00	555.00	80	6937.500
6	Waterloo Road - Zebra crossing (Outline design complete.)	Epsom West	-1	0	1	0	-1	-1.00	-15.00	3	1	1	1	0	6.00	90.00	0	0	0	1	1	0	0	2.00	70.00	0	0	0	0	0.00	0.00	0	1	1.00	20.00	165.00	50	3300.000
7	East Street near Chuters Grove - parking management (Outline design complete.)	Epsom West	5	0	0	0	4	9.00	135.00	3	0	1	0	0	4.00	60.00	0	0	1	-1	0	0	0	0.00	0.00	2	2	0	0	4.00	60.00	0	1	1.00	20.00	275.00	150	1833.333
8	Aldi, Kingston Road, Ewell - developer funded (Detailed design in progress.)	Auriol, Cuddington, and Ewell Court	-1	0	2	0	0	1.00	15.00	4	1	4	3	0	12.00	180.00	0	0	0	1	1	0	0	2.00	70.00	0	0	0	0	0.00	0.00	0	2	2.00	40.00	305.00	190	1605.263

No feasibility or detailed design to date
This means that cost estimates for ranking purposes are VERY approximate. These are schemes Committee could consider for feasibility studies next Financial Year 2019-20.

1	Flush kerbs to create new cycle connection: - Laburnum Road to Dulshot Green and The Parade - Mongers Lane across Reigate Road - Court Rec path to Waterloo Road (near Stamp Shop) - Bones Gate path to Chessington Road - Longmead Road carriageway to Green Lanes (west side) Suggestion from cycle forum	Various	0	0	1	0	0	1.00	15.00	1	0	1	0	3	5.00	75.00	0	0	0	0	1	0	0	1.00	35.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	125.00	25	5000.000
2	London Road bus stops opposite Briarwood Road and Anne Boleyn Court - improve pedestrian accessibility	Ewell	0	0	1	0	0	1.00	15.00	2	3	0	2	0	7.00	105.00	0	0	0	1	1	0	0	2.00	70.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	190.00	70	2714.286
3	Pedestrian Crossing of Cheam Road near Bramley Road	Ewell	0	0	1	0	0	1.00	15.00	3	3	3	1	0	10.00	150.00	0	0	0	1	2	0	0	3.00	105.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	270.00	100	2700.000
4	New cycle link from Sparrow Farm Road to Nonsuch Park entrance Suggested by Epsom & Ewell Cycle Forum	Ewell	0	0	1	0	0	1.00	15.00	0	0	0	0	3	3.00	45.00	0	0	0	0	2	0	0	2.00	70.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	130.00	50	2600.000
5	Reigate Road Cycle Route - High Street to Bypass	Ewell	0	0	2	0	0	2.00	30.00	0	0	0	0	3	3.00	45.00	0	0	1	0	2	0	0	3.00	105.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	180.00	70	2571.429
6	A240 junction with Cheam Road - remodelling / revalidation to improve capacity	Ewell	3	-1	1	2	0	5.00	75.00	1	0	1	1	0	3.00	45.00	0	0	6	0	1	0	0	7.00	245.00	0	2	0	0	2.00	30.00	0	1	1.00	20.00	415.00	200	2075.000
7	Signalise Chessington Road junction with Longmead Road	West Ewell	-2	0	2	1	0	1.00	15.00	2	1	1	0	2	6.00	90.00	0	0	3	-1	3	0	0	5.00	175.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	280.00	175	1600.000
7	Hook Road junction with East Street - suggestion for push button controlled pedestrian facility across the left slip from Hook Road - request from care assistance for the visually impaired	Epsom West	-1	0	1	0	0	0.00	0.00	4	0	1	1	0	6.00	90.00	0	0	0	1	1	0	0	2.00	70.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	160.00	100	1600.000
9	East Street jw Church Road - signalise junction	Epsom West	-1	0	1	1	0	1.00	15.00	1	0	1	0	0	2.00	30.00	0	0	2	0	1	0	0	3.00	105.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	150.00	180	833.333
10	Cycle Link along Chessington Road – Ruxley Lane to Bonesgate (Possible funding from St Ebbas s106)	West Ewell	0	0	2	0	0	2.00	30.00	1	0	1	0	4	6.00	90.00	0	0	0	0	2	0	0	2.00	70.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	190.00	250	760.000
11	Old London Road pedestrian / cycle track	Town and Downs	0	0	0	0	0	0.00	0.00	2	0	2	0	2	6.00	90.00	0	0	0	0	0	0	0	0.00	0.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	90.00	200	450.000

