

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 – 20mph in Ewell Village/Opposition to the proposed experimental closure of the access to Horsley Close, Epsom

Update from Cabinet member – Matt Furniss



Venue

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

Date: Monday, 24 June 2019

Time: 7.00 pm



SURREY
COUNTY COUNCIL

You can get involved in the following ways

Get involved

Ask a question

If there is something you wish know about how your council works or what it is doing in your area, you can ask the local committee a question about it. 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.

Sign a petition

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

Attending the Local Committee meeting

Your Partnership officer is here to help.

Email: nicola.morris@surreycc.gov.uk

Tel: 07968 832177 (text or phone)

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



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This is a meeting in public.

Please contact **Nicola Morris, 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

Mrs Tina Mountain, Epsom Town and Downs (Chairman)
Mrs Jan Mason, West Ewell (Vice-Chairman)
Mr John Beckett, Ewell
Mr Eber A Kington, Ewell Court, Auriol and Cuddington
Mrs Bernie Muir, Epsom West

Borough Council Appointed Members

Cllr Steve Bridger, Stamford
Cllr Nigel Collin, College
Cllr Neil Dallen, Town
Cllr Debbie Monksfield, Court
Cllr Humphrey Reynolds, Ewell

Chief Executive
Joanna Killian

Borough Council Substitute Members

Cllr Arthur Abdulin, Town
Cllr Kate Chinn, Court
Cllr Chris Frost, Nonsuch
Cllr Liz Frost, Woodcote
Cllr Phil Neale, Cuddington

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 – please ask for details.**

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 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 Partnerships 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 for up to 30 minutes. Where possible questions will receive an answer at the meeting, or a written response will be provided subsequently.

PART 1 – IN PUBLIC

1 APPOINTMENT OF CHAIRMAN AND VICE-CHAIRMAN OF THE LOCAL COMMITTEE FOR 2019/20

To note the appointment by Council of County Councillor Tina Mountain as Chairman and County Councillor Jan Mason as Vice-Chairman of the Local Committee for the current municipal year.

2 APPOINTMENT OF BOROUGH COUNCIL MEMBERS [EXECUTIVE FUNCTION – FOR DECISION]

Under the County Council's Constitution (Part 4. Standing Orders, Part 3 40 (f)) no substitutes are permitted for district/borough council co-opted members of local committees, unless a local committee agrees otherwise at its first meeting following the Council's annual meeting and in relation to all meetings in the following year, upon which named substitutes will be appointed to the Local Committee on the nomination of the relevant district/borough council.

The Local Committee is therefore asked to decide whether it wishes to co-opt substitutes in the municipal year 2019/20.

Epsom & Ewell Borough Council has nominated 5 Borough Councillors and 5 substitutes to serve on the Local Committee for the municipal year 2019-2020. Joanna Killian, Chief Executive, has now confirmed these appointments as follows, subject to the agreement by the Committee to permit substitutes:

EPSOM AND EWELL BOROUGH COUNCIL APPOINTED MEMBERS [5]

Cllr Steve Bridger [Stamford]
Cllr Nigel Collin [College]
Cllr Neil Dallen [Town]
Cllr Debbie Monksfield [Court]
Cllr Humphrey Reynolds [Ewell]

Epsom and Ewell Borough Council Substitutes

Cllr Arthur Abdulin [Town]
Cllr Kate Chinn [Court]
Cllr Chris Frost [Nonsuch]
Cllr Liz Frost [Woodcote]
Cllr Phil Neale [Cuddington]

3 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

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

4 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.

5 CHAIRMAN'S BUSINESS

The Chairman will update the Committee on any current issues.

6 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.

One question has been received so far the officer response to which is attached. Any further questions received before the deadline will be published in a supplementary agenda.

7 PETITIONS

(Pages 3 - 8)

To receive any petitions in accordance with Standing Order 68.

Two petitions have been received and officer responses are attached.

Petition 1 – Request for the introduction of a 20mph speed limit in Ewell Village

Lead petitioner: Clare Clark Signatures: 552

Petition 2 – Request not to consider the closure of the access to Horsley Close, Epsom from Waterloo Road

Lead petitioner: Janet Burgess Signatures: 188

8 MINUTES OF PREVIOUS MEETING

(Pages 9 - 16)

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

9 MEMBER QUESTION TIME (Pages 17 - 18)

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.

The response to one question is currently available. Further responses will be included in the supplementary agenda.

10 ROAD SAFETY OUTSIDE SCHOOLS ST JOSEPH'S SCHOOL, ROSEBANK, EPSOM [EXECUTIVE FUNCTION - FOR DECISION] (Pages 19 - 54)

The access arrangements to St Joseph's School changed in October 2018. Previously part of the school community accessed the school via St Margaret's Drive, a private road across Abelea Green, and the car park at St Joseph's Church. This access route was closed to the school community in October 2018, which means the only approach routes to St Joseph's School are now via Rosebank and Whitehorse Drive. The reasons for this change are outside the scope of this report.

Since this change, road safety concerns have been raised in both Rosebank and Whitehorse Drive. In response officers have met the head teachers of both St Joseph's and Rosebery Schools, and arranged site audits in accordance with the County Council's "Road Safety Outside Schools" policy. This report outlines observations, analysis and recommendations for minor highway improvements arising from these meetings and audits.

The school run in Rosebank and Whitehorse Drive is quite typical for Surrey schools, and works significantly better than for a fair number of other schools. The only observed safety concerns were to do with the operation of the pick up and drop off system in the school's car park, which is accessible from Rosebank.

11 HIGHWAYS UPDATE [EXECUTIVE FUNCTION - FOR DECISION] (Pages 55 - 74)

This report summarises progress with the Local Committee's programme of Highways works for the current Financial Year 2019-20.

Members are encouraged to start considering the strategy and priorities for next Financial Year, 2019-20.

12 VERBAL UPDATE FROM SCC CABINET MEMBER FOR HIGHWAYS - MATT FURNISS [FOR INFORMATION]

The new SCC Cabinet member for Highways, Matt Furniss will provide a short verbal update and answer member questions.

13 LOCAL COMMITTEE COMMUNITY SAFETY FUNDING [EXECUTIVE FUNCTION - FOR DECISION] (Pages 75 - 80)

The local committee has a delegated budget of £3,000 for community safety projects in 2019/20. This report sets out the process by which this funding should be allocated to the Community Safety Partnership and/or other local community organisations that promote the safety and wellbeing of residents.

- 14 REPRESENTATION ON EXTERNAL BODIES [EXECUTIVE FUNCTION - FOR DECISION]** (Pages 81 - 86)
- This report seeks the approval of Local Committee to the appointment of representatives to external bodies.
- 15 LOCAL COMMITTEE DECISION TRACKER [FOR DECISION]** (Pages 87 - 88)
- This item provides an update on previous decisions and actions agreed by the Committee. The Committee is asked to agree that the items marked as complete are removed from the tracker.
- 16 FORWARD PLAN [FOR INFORMATION]** (Pages 89 - 90)
- The Committee is asked to note the forward plan for the Committee and propose any items which they would like to see added.
- 17 DATE OF NEXT MEETING**
- Monday 16 September, 7.00pm – Bourne Hall, Ewell

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**SURREY COUNTY COUNCIL
LOCAL COMMITTEE EPSOM & EWELL
24 June 2019**

PUBLIC QUESTIONS AND STATEMENTS

Question 1 – Mr Rick Kendall

Re: Downs Hill Road, Epsom

1. How does Epsom and Ewell Borough Council (EEBC) intend to prevent all vehicles from speeding in Downs Hill Road (DHR) in both directions particularly during off peak periods? The police have been informed.
2. How does EEBC intend to stop vehicles including HGV's from rat running in this narrow residential Road?
3. Vehicles park in the yellow line on the north side in the middle of the road up and until 8.30AM. The rush hour, particularly in school term times starts at about 7.30 and results in cars mounting the pavements at the top and bottom of the road, although this also happens even if no cars are parked on the yellow line. The yellow line needs to come into force much earlier and later in the day. Heavy traffic is also experienced during weekends and cars also mount the pavement when cars are parked on the yellow line. It may need extending in length and changing to a double yellow line or no parking between 7.30AM and 7.30PM

Officer Response:

Highways are the responsibility of Surrey County Council and not Epsom & Ewell Borough Council. There are a number of roads around the periphery of Epsom Town Centre that are used routinely by drivers in preference to the main roads through the centre of the town. As the level of car ownership and usage increases inexorably with time, the volume of traffic using these peripheral roads is likely to increase.

In the case of Downs Hill Road, any concern about alleged speeding should be reported to Surrey Police, who are the sole agency with the necessary powers to take enforcement action against speeding drivers. A traffic calming scheme to encourage drivers to slow down would cost in the region of £100,000. There is no evidence to support a substantial investment in Downs Hill Road at the present time, when the budget available to the Local Committee is limited. The casualty history is very good, with only 2 casualties in the last 20 years.

Surrey County Council does not pro-actively look to introduce parking restrictions across the borough, but does so on the request of residents, councillors, emergency services etc.

The fact that no changes have been made to Downs Hill Road since 2012, would imply that we have received very few or no requests to amend or introduce any further restrictions on that road.

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We can certainly look to amend the yellow line restriction that is halfway along the north side, to a double yellow line, as its original intention was to create a safe passing place for vehicles. This would have to be done as part of a parking review.

Below is a link to our parking review web page for further guidance and information:
<https://www.surreycc.gov.uk/roads-and-transport/parking/reviews>

We cannot prevent high sided vehicles, such as vans or SUVs from parking on the northern side – they have as much right as standard cars to park in these locations.

Residents should not be reversing from their driveways on to the public highway – Rule 201 of the Highway Code recommends that you should reverse in to the drive and drive out forward. Driving out forward will increase your forward visibility and make egress safer.

White lines are no longer installed across driveways unless they meet with our strict criteria – the lines themselves have been thrown in to disrepute because of their excessive use. Parking across a driveway is enforceable under different legislation. An enforcement officer from the borough can ticket an offending vehicle and in extreme circumstances the police can have a vehicle removed if you cannot gain access to the public highway. The access protection marking itself, is not enforceable.

The criteria for white lines across drives is below:

APMs are only used when it is unclear that a dropped kerb or an access for vehicles exists, which is normally in one of the following circumstances:

- where a pavement kerb is noticeably low (height less than 50mm) making it hard to see the difference between the raised and dropped areas.
- where properties on rural roads are set far back from the road and have driveways concealed by trees or shrubbery.
- where there is an access within parking bays marked on a road.

The damaged sign at the junction of St Martins Road and Downs Hill Road has now been rectified by our colleagues at Epsom and Ewell BC.

SURREY COUNTY COUNCIL



LOCAL COMMITTEE (EPSOM & EWELL)

DATE: **24 June 2019**
 SUBJECT: **PETITION – Introduce 20 mph speed limits in Ewell Village**
 DIVISION: **Ewell**

PETITION DETAILS:

We the undersigned petition Surrey County Council to Introduce 20 mph speed limits in Ewell Village

Walking and cycling in Ewell Village can be very hazardous, particularly for young children, and countless traffic-related near misses have been recorded. A change in the culture of driving through the village is desperately needed, to improve safety and for everybody's wellbeing. 20 mph limits have already been proven as a cost effective way to save lives in other areas, as well as reducing noise pollution and helping to encourage walking and cycling. We are therefore petitioning for this to be introduced in Ewell, to make it a safer, more pleasant place for us all.

Lead petitioner: Clare Clark Signatures: 552

RESPONSE:

Speed limits

Surrey County Council (SCC) aims to set speed limits that are successful in managing vehicle speeds and are appropriate for the main use of the road(s). Reducing speeds successfully may reduce the likelihood and severity of collisions, and can help to encourage more walking and cycling. This can help to make communities more pleasant places to live, and can help sustain local shops and businesses. The desire for lower speeds has to be balanced against the need for reasonable journey times and the usage of the road, for example to ensure traffic is not diverted onto less suitable routes.

SCC's current policy 'Setting Local Speed Limits' is based on national policy issued by central government via the Department for Transport and speed enforcement policy issued by the Association of Chief Police Officers.

Experience shows that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing average speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and is ignored then this could result in the majority of drivers criminalising themselves and could bring the system of speed limits into disrepute. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.

Whilst the national speed limit in roads with a system of street lighting is 30mph, such as in most of Ewell, it is recognised that this may not be an appropriate speed to travel at. It

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should also be noted that the stated speed limit is the maximum permitted speed and not a target. As well as being the legal limit, speed limits are a key source of information to road users, particularly as an indicator of the nature and risks posed by that road both to themselves and to all other road users. The setting of a suitable speed limit aims to ensure that the majority of drivers will naturally drive at the appropriate speed. This enables the police to target drivers that are deliberately driving at inappropriate speeds.

Safety

Surrey Police records details on road collisions where personal injury has resulted. This data is shared with Surrey County Council. Data is publicly available at

www.crashmap.co.uk

Surrey Highways, in partnership with Surrey Police, identifies locations with a poor safety record by analysing collision data and trends. It is standard for the most recent three year period to be considered in order to determine patterns that may be addressed through measures such as physical changes, enforcement, or educational campaigns.

Available data for the last three years shows the largest number of injury collisions on the bypass (A24/A240) which is to be expected as the major route in the area carrying the most traffic. There are also injury collisions on the most significant 'local' roads including High Street, Reigate Road, Cheam Road, Chessington Road, London Road and Kingston Road. These roads also carry significant numbers of traffic. There are a number of injury collisions resulting in child, pedestrian or cyclist casualties. However the data does not record 'damage-only' collisions or near misses.

20mph limits

Research into signed-only 20 mph speed limits shows that they generally lead to only small reductions in traffic speeds. Signed-only 20 mph speed limits are therefore most appropriate for areas where vehicle speeds are already low. If the average speed is already close to 20mph, introducing a 20 mph speed limit through signing alone is likely to lead to general compliance with the new speed limit. Where the existing average speeds are not close to 20mph then traffic calming would be required to encourage lower speeds. Research has shown that 20mph zones with traffic calming measures have been very effective in reducing speeds and casualties, may encourage more walking and cycling and may result in reductions in traffic flow as drivers choose alternative routes.

However traffic calming measures are expensive and are not always universally popular. For example, residents close to speed tables, cushions or priority give way features may object on the grounds of increased vibrations and noise.

Introducing 20mph limits

In order to introduce a 20mph limit a feasibility study would be required to investigate and establish the existing conditions, including measurement of existing vehicle speeds. The nature and contributory factors in collisions causing injury would be assessed. This would inform the development of appropriate measures to ensure that resulting vehicle speeds are commensurate to the new limit as well as addressing safety issues where possible. Measures may include road tables, cushions, priority give way features or chicanes. Features generally need to be spaced so that drivers are not encouraged to speed up in between. In terms of the siting of features, constraints to be considered include accesses to public roads, commercial premises and residential properties.

Other measures can influence driver behaviour, such as changing permitted traffic movements to make particular routes less attractive. There is the issue of potential re-routing of traffic to less appropriate roads and the usage of the road in question would also need to be considered. For example, Ewell High Street has mixed use and is also used by buses. In order to accommodate large vehicles, the type of traffic calming feature may be more limited than on residential roads. It is also likely that on-street parking provision would be affected to accommodate traffic calming features.

The scope of any proposed measures would directly influence the scale of works required. The extents of any desired 20mph limit would need to be defined. For example, Ewell High Street is a relatively short linear route but there is a significant number of surrounding roads. It is worth noting that any measures to alter road layouts are likely to be prohibitively expensive based on likely committee budgets, although external funding may be an option. Even with external funding, it is very unlikely that the features required to support 20mph limits across Ewell as a whole could be funded. Potential roads or sections of roads would need to be prioritised which may include consideration of the type of use, number of vehicles and pedestrians, and presence of schools or sites with vulnerable users. The existing safety record may also be considered, as well as the concerns of residents. Any vertical traffic calming or changes to speed limits or permitted vehicle movements require statutory consultation including with the emergency services. A traffic order would be required to implement a change in speed limit.

RECOMMENDATION

The Local Committee is asked to:

- (i) *Decide:*
- a. *to allocate funding for a feasibility study (it should be noted that the Local Committee's highways programme for financial year 2019-20 was agreed at its meeting of 25 March 2019).*
 - b. *to place this suggestion on the prioritisation list for future consideration*
 - c. *to do nothing at this stage*

Contact Officer:

Nick Healey, Area Highway Manager (NE)

Tel: 0300 200 1003

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SURREY COUNTY COUNCIL



LOCAL COMMITTEE (EPSOM & EWELL)

DATE: 24 June 2019
 SUBJECT: Petition: Opposition to experimental closure of Horsley Close
 DIVISION: Epsom West

PETITION DETAILS:

Objection to Horsley Close entrance from Waterloo Road being closed off in an experimental closure. This will cause problems for Horsley Close, Hazon Way, Gosfield Road and Maidenshaw Road. The only access to these residential roads would be through Temple Road. This will also constitute health and safety issues.

Lead petitioner: Mrs Janet Burgess

No of signatures: 187

Janet Burgess, Debbie Evans, Ian Green and Beldev Maghera have requested to speak in the 3 minutes allowed to present the petition.

RESPONSE:

At the present time there is no plan to close the entrance to Horsley Close from Waterloo Road. Committee agreed in March 2019 to consult the local community on an experimental closure of the end of Horsley Close. The results of this consultation would then be reported back to the Local Committee, who would decide whether or not to promote an experimental closure. It is suggested that this consultation should go ahead as agreed, to ensure that the views of all affected residents are taken into consideration before a decision is made.

RECOMMENDATION

The Local Committee is asked to:

Confirm that the proposed public consultation of affected residents should proceed as planned and the results be reported back to a future meeting of the Committee

Contact Officer:

Nick Healey, Area Highway Manager (NE)

Tel: 0300 200 1003

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Minutes of the meeting of the
Epsom AND EWELL LOCAL COMMITTEE
 held at 7.00 pm on 25 March 2019
 at Bourne Hall, Spring Street, Ewell KT17 1UF.

These minutes are subject to confirmation by the Committee at its next meeting.

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.

1/19 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

There were no apologies for absence.

2/19 DECLARATIONS OF INTEREST [Item 2]

There were no declarations of interest.

3/19 CHAIRMAN'S BUSINESS [Item 3]

The Chairman reported that:

- The County Council is currently consulting on the Making Surrey Safer Plan which proposes changes to the Fire Service Consultation, until 26th May;
- Members have been asked to provide feedback on Priority 2 Salt Routes;
- The Members Community Allowance of £5000 will be open for applications from 1 April until 31 January;
- A new Chief Constable has been appointed, Gavin Stephens;
- Surrey Police have announced that they will be moving to a new headquarters in Leatherhead;

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- Heathrow Airport have announced another round of consultation over the Summer;
- 948 Secondary school places have been allocated in Epsom and Ewell. 12428 places in Surrey up 2% on the previous year. 98% of applications were made on line with 81% getting their first choice and 92% getting a choice of their top three;
- The Chairman had attended the Junior Citizen day at Epsom racecourse on the 14 March. Dan Boneham had asked that his thanks be passed on for the support from Epsom & Ewell Borough Council, Surrey County Council and the three Divisional members who co-sponsored the event.

4/19 WRITTEN PUBLIC QUESTIONS AND STATEMENTS [Item 4]

There were no public questions.

5/19 PETITIONS [Item 5]

Declarations of Interest: None

Officers attending: Nick Healey, Area Highways Manager

Petitions, Public Questions/Statements: 1 petitions was received

The petitioner outlined that the entrance to the car park for the offices where she works is on a bend in Woodcote Road. The car park is well used and it is very difficult to exit safely on a blind bend, where drivers often drive too fast. There is also a well-used public footpath adjacent used by parents with buggies and young children and people visiting the hospital who find it difficult to cross the road.

Member discussion –key points

The Area Highways Officer responded that there are many sites which have a worse accident record and that resources have to be directed to addressing issues at these locations.

The Divisional member indicated that she was aware of issues along the length of the Woodcote Road, which has no pavement in some parts and had asked the local Maintenance Engineer to consider options for improvement. She has prioritised funding from her highways allocation to contribute towards any work recommended.

Members discussed the recommended options in the report. Two members were in favour of adding this area to the Committee's prioritisation list in case the divisional member is not able to proceed with the work required, however seven were in favour of taking no further action. It was therefore:

Resolved:

To take no further action at the current time, as the divisional member is already considering options to address issues in this area.

Reasons: To allow the work in hand to continue.

6/19 MINUTES OF PREVIOUS MEETING [Item 6]

Confirmed as a correct record.

7/19 MEMBER QUESTION TIME [Item 7]

One question was received and the response is included in the supplementary agenda. Cllr Mason indicated that she did not feel that her question had been answered adequately and requested a response to all of the four points she had made and that it should be sent to all Committee members. The Edge youth centre should be considered a special case, the only reason it has not been operating satisfactorily and is currently closed, is due to a lack of suitably qualified staff. It is a much needed resource in an area of high deprivation. The officer would be asked to respond further in writing.

8/19 EPSOM & ST HELIER UNIVERSITY HOSPITALS NHS TRUST UPDATE [SERVICE MONITORING AND ISSUES OF LOCAL CONCERN] [Item 8]

Declarations of Interest: None

Officers attending: Daniel Elkeles, Chief Executive, Epsom & St Helier University Hospital Trust

Petitions, Public Questions/Statements: Not permitted as not an SCC service

The Trust Chief Executive provided an update on the latest news from the Trust. The presentation is attached at Annexe A to these minutes.

The new Surrey Downs Health & Care Service would launch on 1 April and it was hoped that this would provide an improved service for residents.

Epsom Hospital has the best performing stroke service in Surrey after Frimley park hospital.

The programme to look at the long term future of the hospitals is being run by the CCGs who will carry out a public consultation on which site is preferred. Government will need to commit to funding of £100m to build the facility, before the consultation can start. It is clear that it will not be possible or sustainable to continue to run all services from both hospital sites. Both hospitals will continue to provide 85% of the current services and a new acute facility will be built on one of three sites, all of which are in the Trusts current catchment.

By 2025 it is anticipated that there will be 2,500 patients a day seen at each hospital, with about 150 patients from the Epsom area going to the acute facility. There is predicted to be around a 7% increase in the population of the Borough by 2025, which has been modelled into the activity projections..

Member discussion –key points

Members queried whether there is any binding commitment from Legal & General (L&G) to provide accommodation for over 65's on the hospital land sold to them and if there is no requirement why the offer of a sale at a higher

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price was not accepted. Who agreed not to put caveats on the sale or not to accept a better offer? The Trust Chief Executive responded that the land had been offered to other public authorities including the County Council and there had been no credible offers. Social care in Surrey is either funded privately or by the County Council mostly in private accommodation. The land was sold to the company who seemed to best meet the brief to provide facilities for social care or affordable housing as requested by residents at the hospital board meeting, but there is no binding requirement for them to provide this. The highest bids came with lots of caveats and were felt to be unlikely to get planning permission or realise the offer being made. The offer from L&G also includes a subsidised nursery and wellness centre/gym which can be used by hospital staff. Should L&G decide to sell on the land for a higher price overage clauses will come into effect which will require them to pay additional sums to the hospital. Once a planning application is submitted the Borough Council will be able to consider additional conditions on any permission granted. The current proposal is for 150-200 units of accommodation from single rooms to two to three bed flats. The single rooms will be available for step up and down nursing care and the NHS will be able to buy the service as required whilst some will be privately funded.

A members queried the timescales for the provision of additional car parking on site. The Trust Chief Executive responded that it has been agreed that staff parking can remain on the sold land until at least 2020 to give time for the consideration of a planning application for a decked car park.

The Trust Chief Executive was unable to provide the assurance that at any time in the future no more land on the Epsom hospital site will be sold. However, he did confirm that no more land would be sold before a decision has been made on the location for the new acute facility.

A member queried whether the hospital was accepting equipment from the Epsom Medical Equipment Fund. The Trust Chief Executive responded that they are not accepting equipment currently as the terms of the Fund mean that it is only able to loan the equipment and the Trust feel that people donating funding would expect the equipment to be donated to Epsom Hospital. The Trust are quite happy to provide assurances that any equipment donated will remain at Epsom Hospital. Although the Fund has been asked to move their shop from the hospital, they are still able to use the car park for boot sales to raise money.

A member asked whether the Trust was confident that it had sufficient levels of staff particularly in the light of Brexit. The Chief Executive responded that there are a lot of vacancies in the Trust. 15% of staff currently come from the EU and it has become harder to recruit from there. However, the Trust does have ambitious plans for recruitment and has had some success. A&E is a particular challenge, to fully staff both sites 30 middle grade medical staff would be required and there are currently 11 permanent staff with some vacancies filled by temporary staff, but this does affect waiting times.

It was reported that between £7.5-£8m had been secured to move the Cottage Hospital from the Horton site to the Langley Wing at the hospital. It will be a centre of excellence for rehabilitation. The Horton site will be sold by NHS property services but the Trust would like to see a new GP surgery in this area.

9/19 HIGHWAYS UPDATE [EXECUTIVE FUNCTION - FOR DECISION] [Item 9]

Declarations of Interest: None

Officers attending: Nick Healey, Area Highways Manager

Petitions, Public Questions/Statements: None

Member discussion –key points

The Area Highways Manager reported that since the last meeting the Cabinet member for Highways had decided not to divide the capital funding for Local/Joint Committees equally as in previous years, but to use different criteria. This had resulted in a roughly 20% reduction in the funding available to this Committee. The capital programme can go ahead as planned as the Borough council have given agreement to the release of some s106 funding which can be used to fund some of the work planned on East Street.

Members were unhappy with the reduced level of funding and the criteria used which includes the number of divisions and the length of road in each area. The County Council has challenged Government on using road length rather than usage to determine funding, but is now applying this criteria to its own funding. Epsom & Ewell now have the lowest level of funding anywhere in Surrey despite having some of the most used roads.

Members queried whether if it is not possible to use the CIL funding for tree planting in East Street whether the funding will be returned. The Area Highways Manager confirmed that £1,800 has currently been provided to carry out radar surveys to see if there are any suitable sites for planting. The Borough can ask for the return of any unused funding at any time.

It was reported that the original plans for the Stoneleigh Park Road cycleway had proposed converting the footway outside the shops to shared use, but this was not now suitable on safety grounds. An alternative solution is being sought.

It is not possible to say what level of funding will be available in future years to fund central maintenance schemes via Project Horizon. Noted that the resurfacing in East Street had been postponed as a result of the requirement to replace the gas main for which SGN currently have a tendering process taking place.

Members queried whether High Street East would be resurfaced. It is not currently on any programme, although if the Committee wished to do so it could consider pooling resources to carry out this work.

The Ward member thanked the Area Highways Manager for the work carried out in Noble Park.

The zebra crossing originally proposed in Waterloo Road to use the developer funding from the station had not proved acceptable as a result of the loss of too many parking spaces by the shops. However, it was felt to be important

ITEM 8

that this funding does not have to be returned. The proposal currently under consideration is not to close Horsley Close but to consult more widely to gauge if there is any support for this option.

Noted that the dropped kerbs planned along the Chessington Road are to improve accessibility and won't add any new cycle facilities.

Resolved:

- (i) That the (revised) strategy for allocation of Joint Committee Highways budgets for next Financial Year 2019-20 as set out in Table 4 of the report be agreed.
- (ii) (on a proposal from Cllr Kington seconded by Cllr Mason it was unanimously agreed) To note with concern that, since it last met in December, there has been an additional cut to the proposed Epsom and Ewell local highway budget for 2019/20 based on a criteria that does not take into account road usage and which provides insufficient funding to address locally identified need. The Local Committee therefore calls upon the Cabinet to review both the funding of, and the criteria for, the allocation of the Local Highway budget for 2020/2021.
- (iii) To implement the three options to invest the £50,000 s106 funding in pedestrian, cycle, and public transport improvements in Waterloo Road:
 - a. (6 votes FOR, 1 AGAINST, 1 ABSTENTION) Implement a new shared pedestrian / cycle route connecting Station Approach to the alleyway leading to Pound Lane;
 - b. (ALL in favour) Implement the street lighting improvements underneath the railway bridge in Waterloo Road;
 - c. (8 votes FOR, 1 AGAINST) Consult the local community on an experimental closure of the end of Horsley Close;
- (iv) To approve thirteen new bus stop clearways as detailed in Annex C of the report.
- (v) To 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. The Committee wished to draw the attention of the Cabinet to the level of funding provided for this area and the criteria used. Specific recommendations are made to facilitate the investment of a £50,000 s106 sum that must be spent on pedestrian, cycle, and public transport improvements in Waterloo Road. 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.

Members were disappointed that the final yellow lining from the last parking review had still not been completed. The Chairman reported that he had raised the matter with the Cabinet member for Highways as the timings of the past few reviews have all resulted in lines being laid down in the winter, when there are often delays as a result of bad weather. The next review would begin in September which would mean that lines would be painted in spring, so that the work should be completed more quickly.

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

11/19 FORWARD PLAN [FOR INFORMATION] [Item 11]

Noted the forward plan.

12/19 DATE OF NEXT MEETING [Item 12]

Monday 24 June 2019 at 7pm, Bourne Hall, Ewell.