Expected to be completed by the end of this Financial Year 2018-19

Cycle Link Chessington Road btn Riverholme Drive and Longmead Road	West Ewell
Cycle Link from Stoneleigh Park Road to Bradford Drive (detailed design complete)	Auriol, Cuddington, and Ewell Court
Mill Lane/St Marys Close junction - pedestrian improvements	Ewell
Headley Rd - electronic equestrian warning signs	Town and Downs
Yew Tree Bottom Road pedestrian crossing	Town and Downs
East Street junction with Kiln Lane - new pedestrian facilities - developer funded	Epsom West
West Park Road - speed limit - developer funded	Epsom West

Recommended to remove from the list

Fair Green Cycle Link	Epsom West	Officers have been unable to engage with EEBC officers regarding common land permissions.
-----------------------	------------	---

This page is intentionally left blank

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (EPSOM & EWELL)

DATE: 10 DECEMBER 2018



SURREY

LEAD OFFICER: STEVE HOWARD, TRANSPORT STRATEGY PROJECT MANAGER

SUBJECT: EPSOM & EWELL LOCAL TRANSPORT STRATEGY FORWARD PROGRAMME

DIVISION: ALL

SUMMARY OF ISSUE:

Agreeing priorities and securing funding for transport infrastructure investment is key to delivering Surrey County Council's Community Vision for Surrey in 2030.

To facilitate this, and as part of the statutory Local Transport Plan, Surrey County Council produces Local Transport Strategies for each district and borough. The current Local Transport Strategy for Epsom & Ewell was published in 2014. It is expected that the next update will take place in 2020, so that it may respond to transport requirements arising from Epsom & Ewell's Local Plan. Thereafter the Local Transport Strategy would be reviewed on a three year cycle.

Surrey County Council also maintains Forward Programmes of proposed transport schemes that would deliver each borough and district's Local Transport Strategy, subject to funding and feasibility. The Epsom & Ewell Forward Programme is presented to Committee for approval, and approval to publish online, as part of a proposed new regime of publishing an up-to-date Forward Programme for each district and borough annually.

RECOMMENDATIONS:

The Local Committee (Epsom & Ewell) is asked to note

- (i) the timeframes and approach for updating the Borough's Local Transport Strategy and for future updates to the Committee regarding the Forward Programme

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

- (ii) the revised version of the Forward Programme (Annex 1)

REASONS FOR RECOMMENDATIONS:

- i. A confirmed timeline and process for working with the Local Committee to develop and maintain future Local Transport Strategies and Forward Programmes will ensure the Local Committee and officers are well positioned to work together.

ITEM 9

- ii. An agreed Forward Programme will allow Members and officers to progress with a common understanding of proposed transport schemes for the borough (based upon the existing Local Transport Strategy, and ahead of decisions relating to a new Local Plan)
- iii. If agreed, the Forward Programme would be published online, giving members of the public sight of the latest proposals and progress

1. INTRODUCTION AND BACKGROUND:

Local Transport Strategy

- 1.1 Local Transport Strategies are part of a set of documents that together form Surrey's statutory Local Transport Plan. Strategic transport authorities, of which Surrey County Council is one, are obliged to produce the Local Transport Plan by the Transport Act 2000. A Local Transport Strategy has been, or will be, produced for each district or borough within Surrey.
- 1.2 In common with other boroughs and districts in Surrey, the purpose of Epsom & Ewell's Local Transport Strategy is to set out how Surrey County Council will work with Epsom & Ewell Borough Council and other partners to:
 - i. overcome known, strategic issues with that district or borough's local transport network;
 - ii. deliver transport infrastructure in support of Surrey County Council's Community Vision for 2030; and
 - iii. develop this network, where necessary, in support of growth set out in the Local Plan.

In this respect they differ from Infrastructure Delivery Plans and Community Infrastructure Levy Regulation 123 lists, which only consider item (iii) above. Nevertheless, there will be a high degree of coordination between Local Transport Strategies, Infrastructure Delivery Plans and Regulation 123 lists to ensure joined-up action in support of the new Local Plan

- 1.3 The strategy is needed in order:
 - i. to prioritise and coordinate investment in transport infrastructure, including Community Infrastructure Levy funding; and
 - ii. to place Surrey County Council in the best possible position to bid for external funding for projects, for instance through Local Enterprise Partnerships.

Forward Programme

- 1.4 Surrey County Council also maintains Forward Programmes of proposed transport schemes that would deliver each borough and district's Local Transport Strategy, subject to funding and feasibility.
- 1.5 Forward Programmes are maintained as 'living' documents that track the latest position for each proposed scheme as it is developed.
- 1.6 A revised Forward Programme, for approval subject to comments and amendments today, is included as Annex 1.