Meeting ended at: 9.00 pm

Chairman

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**SURREY COUNTY COUNCIL
LOCAL COMMITTEE IN EPSOM & EWELL
24 June 2019**

MEMBER QUESTIONS

Question 1: Cllr Neil Dallen

Re: South Street

Having just settled down the new two way South Street with new paving I was surprised and disappointed to see the road closed for two days going southbound. It looks like Thames water work on half of the east pavement.

Why was the road closed rather than pedestrian pavement?

Why so soon after laying the pavement do Thames Water need to dig it all up? Could this have been done before the laying of the new pavement?

Officer Response:

The road closure was as a result of an emergency permit submitted by Thames Water to deal with a service issue at no. 3 South Street. According to the permit the works commenced at 11.35pm on the 5th of June, the permit was submitted at 9.53am and was received on the 6th of June at 10.20am. Streetworks instructed the local Streetworks Inspector to attend as soon as we became aware. As a result of a conversation between the Inspector on site & the Coordinator, Thames Water were instructed to remove the carriageway obstruction, close the footway and divert the pedestrians.

The decision to close the southbound lane to provide a pedestrian walkway was Thames Water's alone; it was reverted by Streetworks as soon as the situation on site had been assessed, and being an emergency it was not agreed in advance with Streetworks. The site has been checked following the work and the carriageway closure has been removed, as per our instructions. Whilst the lane restriction on South Street was removed, Thames Water did not advise us that they had closed the right turn out of West Street on their permit, and it appears that our operative missed the closure at the junction. We were alerted at about 4.20pm on Friday and removed it after discussion. We apologise that this was not addressed earlier in the day.

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (EPSOM & EWELL)****DATE: 24TH JUNE 2019****LEAD OFFICER: NICK HEALEY, AREA HIGHWAY MANAGER (NE)****SUBJECT: ROAD SAFETY OUTSIDE SCHOOLS
ST JOSEPH'S SCHOOL, ROSEBANK, EPSOM****DIVISION: EPSOM TOWN AND DOWNS****SUMMARY OF ISSUE:**

The access arrangements to St Joseph's School changed in October 2018. Previously part of the school community accessed the school via St Margaret's Drive, a private road across Abelea Green, and the car park at St Joseph's Church. This access route was closed to the school community in October 2018, which means the only approach routes to St Joseph's School are now via Rosebank and Whitehorse Drive. The reasons for this change are outside the scope of this report.

Since this change, road safety concerns have been raised in both Rosebank and Whitehorse Drive. In response officers have met the head teachers of both St Joseph's and Rosebery Schools, and arranged site audits in accordance with the County Council's "Road Safety Outside Schools" policy. This report outlines observations, analysis and recommendations for minor highway improvements arising from these meetings and audits.

The school run in Rosebank and Whitehorse Drive is quite typical for Surrey schools, and works significantly better than for a fair number of other schools. The only observed safety concerns were to do with the operation of the pick up and drop off system in the school's car park, which is accessible from Rosebank.

RECOMMENDATIONS:

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

- a) Allocate funding to begin a feasibility study for St Joseph's School this Financial Year 2019-20, to include consideration of measures in both Rosebank and Whitehorse Drive (this would mean deferring another project);
- b) Add St Joseph's School to Committee's prioritisation list of possible future schemes, for consideration in a future Financial Year, or;
- c) Do nothing at the present time.

REASONS FOR RECOMMENDATIONS:

From a purely technical point of view, there are engineering improvements in Rosebank and Whitehorse Drive that would be beneficial. Committee is asked to

decide whether to investigate the feasibility of these improvements this Financial Year 2019-20, or potentially in a future Financial Year, or not at all.

1. INTRODUCTION AND BACKGROUND:

- 1.1 One of the most frequently expressed road safety concerns is that of the safety of children outside schools. At school drop off and pick up times the roads in the immediate vicinity of schools are especially busy and there is usually a higher level of vehicle, pedestrian, scooter and cyclist activity. This causes slower vehicle speeds and congestion and very often leads to frustration from residents and motorists at the apparent chaos caused by parents and children arriving or leaving the school.
- 1.2 The access arrangements to St Joseph's School changed in October 2018. Previously part of the school community accessed the school via St Margaret's Drive, a private road across Abelea Green, and the car park at St Joseph's Church. This access route was closed to the school community in October 2018, which means the only approach routes to St Joseph's School are now via Rosebank and Whitehorse Drive.
- 1.3 Since this change, road safety concerns have been raised in both Rosebank and Whitehorse Drive. These concerns have been expressed by the head teacher and others within the St Joseph's School community, the head teacher of Rosebery School, and residents of Whitehorse Drive. These concerns were the subject of two petitions presented to Committee in December 2018.
- 1.4 The Area Highway Manager has been in dialogue with the head teacher at St Joseph's for some time. The Area Highway Manager, the Senior Parking Engineer, and the Divisional Member met the head teachers of both St Joseph's and Rosebery Schools in October 2018 to observe the afternoon school run in Whitehorse Drive and discuss the schools' concerns in person.
- 1.5 Visits to both Rosebank and Whitehorse Drive during the school run were conducted in April and June 2019 involving the county council's Road Safety Team, Safer Travel Team, Local Highway Engineers and Surrey Police. Casualty data recorded by the police has been assessed. The current provision of road safety education and the status of the school's travel plan has also been assessed.

2. ANALYSIS:

2.1 Rosebank – observations

- 2.1.1 The following observations were made of the afternoon school run in April 2019, during a Road Safety Outside Schools audit. The side notes from this audit are included in Annex B.
 - A number of pedestrians crossed the road immediately opposite the school's car park exit – this is one of the busiest points on the road due to the way the afternoon pick up system is operated. (Please see below for further comments on the pick up and drop off facility.) This is the most natural desire line for pedestrians approaching the school through Mount Hill Gardens to cross Rosebank.

- There was a high volume of pedestrians, low numbers on scooters, and very few (if any) cyclists. It has been suggested that there are a number of barriers to cycling, including the gradient of Rosebank, a perception that the junction of Rosebank and West Hill is unsafe for cyclists, and concerns over cyclists competing for road space with parked and moving vehicles.
- Most pedestrians approached the school on the same side of the road as the school – this means that they must have crossed the road further down the hill.
- In Dalmeny Way and other side roads drivers were observed to be parking on double yellow lines and on footways. This does not appear to be so much of an issue in Rosebank itself.

2.1.2 There are a number of concerns relating to the existing pick up and drop off system using part of the St Joseph's School car park:

- If there were to be any incident within the school's boundary resulting from this arrangement, the school could be legally liable. (For this reason most schools do not allow parents to drive onto their sites.)
- In the afternoon, drivers circulate continuously while waiting for their children to emerge from the school building. This results in a continuously moving circular queue of vehicles snaking between the school car park and Rosebank. This moving queue crosses the footway twice – at the entry and exit points of the car park.
- There is poor visibility between the exit from the school car park and the approach up the hill along Rosebank, through the single file section formed by the parking bay adjacent to the school exit. This means that drivers approach the school up the hill and get stuck in the circulating queue, which fills both the school car park and the section of road between the car park entrance and exit. This means that any driver trying to exit the car park to move away from the school down the hill cannot proceed, as they are blocked by the stuck vehicle trying to approach up the hill. The result is gridlock, which can only be resolved by drivers reversing down the hill through the single file section. The head teacher reported that she often has to intervene personally to unlock this gridlock, by requesting drivers to reverse back down the hill.
- In the morning drivers trying to use the drop off point in the school car park were observed to be obstructed from pulling off Rosebank, as drivers within the car park stopped part way through to drop off their children, rather than stopping as far forward as they could before reaching the car park exit.
- The operation of this pick up and drop off system, and the interaction of the resulting circulating queue with pedestrians crossing the road, were the only safety concerns observed in Rosebank.

2.1.3 A number of vehicles associated with a local car and van hire company were parked on the footway at the foot of Rosebank, on the approach to the traffic signals. This is a regular occurrence, which is well known to the Borough Council's parking enforcement team. This unlawful parking reduces the approach to the traffic signals to single file. Anecdotal evidence suggest that as a result of this, drivers entering Rosebank have felt forced to drive on the footway to clear the junction. During the audit, Surrey Police visited the office of the car and van hire company, to point out the impact of the unlawful parking, and request that they desist. A representative of the car and van hire company agreed that they would stop parking their vehicles unlawfully.

2.1.4 The school run in Rosebank is typical for schools in Surrey, and works significantly better than a fair number of other schools in the county.

2.2 Whitehorse Drive – observations

2.2.1 The following observations were made of the afternoon school run in October 2018:

- Drivers started parking before 2:30pm to get the best places.
- Drivers were parking on double yellow lines and across driveways, reducing Whitehorse Drive to single file with few passing places.
- When students started to emerge, it was very busy, but calm, and no safety concerns observed.
- Very high pedestrian flows along Whitehorse Drive.
- A fair number of pedestrians crossed Whitehorse Drive by the school entrance; no problems observed.
- Parents in cars moved off gradually, slowly and carefully.
- A limited number of cyclists observed, who passed along Whitehorse Drive with no observed problems.
- All in all very busy but very orderly with no significant safety concerns observed.

2.2.2 The following observations were made of the morning school run in June 2019 during a Road Safety Outside Schools audit. The site notes from this audit are included in Annex C.

- The morning arrival time for Rosebery and St Joseph's students is staggered. This means that all the Rosebery students are in before any St Joseph's students start to arrive.
- The balance of arrivals was split fairly evenly between those arriving by car and those arriving on foot. A very small number were observed to be scooting or cycling. It has been suggested that there are a number of barriers to cycling, including perceived safety concerns, and concerns over cyclists competing for road space with parked and moving vehicles.
- Pedestrians approaching on the Rosebery side of the road are obliged to cross the road to access the Cabbage Patch town path. A new footway around the end of the turning area would mean that pedestrians approaching on this side did not have to cross the road.
- St Joseph's School provides a member of staff to operate a drop off point, so that parents can stop momentarily in the turning area, let their children out, and then drive away. The children then proceed to a rear entrance, where another member of staff is stationed. This arrangement seems to work very smoothly, although would benefit from the footway around the turning area mentioned above.
- No significant safety concerns were observed.

2.1.3 The school run in Whitehorse Drive is typical for schools in Surrey, and works significantly better than a fair number of other schools in the county.

2.3 Analysis of road collision data

- 2.3.1 There are no recorded injury collisions on either Rosebank or Whitehorse Drive in the last five years.
- 2.3.2 Although any one collision resulting in road casualties is one too many, the collision history near the school does not represent a concentrated pattern of collisions compared with many other sites across Surrey. (The location and summary information on road collisions can be viewed on www.crashmap.co.uk).
- 2.3.3 A fear of poor road safety can deter people from walking, scooting and cycling. Site observations suggest that road safety fears are not a deterrent to sustainable travel choices in this case.

<h3><u>3. OPTIONS:</u></h3>

3.1 Travel planning and education options

- 3.1.1 Surrey County Council's "Road Safety Outside Schools" policy highlights that road safety education and training for children is just as important as the infrastructure outside schools. The county council's Safer Travel team provide a range of resources for schools to use which include Pedals, Bikeability and Pedestrian Training. Both St Joseph's and Rosebery Schools actively support these initiatives.
- 3.1.2 Specifically for St Joseph's School, there are two travel planning options that would be beneficial:
- Complete Modeshift STARS travel plan
 - Complete pedestrian training for year 3
- 3.1.3 The Safer Travel Team will work with the school to introduce these sustainable travel and road safety education activities.
- 3.1.4 The provision of pick up and drop off facilities would tend to encourage car journeys to St Joseph's school. If Committee were to consider measures to assist the pick up and drop off facility, Committee should be aware that this may encourage more car journeys, and ultimately make the situation worse. Although it is not a decision for Committee, there is a begging question as to whether St Joseph's School's facilitation of a pick up and drop off facility is beneficial in encouraging sustainable travel choices, or whether it validates and encourages an unsustainable mode of transport.
- 3.1.5 Following the meeting with the head teachers of St Joseph's and Rosebery Schools in October 2018, officers prepared a list of potential on and off street parking opportunities that could support Park & Stride. These would enable those coming from a long distance to park further afield from the school and walk the last part of their journey. This list of Park & Stride opportunities is included in Annex D.
- 3.1.6 The list of Park & Stride opportunities was provided to St Joseph's and Rosebery Schools. The St Joseph's school community undertook surveys of the suggested sites. Their findings are detailed in Annex E, which was produced by the St Joseph's School community. It is accepted that there may

not be sufficient Park & Stride capacity to accommodate all those coming from a long distance, but is an opportunity to provide some mitigation of the concerns in Rosebank and Whitehorse Drive. The school advertised the Park & Stride locations to parents as soon as they were received, and a number of these opportunities are in regular use – evidenced in the school's own recent 'hands up' surveys. The school has repeated messages about using the Park & Stride in newsletters. The most popular Park & Stride location seems to be around Hookfield.

3.1.7 In December 2018 the St Joseph's School community petitioned Committee for new parking to be provided in St Margaret Drive and St Elizabeth Drive. At the same meeting residents of these roads presented a counter petition opposing any such parking provision. Any new parking in these roads would be 0.6 miles (12 minutes) from St Joseph's via Mounthill Gardens, and slightly further via Whitehorse Drive. This distance is very comparable to a number of the existing Park & Stride opportunities listed in Annex D.

3.1.8 If Committee were to consider making additional parking provision for the school run, it would need to take into account that any additional parking provision would tend to encourage car journeys, and discourage sustainable travel choices.

3.2 Engineering options

3.2.1 A number of engineering measures could be investigated further by means of a feasibility study. The following improvements are options for Rosebank:

- Improvements to pedestrian crossing points (dropped kerbs) in Rosebank, including:
 - Across the school entry and exit points – at this location there are dropped kerbs, but these could be improved by widening the drop, ensuring the drop is flush with the carriageway, and providing tactile paving.
 - Across the entrance to Meadow Court, where there are currently no dropped kerbs.
 - Across Rosebank at points where pedestrians commonly cross the road. Currently the only dropped kerbs to assist pedestrians crossing Rosebank are residents' Vehicle Crossovers.
- Measures to prevent obstructive and unlawful parking on the approach to the traffic signals at the foot of Rosebank.
- Measures to prevent obstructive and potentially dangerous footway parking in Dalmeny Way.
- Provision of an exit / entry point for cyclists to access the Cabbage Patch town path from Dalmeny Way. The Cabbage Patch town path is a designated cycle route, which is easily accessible for cyclists at the Whitehorse Drive end, but which has no easy access for cyclists at the Rosebank end.
- Measures to prevent mounting of the footway at bottom of Rosebank.
- (The problem with the traffic signal detection, mentioned in the notes of the meeting with head teachers in October 2018, has already been addressed.)

3.2.2 Two engineering measures could be investigate further, subject to agreement from Epsom & Ewell Borough Council. These two measures would affect land belonging to Epsom & Ewell Borough Council between the back edge of the

footway and the St Joseph's School boundary fence. The relevant Epsom & Ewell Borough Council land is shown in Annex F.

- Widening the pedestrian access to St Joseph's from Rosebank, where it crosses Epsom & Ewell Borough Council land between the back edge of the footway and the St Joseph's School boundary fence, as indicated in Annex F.
- Construction of 4 alternative parking spaces for to replace the two bays between the St Joseph's School car park exit and Dalmeny Way. These two bays currently reduce the vehicular approach the St Joseph's to single file, which leads to the grid lock of the pick up and drop of facility. To construct 4 alternative parking bays would require using some of the land owned by Epsom & Ewell Borough Council land between the back edge of the footway and the St Joseph's School boundary fence, and also some Highway verge as indicated in Annex F. In considering this option, Committee needs to bear in mind that any measure to assist with the pick up and drop off facility would tend to encourage car journeys, and discourage sustainable travel choices.

3.2.3 Damian Roberts, Chief Operating Officer at Epsom and Ewell Borough Council, has advised that he has no objection in principal to the release of the grass verge immediately in front of the school to enable existing car parking spaces to be relocated. He advised that if the local Committee were to agree to undertake the necessary works and allocated the funding to do so, a formal decision on the release of the land would then be sought from Epsom and Ewell Borough Council's Strategy and Resources Committee.

3.2.4 The following improvements are options for Whitehorse Drive:

- Railings at the end of the cabbage patch to prevent children running into the turning area at the end of Whitehorse Drive.
- Pavement around end of Whitehorse Road – currently children on the Rosebery side have to walk in the carriageway to access the cabbage patch.
- Measures to prevent mounting of the pavement in Whitehorse Drive.

3.2.5 It has also been suggested that improving the cycle route connecting to Ashtead would encourage sustainable travel choices among that part of the schools' communities that lives in Ashtead.

4. CONSULTATIONS:

- 4.1 Officers have met the head teachers of both St Joseph's and Rosebery Schools to understand their concerns.
- 4.2 Site visits were undertaken in April and June 2019. These included representatives from Surrey police, local highways, road safety team, and sustainable travel team.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 A feasibility study to investigate the suggested engineering measures would cost £5,000. To be able to move forwards with this feasibility in the current Financial Year 2019-20, Committee would need to defer another scheme from its capital ITS programme.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 This report has been created in accordance with the council's "Road Safety Outside Schools" Policy which has been subject to Equality and Diversity Impact Assessment. Highway improvements are subject to independent road safety audit which takes into account the needs of all road users including those with mobility impairment. The proposals presented here would create a positive improvement for people with mobility impairment.

7. LOCALISM:

- 7.1 The proposals presented here have been developed following consultation with the school community and Divisional Member.
- 7.2 A number of the suggested improvements would benefit those choosing sustainable modes of transport. If these were to be implemented they might encourage more walking, cycling and scooting to school and help reduce car journeys, anti-social parking and congestion which have a negative impact on the local community.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Some of the suggested improvements have the potential to encourage more sustainable travel choices. If there were to be a reduction in the number of car journeys to this school, we would expect a reduction in anti-social driving, anti-social parking and potential confrontations between parents, other road users and residents.
Sustainability (including Climate Change and Carbon Emissions)	Some of the suggested improvements have the potential to encourage more sustainable travel choices. This would result in fewer carbon emissions and less air pollution.
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	Some of the suggested improvements have the potential to encourage more sustainable travel choices. This could in turn reduce the risk of road collisions. Active travel tends to improve the health of the participants.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 Concern has been expressed over the safety of children arriving and leaving St Joseph's and Rosebery Schools via Rosebank and Whitehorse Drive. Observations have been undertaken in accordance with the county council's "Road Safety Outside Schools" policy. This has included assessment of the history of road collisions, site observations and assessment of the school travel plan and road safety education activities delivered by the schools.
- 9.2 From a purely technical point of view, there are engineering improvements in Rosebank and Whitehorse Drive that would be beneficial. Committee is asked to decide whether to investigate the feasibility of these improvements this Financial Year 2019-20 (by deferring another scheme and re-allocating funding), or potentially in a future Financial Year, or not at all.

10. WHAT HAPPENS NEXT:

- 10.1 The Safer Travel Team will work with the school to introduce a number of sustainable travel and road safety education activities.
- 10.2 Subject to Committee's decision, The local Area Highways Team will add the proposals to the list of possible schemes for prioritisation and possible future Local Committee funding.

Contact Officer: Nick Healey

Consulted: Head teachers at St Joseph's and Rosebery Schools, Surrey Police

Annexes: 6

Sources/background papers: None

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Below are the notes of a meeting that took place on 31st October 2018. The meeting started on site in Whitehorse Drive, where the afternoon school run was observed from the Rosebery vehicle entrance / exit.

Attendees:

Roz Allen
Theresa Kenefick
Rosebery School Business Manager
Tina Mountain
Stephen Clavey
Nick Healey

Observations of the afternoon school run:

- Parents started parking before 2:30pm to get the best places.
- Parents were parking on double yellow lines and across driveways, reducing Whitehorse Drive to single file with few passing places.
- When students started to emerge, it was very busy, but calm, and no safety concerns observed.
- Very high pedestrian flows along Whitehorse Drive.
- A fair number of pedestrians crossed Whitehorse Drive by the school entrance; no problems observed.
- Parents in cars moved off gradually, slowly and carefully.
- A limited number of cyclists observed, who passed along Whitehorse Drive with no observed problems.
- All in all very busy but very orderly with no observed safety concerns.
- It was commented a number of times that the morning school run is unchanged in Whitehorse Drive since the access arrangements to St Joseph's were changed, as by the time St Joseph's children start to arrive, the Rosebery children are already in.
- It was noted that the afternoon school run in Whitehorse Drive has been affected slightly; a small handful of St Joseph's parents (single figures) were observed to be driving in Whitehorse Drive.
- It was suggested that a significantly greater number of children at St Joseph's are now walking (at least the last part of their journey) to school.

Suggested problems in Rosebank:

- Traffic lights not detecting vehicles.
- Single file carriageway section near school leading to grid lock of the in-and-out system that the school operates.
- Raised drain cover on approach to traffic signals that people are avoiding and therefore not lining up with the detector.
- Hire car company parking so that vehicles are overhanging the road and disrupting detection as drivers are not able to align with the traffic signals.

Suggested problems in Whitehorse Drive:

- Long single file section / lack of passing places / leading to drivers mounting footways (although this was not observed).
- Unlawful parking / stopping (although there were no safety concerns observed in this regard).
- Obstruction of driveways (although there were no safety concerns observed in this regard).

Suggested solutions:

- Fix the traffic signal detector at the end of Rosebank.
- Management of parking in Whitehorse Drive to remove longer term parking and provide space for school parents to park lawfully. We discussed how this would induce more parents to drive into Whitehorse Drive, who would simply fill up any additional space provided. We also discussed how it would undermine the impressive efforts of both schools to encourage children to travel to school sustainably. We discussed the implications for residents, and need for consultation in the development of any proposal to change the parking provision. It was noted that if there was provision for two-way traffic that drivers' speed would increase, which could lead to a road safety concern. Currently the effective single file nature of Whitehorse Drive seems to restrain drivers' speeds very effectively.
- Management of parking in Rosebank to provide two-way section outside school. We discussed how this could only be achieved by removing parking that residents with no off-street parking currently enjoy. We discussed the need for consultation in the development of any proposal to change the parking provision, and the potential need to provide alternative parking for the residents.
- Provision of parking opportunity in St Margaret's Drive and St Elizabeth's Drive for park and stride. We discussed the likely opposition from residents, and need for consultation in the development of any proposal to change the parking provision.
- Identification of on-street parking opportunities for park and stride.
- Identification of off-street parking opportunities for park and stride - for eg Haywain, EEBC car park, Cricket Club.
- Railings at the end of the cabbage patch to prevent children running into the turning area at the end of Whitehorse Drive.
- Pavement around end of Whitehorse Road – currently children on the Rosebery side have to walk in the carriageway to access the cabbage patch.
- Measures to prevent mounting of pavement at bottom of Rosebank.
- Measures to prevent mounting of the pavement in Whitehorse Drive.
- Improved footway leading into the pedestrian entrance to St Joseph's from Rosebank.
- Cycle route connecting to Ashtead.

Next steps

It was agreed that the schools had done as much as they can to make the relevant authorities aware of their concerns. It was noted that the schools only have influence over the children and parents that are part of the school community, and that this influence is very limited. The schools cannot dictate to their respective communities how children should be transported to school, and cannot control the anti-social behaviour of parents.

Surrey County Council officers will explore the different suggestions above and report back in 3 to 4 months' time with a potentially feasible set of options. These options could then be used as the basis for a structured debate, public consultation, and prioritisation of what (if any) measures to implement. During this time it is anticipated that Road Safety Outside Schools audits will be completed, which will inform the set of options that will be developed.

It was agreed that the schools should pass over any further concerns to Surrey County Council.

1. REQUEST RECEIVED

Date request received	
Safer Travel Officer	Edward Cowley
Requestors details	Head Teacher
School Name	St Joseph's Epsom
District	Epsom and Ewell
Divisional Member	Tina Mountain

2. SCHOOL INFORMATION

Head Teacher	Theresa Kenefick
School Address	Rosebank, West Street Epsom Surrey KT18 7RT
Telephone number	Telephone: 01372 727850
Email address	e-mail: info@stjosephs-epsom.surrey.sch.uk

3. CONTACT OFFICERS

Highways Engineers	Nick Healy, Donna Selby
Road Safety Team	Matt Smith, Nigel Pond
Surrey Police	Graham Cannon, Ed Ferris
Other	

4. ASSESSMENT DETAILS

Date	26th April 2019
Time	2.30pm- 3.20pm
Officers Attending	
Location (Road names)	Rosebank
Weather Conditions	Dry, cool
Other controlling factors	

5. CASUALTY DATA (Provided by Road Safety Team)

6. SPEED LIMIT

What is the Road Speed limit?	30 mph
Is there SDR data Date	
What is the mean speed?	

7. INFRASTRUCTURE what infrastructure is currently in place?

Controlled Crossing	None present
Pedestrian Island	None present
Raised Table	None present
Guard Railing	None present
Wig Wags	None present
School Signage	?
Dropped kerbs	Yes outside the school

Pinch points/build outs	None present
Zig-Zag road markings	None present
SCP	None present

8. ROAD USER BEHAVIOURS/OBSERVATIONS

PEDESTRIAN (Inc ped count at desired crossing point)

The behaviour of pedestrians both children and adults was generally good. However some parents crossed with their children directly in front of the school on Rosebank which is not a safe place to cross the road. This is on a blind bend and there is a lot of movement of traffic here with cars waiting to go on the pick and drop and also cars queuing to get of the kiss and drop. There were relatively high numbers of parents walking with their children going to the school, which is good. Most of the pedestrians were already on the school side of Rosebank as they walked to and from school, so they did not need to cross the road near the school.

CYCLISTS/Scooters (nos of cycles/scooters in storage)

There were a few pupils coming to school on scooters, these numbers were relatively low when compared to other Surrey primary schools. The pupils scooted on the pavement and their behaviour we good. I did not note and cyclists using Rosebank at the time of the assessments.

VEHICLE BEHAVIOUR (typical manoeuvres carried out/other parking locations)

Vehicle behaviour was mixed, with some drivers being courteous but others not. The main issues are around kiss and drop facility at the school. Also parents or residents coming up the hill towards to the school, did not always act in a considerate way. Drivers need to wait down the road to give way to other drivers coming out of the Kiss and drop and driving away from the school. This is issue was made worse by the fact that parents circling round the kiss and drop which means there was no for the cars to go. There is a road safety problem on site and directly in front of the school as a result of consent moving traffic. In the morning drivers were not pulling right to the end of the kiss and drop, meaning that other cars could not clear the road. There is also some issues with parking particularly on Dalmeny Way and other side road. Here drives are parking on the pavement and double yellow lines. On Rosebank itself they are parking considerately and not illegally on the days we carried out the assessments.

OTHER OBSERVATIONS

There is a particular issue at the bottom of Rosebank near the traffic light junction. Enterprise hire car company use the pavement to park up their vehicles, this obstructs the approach to the junction and means that cars have to wait further from the junction than is preferable.

9. COMMENTS RECEIVED BY REQUESTOR

10. INITIAL RECOMENDATIONS

- Complete Modeshift STARS travel plan
- Complete pedestrian training for year 3
- Possibly close kiss and drop
- Install bollards on approach traffic light junction
- Put in dropped curb on Meadow Court

- Investigate taking out parking bays along Rosebank just down from the exit to school and move these onto other land joint owned by Epsom & Ewell and SCC.

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1. REQUEST RECEIVED

Date request received	
Comm Engagement Officer	Rebecca Harrison
Requestors details	Nick Healy (Area Highways) This visit forms part of other visits conducted for the same school.
School Name	St Joseph's Catholic Primary - Epsom
District	Epsom and Ewell
Divisional Member	Tina Mountain

2. SCHOOL INFORMATION

Head Teacher	Theresa Kenefick
School Address	Rosebank Epsom KT18 7RT
Telephone number	01372 727850
Email address	info@stjosephs-epsom.surrey.sch.uk

3. CONTACT OFFICERS

Highways Engineers	Nick Healey
Road Safety Team	Nigel Pond
Surrey Police	Graham Cannon
Other	Rebecca Harrison (Safer Travel), Donna Selby (Area Highways)

4. ASSESSMENT DETAILS

Date	05.04.2019
Time	08;15am
Officers Attending	As above
Location (Road names)	At the turning circle of White Horse Drive, Epsom
Weather Conditions	Dry, Sunny
Other controlling factors	Please note Rosebury School were on inset day so traffic was less.

5. CASUALTY DATA (Provided by Road Safety Team)

6. SPEED LIMIT

What is the Road Speed limit?	30 mph
Is there SDR data Date	
What is the mean speed?	

7. INFRASTRUCTURE what infrastructure is currently in place?

Controlled Crossing	No
Pedestrian Island	No
Raised Table	No
Guard Railing	No
Wig Wags	No
School Signage	No
Dropped kerbs	
Pinch points/build outs	No
Zig-Zag road markings	No
SCP	No

8. ROAD USER BEHAVIOURS/OBSERVATIONS

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The purpose of this morning's site visit was to look at the turning circle at the end of White Horse Drive. This is used as an ad hoc kiss and drop by parents of St Joseph's School as there is a public footpath that runs to St Joseph's School.

There have been reports that the circle becomes congested with parents not only from St Josephs but also Rosebery turning. This morning we witnessed several vehicles who didn't want to wait in the circular queue reverse which could cause concern if children are crossing.