2. ANALYSIS:

Updating the Local Transport Strategy

- 2.1 The current Epsom & Ewell Local Transport Strategy was published in 2014. In due course it will need updating as information within it becomes dated; it is noted too that there are likely to be transport infrastructure requirements arising from Epsom & Ewell's new Local Plan. As a result, the next update to the Local Transport Strategy will follow the submission of the new Local Plan; this is understood to be in 2020.
- 2.2 Surrey County Council Transport Policy officers would work with Epsom & Ewell's Planning officers during the development of the Local Plan, to identify opportunities for the Local Plan and the Surrey Transport Strategy to be mutually supportive and to identify opportunities to minimise avoidable adverse effects on the transport network through the Local Plan itself. Where there is a residual, cumulative impact of development the Local Transport Strategy will document options for mitigation.
- 2.3 The Local Committee would have an opportunity to comment upon a draft strategy whilst it is in development, and would be asked to approve a proposed strategy prior to a public consultation exercise being undertaken. The strategy would subsequently be amended based upon consultation feedback prior to approval by the Local Committee and ultimately Surrey County Council Cabinet, for adoption into the county's Local Transport Plan.
- 2.4 Once the Local Transport Strategy is adopted, Surrey County Council expects to review each Local Transport Strategy on a three year cycle, to ensure they remain focussed on the most pressing local priorities and take account of new developments.

Annual review of Forward Programme

- 2.5 A revised version of the previous 2014 Forward Programme is included with this report for approval by Local Committee. Comments on the contents of the Forward Programme are welcomed from the Local Committee, too.
- 2.6 If approved, the Forward Programme will be published on the Surrey County Council website, giving members of the public sight of the latest proposals and progress.
- 2.7 It is proposed that a copy of the Forward Programme will now be shared with the Local Committee annually ongoing as part of the Highway Update. This will give Local Committee improved sight of transport proposals as they are developed, and offer a periodic opportunity to discuss the programme.
- 2.8 It should be noted that the Forward Programme offers an overview of schemes that are currently known to be required; the development of the Local Plan in the coming months will no doubt see new schemes added, changes to existing schemes and some schemes re-prioritised or removed.

3. OPTIONS:

- 3.1 If the revised Forward Programme is not approved, with or without comments and amendments from the Local Committee, a new Forward Programme would need to be developed. In the interim, officers would not have an agreed programme to work with, and this could limit Surrey County Council's ability to prioritise and coordinate transport investment and apply for funding. Given that

the Local Plan is still being formulated, there is a risk that schemes could be developed or implemented that conflict with Local Plan requirements.

4. CONSULTATIONS:

- 4.1 A public consultation was undertaken on the 2014 Local Transport Strategy, which also informed the development of the Forward Programme that is presented.
- 4.2 The revised Forward Programme has been comprehensively reviewed with input from officers from Surrey County Council’s Highways, Transport and Environment directorate and officers from public health.
- 4.3 A public consultation would be undertaken on any future Local Transport Strategy, as outlined in paragraph 2.3.
- 4.4 Publishing the Forward Programme online will give members of the public sight of the latest proposals and progress.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 There is no new cost associated with the approval of the Forward Programme. Individual schemes within the programme would be subject to their own approval process. An indication is given within the Forward Programme of expected costs (where these are available) and the status of each scheme, including whether or not funding has already been approved.
- 5.2 Except where explicitly listed, schemes within the revised Forward Programme do not have funding allocated.
- 5.3 In the short term Strategic CIL allocations have been directed towards the completion of the Plan E Highway and Public realm improvements scheme.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 We would seek to ensure that there are no equalities and diversity implications arising from the Forward Programme. The programme is a list of proposed schemes, all of which would be subject to an individual Equalities Impact Assessment as part of the scheme’s development.

7. LOCALISM:

- 7.2 There are no localism implications arising from the Forward Programme itself, which lists potential schemes throughout the borough of Epsom & Ewell. The programme is a list of proposed schemes, each of which would be subject to its own approval process that will consider which communities would be involved, the impacts and ways in which the decision encourages local self-reliance.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report

Sustainability (including Climate Change and Carbon Emissions)	Set out below
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	Set out below

8.1 Sustainability implications

The revised Forward Programme includes schemes that would promote and enhance sustainable travel options.

8.2 Public Health implications

The revised Forward Programme includes schemes that would promote and enhance active travel options and improve local air quality.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The Epsom & Ewell Local Transport Strategy will next be updated following submission of the Local Plan. This will ensure that the next Local Transport Strategy is developed with an understanding of any potential cumulative impacts of planned development, as part of the duty to co-operate. Transport Policy officers will work with Epsom & Ewell planning officers during the development of the Local Plan.
- 9.2 It is recommended that the revised Forward Programme is approved, subject to any comments and amendments from the Local Committee.

10. WHAT HAPPENS NEXT:

- 10.1 Transport Policy officers will work with Epsom & Ewell planning officers during the development of the Local Plan, with regards to transport infrastructure, the impact of new development, and opportunities to mitigate the impact of proposed development on transport infrastructure within the Local Plan itself.
- 10.2 Transport Policy officers will develop a new Local Transport Strategy for Epsom & Ewell in light of the new Local Plan, which considers options to address known, strategic issues on the borough's local transport network; deliver transport infrastructure in support of Surrey County Council's Community Vision for 2030; and enhance the local network, where necessary, in support of growth set out in the emerging Local Plan.
- 10.3 The approved Forward Programme will be used to prioritise and coordinate local transport schemes. An electronic version will be made available on the Surrey County Council website. The next Forward Programme will be produced to reflect the new Local Transport Strategy. Subsequently, the Local Committee will receive updated copies of the Forward Programme annually, as part of Highways Updates.

Contact Officer:

www.surreycc.gov.uk/epsomandewell

ITEM 9

Steve Howard, Transport Strategy Project Manager, 020 8541 7348

Consulted:

Informal Local Committee (17 October 2018)
Officers from Surrey County Council's Highways, Transport and Environment directorate and public health.

Annexes:

Annex 1 – Revised Forward Programme

Sources/background papers:

- Epsom & Ewell Local Transport Strategy (2014). Available online at <https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/transport-plan/consultations/local-transport-strategies-and-forward-programmes>

Epsom and Ewell Local Transport Strategy: Appendix 1 - Draft Live Forward Programme

Scheme ID	Location and scheme / package description	Scheme purpose	Transport type	Current delivery stage	Tentative Estimated costs, (with base year where known)	Potential funding sources
Large Major Schemes (Highway Capacity)						
LM 1	Kiln Lane Link.	Relieve traffic congestion & Ewell village AQ; Facilitate east to west movements; Improve bus reliability.	Major Transport Project	Scheme Identification	£25+m (2018)	CIL? LEP
Improvements to public transport and accessibility to services (borough-wide)						
PT 1	Wider Network Benefits Package (Epsom & Ewell component) • Schemes covering Surrey Coast to Capital area, to expand and upgrade SCC's traffic management systems and capability to reduce congestion and improve road safety management.	Reduce congestion & improve road safety.	Multiple	Scheme in construction (to be complete in 2018/19)	% of £3.365m C2C LEP Funds (2015)	C2C LEP S106/CIL Local authority contribution
PT 2	Borough wide UTC / UTMC Upgrade including: • Junction remodelling, • Improvement of control strategies, • UTC implementation and upgrade to coordinate junction control, • UTMC implementation and upgrade to provide strategic control of network.	Relieve traffic congestion; Reduce journey times and improved journey time reliability.	Local Highways	Scheme identification	£2m (2017)	CIL LEP
PT 3	Measures to support the Transport Strategy for Surrey's Schools Place Programme.	Mitigate impacts of growth in schools places to 2018 and beyond; Address congestion.	Junction	Scheme identification	TBC (2014)	TBC
Junction improvements/major schemes on the Strategic route Network (SRN)						
	*No SRN roads in E&E					
Junction improvements/major schemes on the Primary Route Network (PRN)						
	*No schemes identified					

Access to & from railway stations/networks (borough-wide)						
RA1	Improvements to pedestrian/cycling access and parking at all railway stations and additional cycle stands <ul style="list-style-type: none"> • Including step-free access at Stoneleigh • Access via all modes including bus integration, cycling and walking. 	Improve accessibility for pedestrians and cyclists to the station and encourage more sustainable modes of transport choices.	Passenger Transport	Scheme Identification	£2m (2017)	Network Rail DFT LEP
RA2	Access to and from Epsom Railway Station via all modes including bus integration, cycling, car parks and walking.	To improve accessibility to the railway station and encourage more sustainable modes of transport choices.	Passenger Transport	Scheme identification	TBC	Network Rail DFT LEP SWR
RA3	Access to and from Ewell East Railway Station via all modes including bus integration, cycling, car parks and walking.	To improve accessibility to the railway station and encourage more sustainable modes of transport choices.	Passenger Transport	Scheme identification	TBC	Network Rail DFT LEP SWR
RA4	Access to and from Ewell West Railway Station via all modes including bus integration, cycling, car parks and walking.	To improve accessibility to the railway station and encourage more sustainable modes of transport choices.	Passenger Transport	Scheme identification	TBC	Network Rail DFT LEP SWR
Improvements to the local bus networks (borough-wide)						
LBN 1	Bus corridor route study and improvements to bus network to include: <ul style="list-style-type: none"> • Real Time Bus Information (RTPI) • Bus Shelters • Reliability measures • Raised kerbs and hardstanding. 	Improve bus reliability and network; Improve accessibility to public transport.	Passenger Transport	Scheme Identification	£600,000 (2017)	CIL LEP
LBN 2	Quality bus corridor improvements on routes 418 to include: <ul style="list-style-type: none"> • Real Time Bus Information (RTPI) • Bus Shelters • Reliability measures • Raised kerbs and hardstanding. 	Improve bus reliability and network; Improve accessibility to public transport.	Passenger Transport	Scheme identification	TBC	CIL LEP
LBN 3	Quality bus corridor improvements on routes 166/460/480 to include: <ul style="list-style-type: none"> • Real Time Bus Information (RTPI) • Bus Shelters • Reliability measures • Raised kerbs and hardstanding. 	Improve bus reliability and network; Improve accessibility to public transport.	Passenger Transport	Feasibility	£1.2m (2017)	LEP Epsom - Banstead STP
LBN 4	Quality bus corridor improvements on routes 408/479 to include: <ul style="list-style-type: none"> • Real Time Bus Information (RTPI) • Bus Shelters • Reliability measures • Raised kerbs and hardstanding. 	Improve bus reliability and network; Improve accessibility to public transport.	Passenger Transport	Feasibility	£500,000 (2017)	LEP Epsom - Banstead STP