There are double yellow line around the whole of the turning circle as can be seen in figure 1 below.

A suggestion was that we could use the grass verge around the edge of the turning circle in order to create a small footway making it easier for parents to drop off children.

The turning circle is usually monitored by a member of St Joseph's staff.



Park and Stride opportunities for St Joseph's and Rosebery Schools

11th December 2018

Contact Officer(s): Nick Healey and Steve Clavey

There are a number of existing on and off street park and stride opportunities within a comfortable walking distance from St Joseph's and Rosebery Schools. The identification of these park and stride opportunities does not confer to the school communities any special entitlement to park in these locations, and it is not proposed to reserve any of these locations for the school communities. At the present time these locations are available for any driver to park during the school run.

Families who feel they have no choice but to drive to their children to school could use the locations listed below to park and stride. They should treat these locations with respect, and should drive, park, and behave in a way that they would want someone to drive, park, and behave in their own road.

Park and Stride opportunity	Distance from St Joseph's	Distance from Rosebery
Paying car parks		
Ashley Centre	0.40 miles, 8 minutes	0.63 miles, 13 minutes
Town Hall	0.69 miles, 14 minutes	0.95 miles, 19 minutes
West Hill	0.41 miles, 8 minutes	0.62 miles, 12 minutes
Depot Road	0.87 miles, 17 minutes	
Upper High Street	0.96 miles, 19 minutes	
Hook Road	0.78 miles, 16 minutes	0.97 miles, 19 minutes
Ebbisham Centre	0.49 miles, 10 minutes	0.70 miles, 14 minutes
Free car park		
Court Lane recreation ground car park <i>Owned by Epsom & Ewell Borough Council with 15 spaces. There is a restriction to prevent all day parking</i>	0.53 miles, 11 minutes	0.76 miles, 15 minutes
Possible free car parks – not confirmed		
Epsom Cricket Club – SCC <i>officers have written to the cricket club to see if this is a possibility; no response was received.</i>	0.68 miles, 14 minutes <i>(via alley connecting Dorking Road to Woodcote Road)</i>	0.49 miles, 10 minutes <i>(via alley connecting Dorking Road to Woodcote Road)</i>
Christ Church Scout Hut (where there is a recycling centre) – <i>presumably this belongs to Christ Church. Officers have written to the church office to see if this is a possibility; no response was received.</i>	0.87 miles, 17 minutes	0.68 miles, 14 minutes <i>(via Ebbisham Road, railway footbridge and Stamford Green Road)</i>

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On-street opportunities		
Hylands Road Woodcote Park Road	0.64 miles, 13 minutes <i>(via alley way connecting to Whitmores Close and Dorking Road)</i>	0.45 miles, 9 minutes <i>(via alley way connecting to Whitmores Close and Dorking Road)</i>
Ebbisham Road Ruthen Close	0.67 miles, 13 minutes <i>(if a pedestrian route were to be made available through Rosebery School, these could be reduced to: 0.34 miles, 7 minutes)</i>	0.14 miles, 3 minutes
Worple Road (but already used by St Martin's School)	0.74 miles, 15 minutes	0.89 miles, 18 minutes
Wells Road	0.91 miles, 18 minutes <i>(if a pedestrian route were to be made available through Rosebery School, these could be reduced to: 0.74 miles, 15 minutes via footpaths over the common)</i>	0.54 miles, 11 minutes <i>(via footpaths over the common)</i>
<i>Note: All roads within the Wells Estate are within 1 mile (20 minutes) of Rosebery School, via the footpaths across the common. If a pedestrian route were to be made available through Rosebery School, most roads within the Wells Estate would be within 1 mile (20 minutes) of St Joseph's School, via the footpaths across the common.</i>		
West Hill Avenue	0.59 miles, 12 minutes	0.76 miles, 15 minutes
Manor Green Road (but already used by others including Stamford Green School)	0.87 miles, 17 minutes	0.87 miles, 17 minutes <i>(via the railway bridge and Stamford Green Road)</i>
Maidenshaw Road Hazon Way Gosfield Road	0.68 miles, 14 minutes	0.89 miles, 18 minutes
Stamford Green Road Lewins Road Willis Close Bramble Walk Church Side Bracken Path Park Lawn Road Eastdean Avenue	If a pedestrian route were to be made available through Rosebery School, these are all within: 0.93 miles, 18 minutes <i>(via the railway bridge and Stamford Green Road)</i>	All within: 0.61 miles, 12 minutes <i>(via the railway bridge and Stamford Green Road)</i>

Summary:

- There are a number of existing on and off street park and stride opportunities within a comfortable walking distance from St Joseph's and Rosebery Schools.
- A number of these opportunities would be much closer to St Joseph's, as indicated above, if a pedestrian route could be provided through Rosebery at school run times.
- If those within the school communities who feel they have no choice but to drive, were to make use of these opportunities, the congestion in Rosebank and Whitehorse Drive could be significantly mitigated.
- It is recognised that neither the schools, nor Surrey County Council, can dictate to the school communities that they must travel in a certain way.

- It is possible that some opportunities may have been overlooked; there is no intention to overlook any opportunity; officers would be pleased to consider any further suggestions.
- Surrey County Council officers have written to the owners of the possible free car parks listed above, and will provide an update if we receive any response.
- If new parking were to be provided in St Margaret Drive and St Elizabeth Drive, as has been requested in the recent petition from the school community, it would be 0.6 miles (12 minutes) from St Joseph's via Mounthill Gardens, and slightly further via Whitehorse Drive. This distance is very comparable to a number of the existing park and stride opportunities listed above. Therefore it is unlikely that officers would recommend any relaxation in the parking restrictions in St Margaret Drive or St Elizabeth Drive, for the benefit of the St Joseph's school run, until all the park and stride opportunities listed above were exhausted.

Comments from Parking Team:

- The residents of Wheelers Lane have campaigned for a number of years for a residents' permit scheme. It is likely that they would resist any change the operating hours to accommodate the school run.
- Residents of Ebbisham Road have filed a petition for a residents' permit scheme. This would also tend to be in conflict with park and stride associated with the school run.

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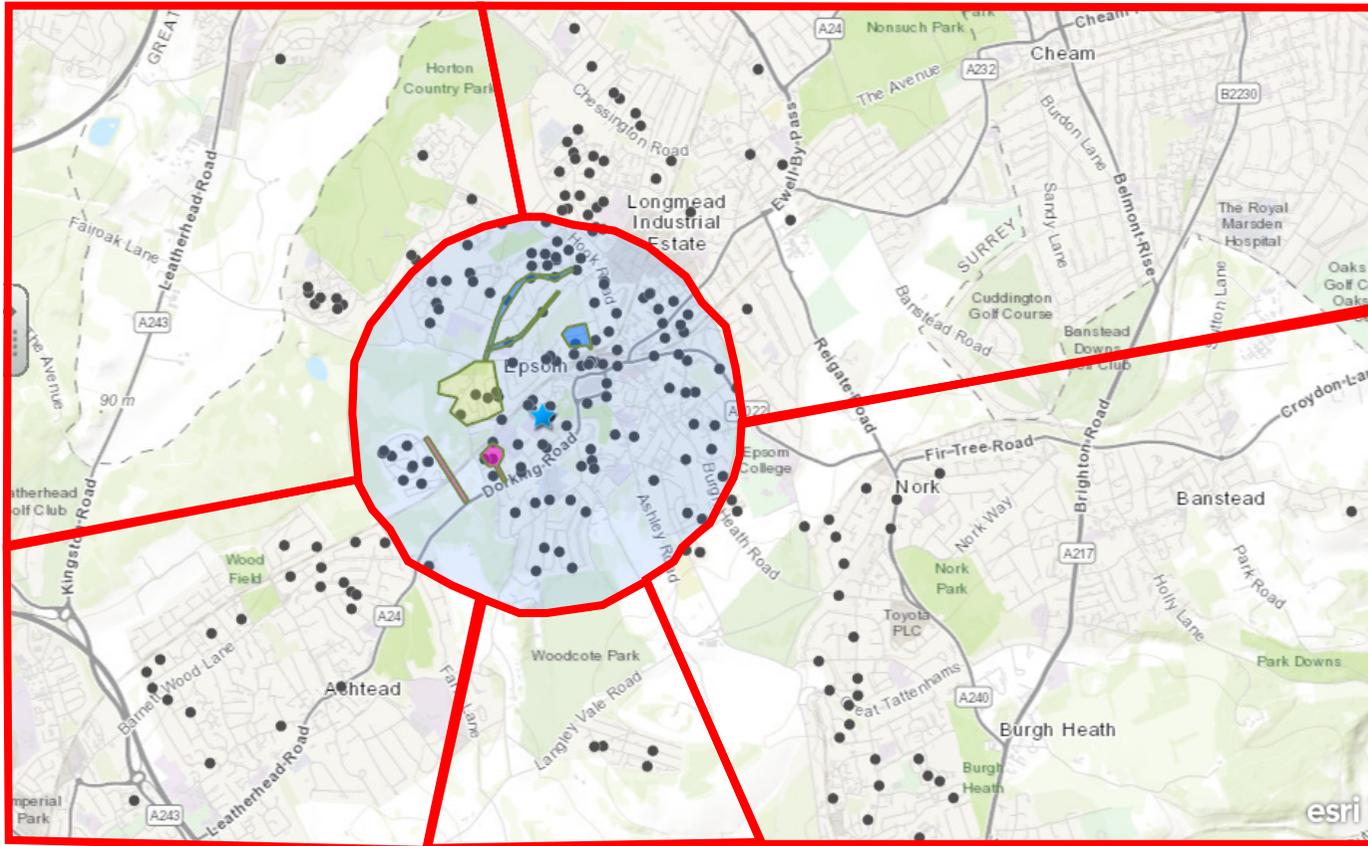
Investigation in response to S.C.C. proposed 'park and stride' options for St Joseph's Primary School, Epsom

Map showing postcodes of families living more than a mile from St Joseph's

Horton and beyond
12 families

Ewell area
35 families

The light blue circle represents the mile boundary around St Joseph's.



Ashtead and beyond
23 families

Langley Vale
4 families

Tadworth area
34 families

Map showing parking areas suggested by S.C.C.

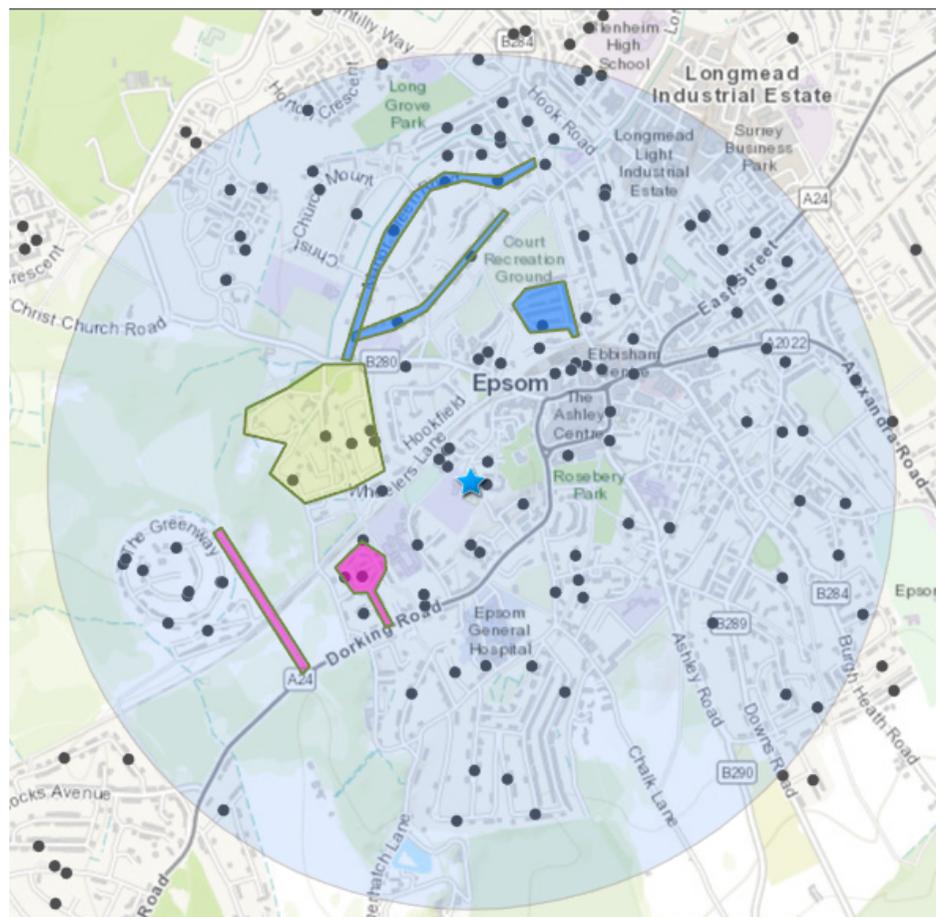
Yellow area

Parklawn Avenue
 Eastdean Avenue
 Stamford Green Road
 Church Side
 Bracken Path
 Lewins Road
 Willis close

12 families needing to park
 and then walk for at least 20
 minutes

Spaces available at 8.30am: 69
 Spaces available at 2.30pm: 60

**LOTS OF PARKING AVAILABLE
 FOR FAMILIES**



Dark blue area

Hazon Way
 Maidenshaw Road
 Hazon Way
 West Hill Avenue
 Manor Green Road

35 families needing to park and
 then walk for at least 20 minutes

Spaces available at 8.30am: 21
 Spaces available at 2.30pm: 23

Pink area

Ebbisham Road
 Ruthen Close
 Wells Road
 Hylands Road
 Woodcote Park Road
 Worple road

61 families needing to park and
 then walk for at least 20 minutes

Spaces available at 8.30am: 26
 Spaces available at 2.30pm: 22

Summary Notes

From the above, you can see that families living outside of the mile boundary on the south side of Epsom have extremely limited options to 'park and stride', without going through the centre of Epsom, which in turn exacerbates the traffic congestion there. It is also counter intuitive to drive straight past Rosebank to reach the yellow parking area, when it is just as easy to take the option to drive up to the school.

From the suggested locations, families with young children would still need at least a 25 – 35 minute walk to and from the school twice a day if they walked in from one of the areas identified.

The recent change to parking restrictions on Wheelers Lane has made parking between 9am and 5pm impossible for all but 23 of its spaces. Residents of Parklawn Avenue and Eastdean Avenue report a rise in cars parking there since the change. If the restrictions on Wheelers Lane were 9.30am – 2.30pm, that would provide many more options within the mile boundary.

As you can see in the following of photos, the most straightforward, safe and convenient option for these families would be to relax the parking restrictions sufficiently to allow school parents to 'park and stride' from St Elizabeth Drive and St Theresa Drive. As public roads, these clearly have the capacity to balance out the availability of parking in proximity to the school.