LBN 5	Quality bus corridor improvements on Epsom Town Services routes E5/E9/E10/E16 to include: <ul style="list-style-type: none"> • Real Time Bus Information (RTPI) • Bus Shelters • Reliability measures • Raised kerbs and hardstanding. 	Improve bus reliability and network; Improve accessibility to public transport.	Passenger Transport	Feasibility	£500,000 (2017)	LEP Epsom - Banstead STP
LBN 6	Quality bus corridor improvements to: <ul style="list-style-type: none"> • Epsom Town Centre Interchange • Epsom Hospital Connectivity. 	Improve bus reliability and network; Improve accessibility to public transport.	Passenger Transport	Delivery Scheme identification	£200,000 (2017)	LEP CIL
LBN 7	Quality bus corridor improvements to the A240 corridor between Epsom Town Centre and Royal Borough of Kingston boundary via Ewell Village.	Improve bus reliability and network; Improve accessibility to public transport.	Passenger Transport	Feasibility	£750,000 (2017)	LEP CIL
Epsom town centre						
ETC 1	Plan E: Epsom Town Centre schemes including: Return South Street to two-way traffic <ul style="list-style-type: none"> • Improvements to town centre junctions including Spread Eagle • Pedestrian footway widening schemes in town centre including High Street, Spread Eagle, Ashley Road, South Street and Playhouse junction • Town centre public realm improvements including decluttering, street furniture. • New bus stand in Ashley Avenue • Spread Eagle Junction - extend footway on Ashley Road arm • South Street/ Ashley Avenue Pedestrian phase - Introduction of new pedestrian phase to existing traffic signals • Carriageway resurfaced. 	Reduce traffic congestion in the town centre; Improve environmental quality in the town centre and remove barriers to pedestrian movement To reduce crossing distance and align tactile paving To improve pedestrian accessibility and safety.	Major Transport Project	Construction	£2.7m LEP (2017) £675,000 Local contributions (2017)	LEP; ; CIL
ETC 2	Improvements to footway and road surfacing in town centre with high quality paving specification.	Improve the presentation of the public realm in Epsom Town Centre Improved accessibility for pedestrians.	Local Highways	Feasibility	£2m (2017)	LEP CIL
ETC 3	Painting bridges into town (Epsom) <ul style="list-style-type: none"> • Improve presentation of public realm in Epsom town centre. 	Public realm improvements.	Public Realm	Scheme identification	£100,000 (2014)	LEP CIL

ETC 4	Kiln Lane / East Street junction improvement to enhance capacity and improve pedestrian crossings at Kiln Lane junction with East Street.	Relieve congestion; Improved accessibility for pedestrians and cyclists.	Junction	During Construction	£250,000 (2017)	LEP CIL
ETC 5	East Street / Church Road junction improvement to enhance capacity and improve pedestrian crossings at East Street junction with Church Road.	Relieve traffic congestion; Improve accessibility for pedestrians and cyclists.	Junction	Scheme identification	£180,000 (2017)	LEP CIL
ETC 6	East Street Cycle Path.	Enhance shared use facility signs and markings.	Cycling	Scheme identification	£10,000 (2017)	LEP CIL
ETC 7	Fair Green Cycle Link.	Improve cycle accessibility.	Cycling	Scheme identification	£30,000 (2017)	LEP CIL
ETC 8	Old London Road pedestrian cycle track.	Improve pedestrian cycle track.	Cycling	Scheme identification	£200,000 (2017)	LEP CIL
ETC 9	Flush kerbs to create new cycle connection: Laburnum Road to Dulshot Green and The Parade.	Improve cycle accessibility.	Cycling	Scheme identification	Unknown (2017)	No funding identified
ETC 10	Upgrade bridal way (BW44) to create off road route from Epsom Downs towards Epsom.	Improve accessibility from Epsom Downs towards Epsom.	Cycling	Scheme identification	£100,000 (2017)	No funding identified
ETC 11	Resurface Sheep Walk (BW127).	Improve cycle and pedestrian accessibility.	Cycling	Scheme identification	£200,000 (2017)	No funding identified
ETC 12	Surface Ebbisham Lane/Walton Road.	Improve cycle and pedestrian accessibility.	Cycling	Scheme identification	£200,000 (2017)	No funding identified
ETC 13	Equestrian improvements around Epsom Downs.	Improve signage.	Local Highways	Feasibility	£15,000 for study (2017)	No funding identified
ETC 14	Waterloo Road - Shared use cycle footway, from Station Approach to Horsley Close/Cycle path (West side).	Improve cycle and pedestrian accessibility.	Cycling	Scheme identification	TBC (2017)	TBC
Ewell village and surrounding areas						
EV 1	Ewell Village high street outside Coop (being developed in consultation with EEBC).	Relieve congestion and improve air quality with the Ewell Village AQMA.	Air Quality	Scheme identification	£25,000 (2017)	LEP CIL
EV 2	New pedestrian/cycle bridge over railway to the north of Ewell West Station at Station Avenue connecting Station Avenue to Old Schools Lane.	Improved accessibility to Ewell Village centre from residential areas to the west for pedestrians, cyclists and disabled residents.	Pedestrian/Cycling	Scheme identification	£2m (2017)	CIL
EV 3	Improvements to footway and road surfacing in village centre with quality paving specification.	Improve the presentation of the public realm in Ewell Village Centre Improve accessibility for pedestrians.	Pedestrian/Cycling	Scheme identification	£1m (2017)	LEP CIL
EV 4	Mobility ramps: Dropped kerbs at various locations.	To improve accessibility for pedestrians.	Local Highways/Road Safety	Feasibility	£20,000 (2017)	LEP CIL
EV 5	Signage improvements on A240 Reigate Road - VMS.	Improve signage.	Local Highways	Design	£18,000 (2017)	LEP CIL
EV 6	Pedestrian crossing of Cheam Road near Bramley Road.	Pedestrian improvements.	Pedestrian	Scheme identification	£100,000 (2017)	LEP CIL

EV 7	Mill Lane/St Marys Close junction - pedestrian improvements.	Pedestrian improvements.	Pedestrian	Scheme identification	£20,000 (2017)	LEP CIL
Stoneleigh						
SNL 1	Stoneleigh Broadway – parking and public realm enhancements including: • Review parking arrangements • enhancement of public highway area in Stoneleigh Broadway with high quality paving specification • improve road crossings for pedestrians • provision of cycle parking.	Improved parking to support local businesses Improved presentation of the public realm in Stoneleigh Broadway Improved accessibility for pedestrians and cyclists.	Multiple	Scheme Identification	£1m (2017)	CIL
SNL 2	Stoneleigh Local Shopping Parades (including Stoneleigh Parade and Kingston Parade) – parking and public realm enhancements including: • Review parking arrangements • enhancement of public highway area with high quality paving specification • Improve road crossings for pedestrians • Provision of cycle parking. • Cycle route to enable controflow travel.	Improved parking to support local businesses Improved presentation of the public realm Improved accessibility for pedestrians and cyclists.	Multiple	Scheme Identification	£1m (2017)	CIL LEP
SNL 3	London Road bus stops opposite Briarwood Road and Anne Boleyn Court - improve pedestrian accessibility.	Improve pedestrian accessibility.	Pedestrian	Scheme identification	Unknown (2017)	No funding identified
SNL 4	Shared cycle and pedestrian path through Nonsuch Park parallel with London Road.	Complete Nonsuch Park route.	Pedtrian/Cycling	Scheme Identification	£90,000 (2017)	No funding identified
SNL 5	Cycle link from Stoneleigh Park Road to Bradford Drive.	Improve cyclist accessibility.	Cycling	Detailed design complete	£12,000 (2017)	CIL
SNL 6	London Road convert footway to shared use.	Improve cyclist accessibility.	Pedestrian/Cycling	Scheme identification	£10,000 (2017)	No funding identified
SNL 7	Upgrade footpath 89 to create a cycle link from Stoneleigh Park Road to Clandon Close.	Improve cyclist accessibility.	Cycling	Scheme identification	£10,000 (2017)	No funding identified
SNL 8	D2020 Grafton Road Jct. Cromwell Road - Anti-skid surfacing on Grafton Road southbound approach (40m).	Reduce the numer of skid related accidents.	Junction	Scheme identification	£4,000 (2017)	No funding identified
West Ewell						
WE 1	Scotts Farm Road to Ruxley Lane Cycle Link including: • New cycle link from Scotts Farm Road to Ruxley Lane adjacent to Epsom and Ewell High School.	Improve accessibility to employment and education opportunities Encourage modal shift.	Cycling	Scheme Identification	£250,000 (2017)	CIL LEP
WE 2	Upgrade Ruxley Lane pedestrian crossing to Toucan crossing.	Improve pedestrian accessibility and safety.	Pedestrian	Scheme identification	£5,000 (2017)	