On-Street opportunities		All photos taken between 12 th Feb and 15 th March at either 8.30am or 2.30pm to demonstrate availability of park and stride locations, as suggested by SCC	Number of spaces available		Parking restrictions affecting school traffic
			At 8.30 am	At 2.30 pm	
Hylands Road 50 possible spaces	0.64 miles, 13 minutes (via alley way connecting to Whitmores Close and Dorking Rd)		0	0	
Woodcote Park Road 74 possible spaces			0	0	
Ebbisham Rd 156 possible spaces	0.67 miles, 13 minutes		12	10	

On-Street opportunities		All photos taken between 12 th Feb and 15 th March at either 8.30am or 2.30pm to demonstrate availability of park and stride locations, as suggested by SCC	Number of spaces available		Parking restrictions affecting school traffic
			At 8.30 am	At 2.30 pm	
Ruthen Close 5 possible spaces			0	0	
Worple Road 5 possible spaces	0.74 miles, 15 minutes	 	0	0	No Waiting Mon-Sat 8am-8pm No Waiting Mon-Sat 8.30am-6.30pm No parking key times Mon – Fri
Wells Road 39 possible spaces	0.91 miles, 18 minutes		14	12	

On-Street opportunities		All photos taken between 12 th Feb and 15 th March at either 8.30am or 2.30pm to demonstrate availability of park and stride locations, as suggested by SCC	Number of spaces available		Parking restrictions affecting school traffic
			At 8.30 am	At 2.30 pm	
<p>West Hill Avenue</p> <p>30 possible spaces to roundabout</p> <p>50+ spaces from roundabout to roundabout</p> <p>page 46</p>	<p>0.59 miles, 12 minutes</p> <p>Mid West Hill Ave before roundabout 0.7 miles</p> <p>Mid 'upper' West Hill Ave 0.8 miles</p>		10	11	<p>Residents, commuters, staff who work at Kingswood House School (school day starts at 8.30am) and people who park and stride into town.</p>

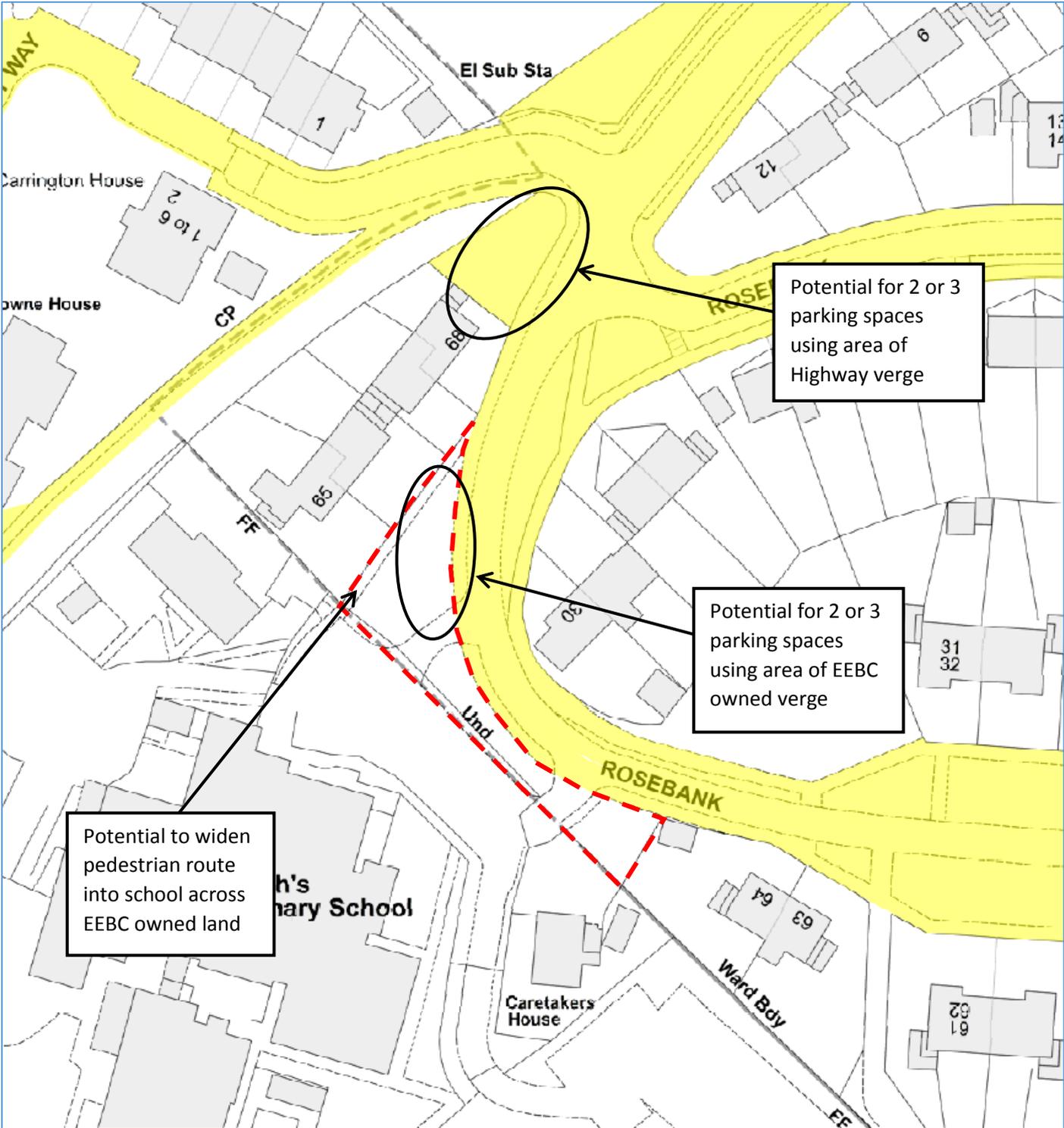
<p>Manor Green Road</p> <p>50 possible spaces</p>	<p>0.87 miles, 17 minutes</p>		<p>10</p>	<p>12</p>	<p>One side of road parking only</p> <p>Stamford Green parents</p>
<p>Maidenshaw Road</p> <p>16 possible spaces</p>	<p>0.68 miles, 14 minutes</p> <p>I spoke to a resident on Hazon Way who confirmed that these three roads are prime parking spots for the train station and are normally filled by 7.30am most mornings for the whole day.</p>		<p>0</p>	<p>0</p>	<p>Single yellow line on one side of the road- no parking 8.30am to 6.30pm</p>
<p>Hazon Way</p> <p>50 possible spaces</p>	<p>I spoke to a resident on Hazon Way who confirmed that these three roads are prime parking spots for the train station and are normally filled by 7.30am most mornings for the whole day.</p>		<p>0</p>	<p>0</p>	<p>Single yellow line on one side of the road- no parking 8.30am to 6.30pm</p>
<p>Gosfield Road</p> <p>16 possible spaces</p>	<p>I spoke to a resident on Hazon Way who confirmed that these three roads are prime parking spots for the train station and are normally filled by 7.30am most mornings for the whole day.</p>		<p>1</p>	<p>0</p>	<p>Single yellow line on one side of the road- no parking 8.30am to 6.30pm</p>

On-Street opportunities		All photos taken between 12 th Feb and 15 th March at either 8.30am or 2.30pm to demonstrate availability of park and stride locations, as suggested by SCC		Number of spaces available		Parking restrictions affecting school traffic
				At 8.30 am	At 2.30 pm	
Stamford Green Road 52 possible spaces	0.9 miles			16	3	One side of road parking only
Lewins Road 1 possible spaces	0.9 miles			2	2	One side of road parking only
Willis Close 10 possible spaces	0.9 miles			2	2	One side of road parking only

On-Street opportunities		All photos taken between 12 th Feb and 15 th March at either 8.30am or 2.30pm to demonstrate availability of park and stride locations, as suggested by SCC			Number of spaces available		Parking restrictions affecting school traffic
					At 8.30 am	At 2.30 pm	
Bramble Walk 41 possible spaces	0.93 miles				16	15	One side of road parking only
Church Side 48 possible spaces	0.99 miles				6	4	One side of road parking only
Bracken Path 41 possible spaces					25	18	One side of road parking only

On-Street opportunities		All photos taken between 12 th Feb and 15 th March at either 8.30am or 2.30pm to demonstrate availability of park and stride locations, as suggested by SCC	Number of spaces available		Parking restrictions affecting school traffic
			At 8.30 am	At 2.30 pm	
Park Lawn Road 45 possible spaces			0	8	Knock-on of Wheeler's Lane becoming resident only for commuters. Rosebery girs
Eastdean Avenue 14 possible spaces			2	8	One side of road parking only Knock-on of Wheeler's Lane becoming resident only for commuters
Wheeler's lane 23 possible spaces			0	0	Residents only 9 – 5 except 23 spaces

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SURREY COUNTY COUNCIL

LOCAL COMMITTEE (EPSOM & EWELL)

DATE: 24TH JUNE 2019



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 2019-20.

Members are encouraged to start considering the strategy and priorities for next Financial Year, 2019-20.

RECOMMENDATIONS:

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

- (i) Decide whether to defer the London Road alongside Nonsuch Park project and re-allocate its £5,000 feasibility study funding to cover the cost of the legal process for the Fair Green cycle link scheme, which would enable the Area Highway Manager to make a formal request to Epsom & Ewell Borough Council to seek the necessary permission from the Secretary of State to implement this scheme (paragraphs 2.2.4 to 2.2.7 refer);
- (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 FOR RECOMMENDATIONS:

To move forwards with the Fair Green Cycle Link project, Committee would need to re-allocate funding from another scheme to cover the likely legal expenses.

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

1. INTRODUCTION AND BACKGROUND:

- 1.1 Surrey County Council's Local Transport Plan (LTP) aims to improve the highway network for all users. In general terms it aims to reduce congestion, improve accessibility, reduce the frequency and severity of road casualties, improve the environment, and maintain the network so that it is safe for public use.
- 1.2 The Local Committee 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 Outturn figures from 2018-19 are shown in Table 1 below. As per normal practice, the capital overspend will be carried forward into 2019-20. A request to carry forwards revenue underspends into 2019-20 has been approved.

Table 1 Outturn from 2018-19 (rounded figures)

	Budget	Expenditure	Outturn
Committee Revenue	£168,200	£148,300	£19,900 underspend
Member Revenue	£37,500	£33,300	£4,200 underspend
Capital	£289,500 base budget £36,400 plus £12,900 underspend carried forward from 2017-18 plus £20,000 transferred from revenue plus £220,300 developer funding	£297,800	£8,200 overspend

- 2.1.2 The Local Committee in Epsom & Ewell has been delegated Highway budgets in the current Financial Year 2019-20 as follows:
- Committee revenue: £0
 - Member revenue: £37,500 (£7,500 per Division)
 - Capital: £155,556
 - **Total: £184,856**
(2019-20 budget £193,056 minus 2018-19 carry forward £8,200)
- 2.1.3 The funds delegated to the Local Committee are in addition to funds allocated at a County level to cover various Highways maintenance and improvement activities, including inspection and repair of safety defects, resurfacing, structures, vegetation maintenance, and drainage.

- 2.1.4 In accordance with Committee's authorisation in March 2019, the Area Highway Manager consulted the Chairman and Vice Chairman in April 2018 and allocated the regular 2018-19 budgets as shown in Table 2 below.

Table 2 Allocation of budgets for 2019-20

Allocation	Amount
Revenue maintenance works according to priorities within each Division	£37,500 £7,500 per Divisional Member.
Capital for patching / resurfacing of carriageways and footways	£100,000 £20,000 per Division
Capital ITS schemes	£55,556
Total	£193,056

- 2.1.5 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 3 below.

Table 3 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

- 2.1.6 At the time of writing this report, the parking surplus income during 2018-19 had not been confirmed.
- 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.

2.2 Local Committee capital works programme

2.2.1 The 2019-20 allocation for Capital ITS schemes is being used to promote capital schemes previously approved by the Local Committee. Table 4 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 4 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 4 below:

- East Street trees
- Station Approach street improvements
- West Street, Ewell, extension of streetlighting
- Woodcote Green bus shelter

Table 4 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 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.	A design issue has been identified through the Road Safety Audit process. Officers are working on options to overcome this.	£tbc
Ewell Village High Street	Monitoring of improvements outside Coop.	New loading bay implemented as part of 2018-19 annual parking review. Need to monitor effectiveness and decide whether to promote any further measures.	- <i>Developer funded</i>
East Street, between Chuters Grove and Windmill Lane	Implementation of parking management scheme to alleviate congestion on southbound approach to Kiln Lane.	Detailed design for new parking layby in progress, in preparation for public consultation.	£157,400 <i>Developer funded.</i>

Scheme	Description	Progress	Cost
Aldi, Kingston Road, Ewell	Pedestrian and passenger transport improvements	Detailed design in progress for new pedestrian crossing across Kingston Road adjacent to Aldi. Currently awaiting results of traffic modelling to understand traffic impact of proposed new crossing. Public consultation to be decided in due course.	£97,300 <i>Developer funded</i>
East Street, between Kiln Lane and High Street	Implementation of new cycle route	Design in progress.	£20,000 Plus any funding left over from Chuters Grove layby scheme
Mill Lane junction with St Mary's Close and London Road, Ewell	Pedestrian improvements.	Completed in 2018-19 (Final cost £14,900)	-
Yew Tree Bottom Road	Pedestrian improvements.	Completed in 2018-19 (Final cost £19,600)	-
Fair Green	New cycle link.	See comments below.	£tbc
West Park Road	Tidy up speed limit on approach to Noble Park development.	Completed in 2018-19 (Final cost £7,400)	-
Headley Road, Ashted	Review of equestrian facilities, especially the electronic warning signs.	Officers working towards implementation in consultation with the Jockey Club.	£tbc
Waterloo Road, Epsom	Implementation of pedestrian, cycle, and public transport improvements.	Officers preparing for public consultation.	£50,000 <i>Developer funded</i>
East Street	New tree planting	See comments below.	-
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 <i>CIL funded</i>
West Street, Ewell	Extension of streetlighting	Complete.	£61,271 <i>CIL funded</i>
Woodcote Green	New bus shelter	Complete.	£35,640 <i>CIL funded</i>

ITEM 11

Scheme	Description	Progress	Cost
Reigate Road, near its junction with Priest Hill Close	Implementation of improved pedestrian crossing facilities	Design in progress – awaiting outcome of CIL bid.	£15,000
Various locations including Laburnum Road, Mongers Lane, Waterloo Road, and Chessington Road	Feasibility study for new dropped kerbs to provide cycle connections	Feasibility study in progress in consultation with the Epsom & Ewell cycle forum.	£5,000
London Road near Briarwood Road and Anne Boleyn Court bus stops	Feasibility study for improved pedestrian crossing facilities	Feasibility study in progress.	£5,000
Cheam Road near Bramley Road bus stops	Feasibility study for improved pedestrian crossing facilities	Feasibility study in progress.	£5,000
London Road alongside Nonsuch Park	Feasibility study for new cycle link from Sparrow Farm Road to Nonsuch Park entrance.	Feasibility study in progress.	£5,000
Total – noting that costs are approximate <i>These costs include £431,646 contributions from developer funding including CIL</i>			£486,646

2.2.4 The Area Highway Manager has now discussed the **Fair Green Cycle Link** project with the relevant Epsom & Ewell Borough Council officer. As the new cycle link would cross an area of Common, Epsom & Ewell Borough Council's support is essential. As the proposal affects Common Land, there is a formal process, which would run broadly as follows:

- The Local Committee would need to allocate approx. £5,000 (and possibly more if the legal process goes to appeal) funding to cover the legal and other costs of the formal process.
- The Area Highway Manager would need to submit a plan and supporting evidence in the form of a briefing note for Epsom & Ewell Borough Council's Strategy & Resources Committee.
- On receipt of the above, Epsom & Ewell Borough Council officers would submit the proposal to for Epsom & Ewell Borough Council's Strategy & Resources Committee, with a positive recommendation.
- Epsom & Ewell Borough Council's Strategy & Resources Committee would decide whether to move ahead with the formal process.
- The formal process involves an application to the Secretary of State and notices in the local press.
- Ultimately the Secretary of State decides, taking into account any representations in response to the notices.

- 2.2.5 The last time Epsom & Ewell Borough Council attempted to go through this formal process there were a number of objections, which lead to a public inquiry. This resulted in £5,000 costs and about a year in duration. The approval was eventually given by the Secretary of State but it could have gone either way. Had the Secretary of State not given approval the investment would have been abortive.
- 2.2.6 What this all means is that if the Local Committee wished to pursue this proposal, £5,000 would need to be allocated to the process, with no guarantee of a positive outcome. It is therefore recommended that the Local Committee decides whether to allocate £5,000 to cover the cost of the legal process, which would enable Epsom & Ewell Borough Council to decide formally whether or not to move ahead with the formal processes needed to progress this scheme. To be able to allocate this funding, Committee would need to defer one of the feasibility studies in Table 4 above.
- 2.2.7 Of the schemes in Table 4 the lowest ranking scheme in Committee's prioritisation list is the London Road alongside Nonsuch Park project, with a cost vs benefit score of 2,600. Therefore this would be the recommended scheme for deferral, if Committee chose to allocate funding to the Fair Green Cycle Link scheme. Committee's prioritisation list was most recently published with the Committee papers in December 2018. In December 2018 the Fair Green Cycle Link scheme had been recommended for removal from the list, as officers had been trying for a number of years, without success, to engage with Epsom & Ewell Borough Council to move the scheme forwards. When the prioritisation list was published in November 2017, the Fair Green Cycle Link scheme had a cost vs benefit score of 4,500.
- 2.2.8 Following the award of CIL funding for the **East Street tree planting** scheme, officers commissioned ground penetrating radar surveys of a number of locations in East Street to identify the locations of underground utilities that run along East Street. There are clearance distances that must be adhered to between different underground utility pipes / cables / etc and any new trees. Unfortunately it was not possible to find a location where there was enough clearance to plant any new trees in East Street. This means that this project is not feasible.
- 2.2.9 Further to Committee's allocation of £100,000 in March 2019 for carriageway and footway patching and resurfacing, officers have been working with Members to agree which individual schemes should be prioritised within their respective Divisions. Table 5 details the resulting agreed programme for 2019-20.

Table 5 Capital maintenance programme for 2019-20

Location	Proposed works	Cost	Status
Woodcote Green Road	Local Structural Repair (LSR – large scale carriageway patching)	£20,000 allocated	Officers have walked site with supply chain. Awaiting detailed cost.

Location	Proposed works	Cost	Status
Holman Road	Concrete carriageway repair	£20,000 allocated to two sites	Officers have walked site with supply chain. Awaiting detailed cost.
Hollymoor Lane	Concrete carriageway repair		Officers have walked site with supply chain. Awaiting detailed cost.
The Green	LSR	£20,000 allocated to three sites	Officers have walked site with supply chain. Awaiting detailed cost.
Persfield Close	Footway patching / resurfacing		Officers have walked site with supply chain. Awaiting detailed cost.
Curvan Close	Footway patching / resurfacing		Officers have walked site with supply chain. Awaiting detailed cost.
Stoneleigh Park Road	Concrete carriageway repair	£20,000 allocated	Officers have walked site with supply chain. Awaiting detailed cost.
Manor Green Road, junction with West Hill	LSR	£20,000 allocated to three sites	Officers have walked site with supply chain. Awaiting detailed cost.
Christ Church Road, near Horton Lane roundabout	LSR		Officers have walked site with supply chain. Awaiting detailed cost.
Stamford Green Road, outside The Cricketers	LSR		Officers have walked site with supply chain. Awaiting detailed cost.
Total expected investment		£100,000	

2.2.10 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 At the time of writing this report, works of value £10,700 were being planned to invest Members' £7,500 individual Highways allocations (£37,500 total available). Members are encouraged to work with officers to prioritise investment of the balance of these allocations. Any funding not allocated by October 2019 will be lost

2.4 Parking

2.4.1 The 2018 review has been substantially completed.

Other highway related matters

2.5 Customer services

- 2.5.1 Highways & Transport received 34,644 enquiries and reports during the first quarter of 2019, an average of 11,548 per month, this is a significant decrease from the same period last year which averaged 15,119 per month. This is mainly due to the milder winter.
- 2.5.2 For Epsom & Ewell specifically, 2,466 enquiries have been received of which 1,128 were directed to the local area office for action, 95% of these have been resolved. This response rate is in line with the countywide average.
- 2.5.3 For the first quarter, Highways received 62 stage 1 complaints of which six were for the Epsom & Ewell area. In addition two were escalated to Stage 2 of the complaints process, neither were upheld following independent investigation.

2.6 Major schemes

- 2.6.1 Regular updates are being provided to Members for the **Plan E** project. 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>
- 2.6.2 All the on street component elements and traffic signals controller upgrades have been completed for the **Wider Network Benefits** Intelligent Transport Systems Project. All LEP monies and match funding is now spent. Officers are now developing further strategies to make best use of the new systems across the County in order to better manage our road network.
- 2.6.3 The new ANPR cameras will provide us with real time average journey information to enable comparison with the average duration at any 'normal' given day/time. The system is already beginning to calculate these 'norms'. The real time journey time information will then alert us to excessive delays in real time.
- 2.6.4 The additional CCTV cameras – complementing the CCTV owned by Epsom & Ewell Borough Council, to which we already have access – enable us to view the network at key sites and potentially enable us to 'act' accordingly, perhaps negating the need to send an Officer to site first.
- 2.6.5 The new VMS will enable us to forewarn motorists better of both planned forthcoming works/events, but also real time live issues – for example delays or incidents.
- 2.6.7 Finally the updated signal controllers will enable us to design alternate 'strategies' where we are aware of specific network issues – whether planned works or real time unplanned incidents, such as 'queue clearance plans' etc. These strategies can be pre-programmed in advance to be deployed and then cancelled at the press of a button. The CCTV can be used to visually observe how traffic responds to these strategies. This work requires very careful consideration and design and will take time.

2.7 Centrally funded maintenance

- 2.7.1 Operation Horizon reports for 2019-20 are available on the Surrey County Council website. These reports list road that are due to be treated in the current Financial Year 2019-20. Also on the same page of the Surrey County Council website is the latest information regarding the Sever Weather Damage 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/roadworks-and-maintenance/horizon-highway-maintenance-investment-programme>.

2.8 Road safety

- 2.8.1 Average Speed Cameras have been installed on a section of the A24 Ewell Bypass – between London Road and Cheam Road. These new cameras are intended to replace the previous spot speed cameras, which are now obsolete. There is further detail in Annex A. The new Average Speed Cameras will be operational very soon.
- 2.8.2 Annex B contains a sketch showing proposed improvements at Grafton Road junction with Cromwell Road, Stoneleigh. The scheme includes installation of anti-skid surfacing to mitigate a pattern of failure to give way conflicts. This is a site where enhanced give way signs have previously been installed by the Road Safety Team, but did not fully resolve the casualty issue. Annex C shows the casualty plot for this site, where the pattern of failure to give way conflicts is clearly visible.

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 No update at the time of writing.

3. OPTIONS:

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

4. CONSULTATIONS:

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

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

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

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

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

7. LOCALISM:

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

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	A well-managed highway network can contribute to reduction in crime and disorder as well as improve peoples' perception of crime.
Sustainability (including Climate Change and Carbon Emissions)	A number of schemes being promoted by the Local Committee are intended to promote sustainable transport.
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	A number of schemes being promoted by the Local Committee are intended to promote active travel.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 This Financial Year's programmes are being delivered.
- 9.2 To move forwards with the Fair Green Cycle Link project, Committee would need to allocate funding to cover the likely legal expenses.
- 9.3 Members are encouraged to start considering the strategy and priorities for next Financial Year.

10. WHAT HAPPENS NEXT:

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

Contact Officer: Nick Healey

Consulted: N / A

Annexes: None

Sources/background papers: None

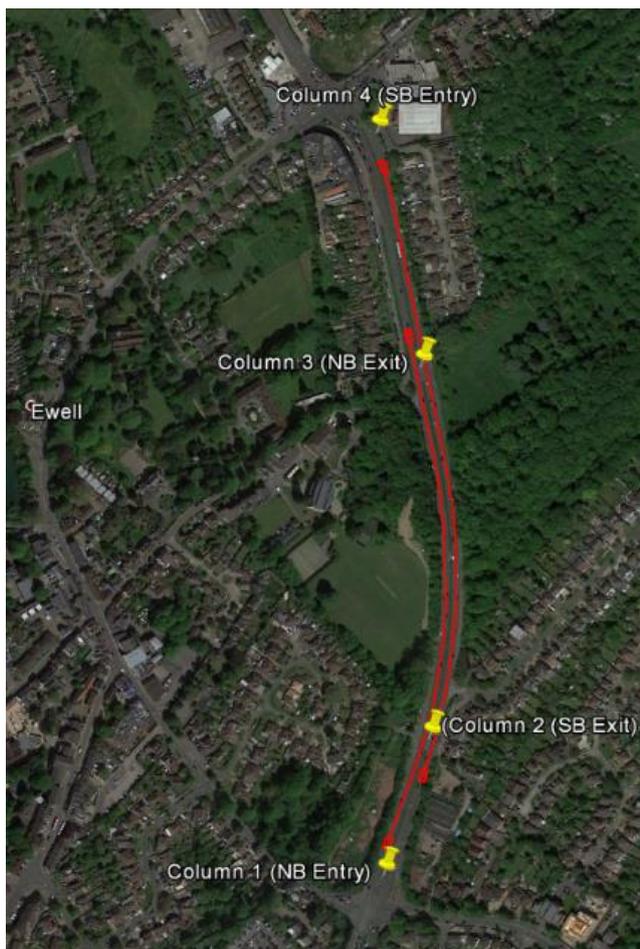
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A24 Ewell Bypass, Average Speed Camera Scheme Briefing Note March 2019

Introduction

Surrey County Council are implementing an Average Speed Camera zone on the A24 Ewell Bypass. This briefing note provides an explanation of where and when the cameras will be installed, why they are being installed, and how they work.

Which stretch of road will the average speed cameras be implemented on?



The new average speed cameras will provide enforcement on the length of the A24 Ewell Bypass between the junction with London Road at the northern end, and the junction with Cheam Road at the southern end. The picture to the left shows the extent of the scheme and the picture above gives an idea of how the new installation will look at Column 2 (to the south of Castle Avenue).

There are two existing “Gatso” brand wet film spot speed cameras positioned on the central reserve that provide enforcement in both the northbound and southbound directions.

The “Gatso” cameras will be replaced with an average speed camera system that will

encourage lower speeds throughout the whole length in both directions (rather than just in the immediate vicinity of the old “Gatso” cameras). The average speed cameras will be positioned on the entry and exit to the link that will record the entry and exit times for each vehicle from which the average speed can be calculated. The cameras will be yellow so as to be visible and will be mounted on steel columns. Additional infrared lighting units will be installed on adjacent lamp columns to assist with image quality at night time. “Average Speed Check” signing will be provided to warn drivers of the presence of enforcement. The existing “Gatso” cameras will be removed when the average speed cameras are installed.

When will the cameras “go live”?

It is intended that the cameras will be installed in the second quarter of 2019, and then will “go live” shortly afterwards.

Why are we upgrading safety camera sites?

The existing “Gatso” brand safety cameras were very effective in reducing road casualties, but the technology is becoming obsolete. The old “Gatso” cameras used traditional “wet” camera film which has to be changed regularly and then developed for offence images to be viewed. The supplier has advised that the technology is now so old that they can no longer guarantee that spare parts will still be available. Replacement of the existing “Gatso” cameras will maintain the reduction in casualties that has been achieved at sites that had previously suffered a history of collisions. New improved camera technology such as average speed cameras also provide the opportunity to enhance the enforcement deterrent, and achieve even greater compliance with the speed limit over a longer length of road, leading to an even greater reduction in casualties.

How do average speed cameras work?



Average speed cameras work by reading vehicle number plates at the start and end point of a stretch of road and then calculating the average speed from the time taken to travel the distance between the cameras. Because of the need to place cameras at entry and exit points the use of average speed cameras have more frequently been used on major roads where the number of entry and exit points is small.

Within Great Britain national policy is to provide visible enforcement to act as a deterrent. Therefore average speed cameras are always painted bright yellow, are positioned to be visible, and the enforcement zones are always well signed with “Average speed check” warning signing.

How effective are they?

The most comprehensive research into the effectiveness of average speed cameras was published by the RAC Foundation in September 2016¹. There were a total of 51 sites commissioned and installed between 2000 and 2015, with 12 of those installed in 2015 alone. For this research 25 permanent average speed camera sites were analysed in detail covering 294 km of road. The main finding was thus:

“On average, the permanent Average Speed Camera sites analysed saw reductions in injury collisions, especially those of a higher severity. Fatal and serious collisions fell, by 25-46% while personal injury collisions fell, by 9-22%”.

Average speed cameras are more effective than spot speed cameras because they encourage greater compliance with the speed limit over a longer stretch of road, in both directions, rather than just in the vicinity of a spot speed camera. Anecdotally they are reported as being preferred by motorists too, as they are considered fairer. This is because there is less likelihood of being issued with a penalty due to a momentary lapse, and it is not possible to slow down and then speed back up again as can be the case with a spot speed camera.