WE 3	New pedestrian refuge island on Chessington Road near Derek Avenue bus stops.	Improve accessibility to public transport.	Pedestrian	Scheme Identification	£75,000 (2017)	CIL LEP
WE 4	Ruxley Lane to Bonesgate Cycle Link to connect Ruxley lane to Bonesgate.	Improve accessibility to employment and education opportunities Encourage modal shift.	Cycling	Scheme Identification	£300,000 (2017)	CIL LEP Possible funding from St Ebbas s106 (2017)
WE 5	Remodel Chessington Road junction with Longmead Road Signalise Chessington Road junction with Longmead Road.	Relieve congestion Improve accessibility for pedestrians and cyclists.	Cycling	Scheme Identification	£200,000 (2017)	CIL LEP
WE 6	New off-carriageway Longmead Road to Plough Road Cycle Link to link communities along Chessington Road corridor.	Improve accessibility to employment and education opportunities Encourage modal shift.	Cycling	Scheme Identification	£30,000 (2017)	CIL LEP
WE 7	Flush kerbs to create a new cycle connection: Longmead Road carriageway to Green Lane (West side).	Improve cycle accessibility.	Cycling	Scheme identification	TBC (2017)	TBC
WE 8	A240 Kingston Road, near Worcester Park Road (ATS) - Remove upstand at P/C path entry (near the Hogsmill).	Improve safety .	Road Safety	Feasibility	Unknown (2017)	No funding identified
A240 Ewell Bypass (location refers to junctions on the Bypass)						
A240 1	A240 junction with B284 Worcester Park Road - junction review and remodelling.	Relieve congestion Improve accessibility for pedestrians and cyclists.	Junction	Scheme Identification	£500,000 (2017)	CIL LEP
A240 2	A240 j/w B284 Ruxley Lane - junction review and remodelling.	Relieve congestion Improve accessibility for pedestrians and cyclists.	Junction	Scheme Identification	£500,000 (2017)	CIL LEP
A240 3	A240 j/w Thorndon Gardens - junction review and remodelling.	Relieve congestion Improve accessibility for pedestrians and cyclists.	Junction	Scheme Identification	£500,000 (2017)	CIL LEP
A240 4	A240 j/w Bradford Drive and Stoneleigh Park Road - junction review and remodelling.	Relieve congestion Improve accessibility for pedestrians and cyclists.	Junction	Scheme Identification	£500,000 (2017)	CIL LEP
A240 5	A240 j/w Old Kingston Road - junction review and remodelling.	Relieve congestion Improve accessibility for pedestrians and cyclists.	Junction	Scheme Identification	£500,000 (2017)	CIL LEP

A240 6	A240 j/w A24 London Road - junction review and remodelling.	Relieve congestion Improve accessibility for pedestrians and cyclists.	Junction	Scheme Identification	£500,000 (2017)	CIL LEP
A240 7	A240 j/w A232 Cheam Road including Cheam Road junction with Nonsuch Court Avenue - junction review and remodelling.	Relieve congestion Improve accessibility for pedestrians and cyclists.	Junction	Scheme Identification	£300,000 (2017)	CIL LEP
A240 8	A24 j/w A240 Reigate Road - junction review and remodelling.	Relieve congestion Improve accessibility for pedestrians and cyclists.	Junction	Scheme Identification	£300,000 (2017)	CIL LEP
A240 9	A240 Reigate Road j/w A2022 College Road - junction review and remodelling.	Relieve congestion Improve accessibility for pedestrians and cyclists.	Junction	Scheme Identification	£300,000 (2017)	CIL LEP
A240 10	Reigate Road Cycle Link: • a new cycle route from Ewell Bypass to College Road.	Improved accessibility to employment and education opportunities; Encourage modal shift to cycling.	Cycling	Feasibility designs complete	£417,000 (2017)	CIL LEP
A240 11	Ewell By-Pass Cycle Link I: • a new cycle route from Cheam Road to London Road.	Improved accessibility to employment and education opportunities; Encourage modal shift to cycling.	Cycling	Scheme Identification	£300,000 (2017)	CIL LEP
A240 12	Kingston Road Cycle Link I: • New cycle route from Kingston Road to Ruxley Lane.	Improved accessibility to employment and education opportunities; Encourage modal shift to cycling.	Cycling	Scheme Identification	£600,000 (2017)	CIL LEP
A240 13	Ewell By-Pass Cycle Link II: • a new cycle route from London Road to Kingston Road.	Improved accessibility to employment and education opportunities; Encourage modal shift to cycling.	Cycling	Scheme Identification	£250,000 (2017)	CIL LEP

A240 14	Kingston Road Cycle Link II: • a new cycle route from Ruxley Lane to Borough Boundary.	Improved accessibility to employment and education opportunities; Encourage modal shift to cycling.	Cycling	Scheme Identification	£250,000 (2017)	CIL LEP
A240 15	Ewell By-Pass Cycle Link III: • a new cycle route along A24 Ewell By-Pass, Epsom Road and East Street connecting Kiln Lane to A240 Reigate Road.	Improved accessibility to employment and education opportunities; Encourage modal shift to cycling.	Cycling	Scheme Identification	£500,000 (2017)	CIL LEP

Epsom & Ewell Local Committee Decision Tracker

This tracker monitors progress against the decisions that the Local Committee has made. It is updated before each committee meeting. (*Update provided at 21/11/18*).

- Decisions will be marked as 'open', where work to implement the decision is ongoing.
- When decisions are reported to the committee as **complete**, they will also be marked as 'closed'. The Committee will then be asked to agree to remove these items from the tracker.
- Decisions may also be 'closed' if further progress is not possible at this time, even though the action is not yet complete. An explanation will be included in the comment section. In this case, the action will stay on the tracker unless the Committee decides to remove it.

Meeting Date	Item	Decision	Status (Open / Closed)	Officer	Comment or Update
19 June 17	11	Introduction of bus stop clearways in Hook Road.	Open	Passenger Transport Projects Team Manager (David Ligertwood)	These clearways have been drawn into a review of Route 418 between Epsom and the county boundary, with funding drawn from development planning sources. It is intended to progress these clearways this financial year. The delay in progression arose out of a re-organisation of the public transport teams, following a retirement of the officer who originally requested them.
12 March 18	9	Finalise the detailed design for the West Park Speed Limit scheme, advertise the necessary Legal Orders, and if there are no significant objections to make the necessary Legal Orders and arrange for the scheme to be implemented	Closed	Area Highways Manager (Nick Healey)	Updates in Highways Update report
12 March 18	10	Circulate the notes of the meeting of the Advisory Board to members to allow them to contribute as appropriate.	Open	E&E Family Services Manager, Richard Leary	

Meeting Date	Item	Decision	Status (Open / Closed)	Officer	Comment or Update
25 June 2018	10	The proposals for the Phase 11 parking review as amended to be advertised, any objections reviewed, traffic regulation orders made as appropriate and proposals implemented	Open	Senior Parking Engineer (Stephen Clavey)	The signing and lining is currently being installed. RPZs should be installed as a priority by 26th November, with the rest of the signing / lining being implemented in early December.
25 June 2018	12	Bids for £3,000 of community safety funding to be sought, evaluated and awards made as appropriate.	Closed	Partnership Committee Officer	One bid has been approved for the provision of 5 bodyworn cameras for Rangers/Downskeepers to assist them with their duties such as dealing with ASB, enforcement of bye-laws and gathering intelligence in challenging situations. Complete
10 September 2018	7	Issues with cancellation of hospital appointments without notification to patients to be raised with hospital trust.	Closed	Director of Transformation Surrey Heartlands	An e-mail was sent to the hospital trust, followed by several reminders. No response has been received. It is suggested that this action should be closed. Complete
10 September 2018	9	Identify why the Borough has failed to respond to requests for information in respect of Fairgreen work. A list of centrally funded highway projects to be included in future highway update reports.	Open Closed	Chairman Area Highways Manager (Nick Healey)	 A link to the information available on-line is provided in the report. Complete

Local Committee (Epsom & Ewell) - Forward Programme 2019/20

Details of future meetings			
<p>Dates for the Epsom & Ewell Local Committee 2019/20: 25 March, 24 June, 16 September, 9 December 2019, 30 March 2020</p> <p>The Committee meeting commences at 7pm except in December which is 2pm (Informal Public Question Time from start of meeting for up to 30 minutes). This forward plan sets out the anticipated reports for future meetings. The forward plan will be used in preparation for the next committee meeting. However, this is a flexible forward plan and all items are subject to change. The Local Committee is asked to note and comment on the forward plan outlined in this report.</p>			
Topic	Purpose	Contact Officer	Proposed date
Highways Update	Standing item for all Local Committees	SCC Area Highway Manager	ALL
Decision Tracker	For information	Partnership Committee Officer	ALL
Forward Programme	Review the Forward Programme and consider further themes for Member briefings	Partnership Committee Officer	ALL
Parking Review	To review on street parking restrictions in the Borough and agree any changes for advertisement	Senior Parking Engineer	16 September

This page is intentionally left blank