Average speed cameras also improve journey time reliability by reducing traffic collisions that can cause disruption to the network. They also help to smooth traffic flow and reduce the amount of pollution resulting from frequent deceleration and acceleration.

¹ Owen, Ursachi and Allsop (2016) Effectiveness of Average Speed Cameras in Great Britain, RAC Foundation, Retrieved 23 January 2017 from http://www.racfoundation.org/assets/rac_foundation/content/downloadables/Average_speed_camera_effectiveness_Owen_Ursachi_Allsop_September_2016.pdf

Will the upgrade result in more penalties being issued?

No, not necessarily. The overall number of penalties being issued is limited by the capacity of the administration office to process offences. The aim is not to issue more penalties, instead the aim is to deter motorists from speeding and jumping red lights at locations that had previously suffered a history of collisions. If however drivers ignore the warnings of enforcement and continue to commit offences, then they risk the possibility of being issued with a penalty.

Who is paying for the upgrade?

The cost of the replacement is being funded via the police using money specifically for upgrading safety cameras. The ongoing operating costs of safety camera enforcement is now fully self-funding at no cost to the police or county council. This is because all costs are recovered from part of the fee charged to offenders for attending diversionary courses (such as speed awareness courses) instead of paying the usual £100 fine and 3 penalty points. Part of this money is also reinvested in improving road safety through the Drive SMART Partnership.

Who is responsible for safety (speed and red light) cameras in Surrey?

Surrey police are responsible for the provision of enforcement, for processing speed and red light offences and offering diversionary courses such as speed awareness courses in place of the usual £100 fine and 3 penalty points. Surrey County Council install and maintain the road side camera infrastructure and associated signing and lining on county council roads, and monitor the speed and casualty reduction success at camera sites.

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RSS0421 - D2020 Grafton Road Jct. Cromwell Road, Worcester Park

ITEM 11

521128,165325

23.6m

23.5m

Gadsden
Villa

RS

VAS

23.9m

Install anti-skid surfacing for a length of 40m back from the east kerb line of Grafton Road (south).

Extend the anti-skid surfacing to be parallel with the centre line of Grafton Road (south).

4C
79
Page 71

520990,165237

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (EPSOM & EWELL)****DATE:** 24 June 2019**LEAD OFFICER:** COMMUNITY SAFETY OFFICER**SUBJECT:** LOCAL COMMITTEE COMMUNITY SAFETY FUNDING
DIVISION: All**SUMMARY OF ISSUE:**

The local committee has a delegated budget of £3,000 for community safety projects in 2019/20. This report sets out the process by which this funding should be allocated to the Community Safety Partnership and/or other local community organisations that promote the safety and wellbeing of residents.

RECOMMENDATIONS:

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

- (i) The committee's delegated community safety budget of £3,000 for 2019/20 be retained by the Community Partnership Team, on behalf of the Local Committee, and that the Community Safety Partnership and/or other local organisations be invited to submit proposals for funding that meet the criteria and principles set out at paragraph 2.4 of this report.
- (ii) Authority be delegated to the Community Safety Manager, in consultation with the Chairman and Vice-Chairman of the local committee, to authorise the expenditure of the community safety budget in accordance with the criteria and principles stated at paragraph 2.4 of this report.
- (iii) The committee receives updates on the project(s) funded, the outcomes and the impact it has achieved.

REASONS FOR RECOMMENDATIONS:

The report sets out a process for allocating the committee's delegated community safety budget of £3,000 to local organisations.

1. INTRODUCTION AND BACKGROUND:
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- 1.1 Prior to 2016, the local committee had historically chosen to passport its delegated community safety funding to the local Community Safety Partnership (CSP) to assist in their efforts to tackle crime and anti- social behaviour on behalf of residents.
- 1.2 Following countywide analysis of the projects that were funded through CSPs and the outcomes achieved, the local committee agreed that its local CSP should firstly be invited to provide an outline of any prospective projects that

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could be supported from the committee's funding for approval. This aimed to provide greater oversight of the committee's expenditure. In the context of the County's Medium Term Financial Plan and the requirement upon all county services to contribute to significant savings, the process would also help to achieve better value for money from projects in support of the County Council's wider community safety priorities.

2. ANALYSIS:

- 2.1 In 2018/19, the committee awarded £3,000 towards the cost of purchasing five body worn cameras for use by the Borough Councils ranger team to improve their safety and to reduce and record incidents of anti-social behaviour in parks and open spaces. Further details about the project is contained in annex 1.
- 2.2 As in the previous year, a clear and simple process designed to support CSPs will be adopted in order that funds can be processed efficiently this year.
- 2.3 Local CSPs and other local organisations, will be invited to submit a brief outline of the projects that they would like to put the committee's funding towards, using a simple template designed for this purpose.
- 2.4 To assist in identifying suitable projects, the following criteria will be provided as a guide:
 - (a) Results in residents feeling safer
 - (b) Has clear outcomes that align with the priorities of the Local Committee and/or the CSP
 - (c) Is non recurrent expenditure
 - (d) Does not fund routine CSP activities (e.g. salaries, training)
 - (e) Is not subsumed into generalised or non-descript funding pots
 - (f) Does not duplicate funding already provided (e.g. domestic abuse services, youth work, transport costs, literature which could be co-ordinated across all CSPs)
- 2.5 To ensure funds can be utilised within the current financial year, it is suggested that a deadline, to be agreed, will be imposed for the submission of outline projects by CSPs and/or local organisations. This deadline will be communicated widely to local CSPs and partner organisations.
- 2.6 To ensure that funds can be distributed speedily and efficiently, it is recommended that authority is delegated to the Community Safety Manager, in consultation with the Chairman and Vice-Chairman of the Local Committee, to authorise the expenditure of the committee's funds outside the formal quarterly committee meeting cycle. This should allow local organisations to obtain approval, initiate and implement projects with the minimum of delay.
- 2.7 Once implemented, the CSP and any other recipients of this funding will be required to provide the local committee with a short update on each project, outlining how the funding was used and the difference and impact it has made in the local community.

3. OPTIONS:

- 3.1 All viable options were considered and appraised when forming the recommendations to the Local committee. The previous arrangement, whereby the committee transferred both its funding and the decision-making about how the funding could be used to the CSP was not considered to provide sufficient information on the impact that the funding or the outcomes it had achieved.
- 3.2 The recommended funding arrangements will employ a simple process for the commitment of funds by the committee to enable greater scrutiny over the use of this funding.

4. CONSULTATIONS:

- 4.1 Local committee chairmen were collectively consulted about the process for allocating community safety funding, as recommended in this report.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The costs of the recommendations in this report are contained within existing revenue budgets. Early scrutiny of proposed projects by CSPs and local organisations will help to achieve better value for money for the Committee's funding.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 There are no direct equalities or diversity implications. However, through its membership of the local CSP, the County Council can help to ensure that local services are accessible to harder to reach groups. The CSP also maintains ongoing monitoring of hate and domestic abuse crimes.

7. LOCALISM:

- 7.1 The proposals contained in this report will enable CSPs and/or other suitable local organisations to submit projects that support the County Council's strategic goal of enhancing resident experience.

8. OTHER IMPLICATIONS:

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

8.1 Crime and Disorder implications

The committee's funding for local community safety projects enables the CSP and/or other local organisations to help to promote safety, reduce crime, and tackle antisocial behaviour and raise awareness of safer practices and behaviours.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 The recommendations contained in this report are intended to secure greater oversight of the committee's community safety expenditure and achieve better value for money through projects that help to achieve the County's community safety priorities.

10. WHAT HAPPENS NEXT:

- 10.1 The CSP will be advised of the funding process agreed by the Local Committee and invited to access this funding.

Contact Officer:

Mr Gordon Falconer, Community Safety Manager, Telephone 03456 009 009

Consulted:

Surrey's local committee chairmen and local committee members.

Annexes:

Annex 1 – Details of Funded Projects

Sources/background papers:

Not applicable.

SCC LOCAL COMMITTEE (ELMBRIDGE)

Annex 1

DETAIL OF FUNDED ORGANISATIONS

year end reporting	
<p>Amount of funding spent so far? Details of any additional or match funding?</p> <p style="text-align: center;">3,555.00</p>	<p>Actual outcomes achieved, impact and benefits for residents?</p>
<p>Purchase of 5 Body Cams 25/3/19</p> <p>Bodycam Policy in place for existing body worn cameras</p> <p>ITC issues now resolved and awaiting installation from the bodycam suppliers</p> <p>Date that the Body Cams will be operational. Within the next month.</p>	<p>Outcomes:</p> <p>Whilst the new bodycams are not yet in use, Epsom & Ewell have had experience of implementing bodycams in other areas of the business, namely Parking Enforcement.</p> <p>Where these have been implemented there has been a substantial reduction in abusive behaviour towards the Civil Enforcement Officers.</p> <p>The use of Body Cams by our Ranger team will not only diminish the amount of abuse they currently receive from youths in the parks, but the cameras can be used to collect evidence where the Rangers witness anti-social behaviour. In this instance, the evidence can be used to escalate the issue to the Police which may result in prosecution.</p> <p>The expected outcome for the public is a reduction in anti-social behaviour.</p> <p>Impact:</p> <p>The impact of a reduction in anti-social behaviour will be a cleaner, safer environment for all.</p> <p>Benefits:</p> <ul style="list-style-type: none"> • Staff feel less vulnerable particularly when lone working • Staff feel more empowered to take action against perpetrators of anti-social behaviour • Public feel safer as a result of reduced anti-social behaviour • Bodycams will help to reduce littering/graffiti and dog fouling.

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SURREY COUNTY COUNCIL**LOCAL COMMITTEE (EPSOM & EWELL)****DATE: 24 JUNE 2019****LEAD OFFICER: PARTNERSHIP COMMITTEE OFFICER****SUBJECT: REPRESENTATION ON EXTERNAL BODIES****DIVISION: ALL****SUMMARY OF ISSUE:**

This report seeks the approval of Local Committee to the appointment of representatives to external bodies.

RECOMMENDATIONS:

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

The appointments to the East Surrey Community Safety Partnership, as detailed at paragraphs 2.2 and annex 1 of this report.

REASONS FOR RECOMMENDATIONS:

The appointment of councillors of the Local Committee to external bodies enables the committee's representation on and input to such bodies

1. INTRODUCTION AND BACKGROUND:

- 1.1 Representation on external bodies is decided and is reviewed and agreed by local committee members annually. The proposed membership and terms of reference are contained in Annex 1 of this report. The committee is requested to make appointments to the Community Safety Partnership, as detailed in paragraphs 2.2 of this report.

2. ANALYSIS:

- 2.1 The Committee are asked to consider appointing members to the following group:
- 2.2 **The East Surrey Community Safety Partnership [ECSP].** Epsom & Ewell is part of the ECSP which also includes Mole Valley, Reigate & Banstead and Tandridge and meets four times per year, once in each area. An overview of its responsibilities is attached as Annexe 1.

CSPs are a statutory requirement under the Crime and Disorder Act 1998 which established the principle that tackling crime should be a partnership matter and not solely the responsibility of the Police. They are required to work in partnership with a range of other local public, private, community and voluntary groups, and with the community itself. This approach recognises that

opportunities to address the causes of crime and disorder and pursue the interventions required to deliver safe and secure communities lie with a range of organisations, groups and individuals working in partnership.

Bernie Muir was appointed as lead County Councillor for 2019-2019.

2.3 Epsom & Ewell Early Help Advisory Board

Early Help Advisory Boards (EHAB) were set up in 2017, as part of the county council’s Early Help offer and at that time three members of the area Local Committee were appointed **Cllrs Mrs Jan Mason, Neil Dallen and Lucie Dallen** to the local board. Membership of the EHAB was previously reviewed on an annual basis along with Local Committee representation on task groups and other external bodies.

In February 2019 the county council replaced Early Help with its new Family Resilience practice model and consequently the role of the EHABs is currently under review. No changes will be made to Local Committee appointments to the EHABs until after this review has been completed.

3. OPTIONS:

- 3.1 The committee can either make the appointments to external bodies, as set out within the report, or amend these appointments.

4. CONSULTATIONS:

- 4.1 Local committee member views are being sought on the nominations for representatives on external bodies.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 None.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 There are no direct equalities or diversity implications. However, through its membership of external bodies, the County Council can help to ensure that local services are accessible to harder to reach groups.

7. LOCALISM:

- 7.1 Representation on external bodies allows local councillors to consider, recommend and influence policies and services in response to local residents’ needs.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
Sustainability (including Climate Change and Carbon Emissions)	No significant implications.

Corporate Parenting/Looked After Children	No significant implications.
Safeguarding responsibilities for vulnerable children and adults	No significant implications.
Public Health	No significant implications

8.1 Crime and Disorder implications

The county council's membership of local CSPs helps ensure the achievement of its community safety priorities.

9. CONCLUSION AND RECOMMENDATIONS:

9.1 The Committee are asked to consider the appointments to outside bodies.

10. WHAT HAPPENS NEXT:

The relevant bodies will be notified of the names of those members appointed.

Contact Officer:

Mrs Nicola Morris, Partnership Committee Officer, Telephone 03456 009 009

Consulted:

Local committee members.

Annexes:

Annex 1 –Membership of External Bodies

Sources/background papers:

Not applicable.

SCC LOCAL COMMITTEE (EPSOM & EWELL)

Annex 1

TASK GROUPS AND MEMBERSHIP OF EXTERNAL BODIES

TASK GROUP PRINCIPLES

1. The Local Committee will annually (at the first formal meeting after the beginning of the municipal year):
 - determine the role, appointees and lifespan of any Task Groups
 - review the operation of any Task Groups which have been in place over the previous year
 - agree which Task Groups to establish for the current year
 - agree the criteria for consideration by any Task Group and make that criteria available to all Members of the Committee.
2. A Task Group shall exist to advise the Local Committee and make recommendations to its parent Committee; it has no formal decision-making powers. A Task Group will:

- unless otherwise agreed, meet in private
- develop an annual work programme
- formally record its actions
- officers supporting a Task Group will consult that Group and will give due consideration to the Group's reasoning and recommendations prior to the officer writing their report to the parent Local Committee.
- A Task Group can, should they so wish, respond to an officer report and submit their own report to the Local Committee.

East Surrey Community Safety Partnership

Purpose

To provide strategic leadership to reduce crime and disorder through effective partnership working and to deliver measurable results across the area.

This will be achieved through the:

- Production of an annual strategic assessment to identify key crime & disorder issues across the ESCSP area.
- Development of a rolling 3-year ES Community Safety Plan with measurable outcomes.
- Robust monitoring of progress against Aims & Objectives.

Strategic Vision

“Working together to keep East Surrey safe”

Aims

- To promote integration of Community Safety priorities into mainstream policies and services.
- To ensure the strategic vision is translated into real change for East Surrey.
- To reduce alcohol and drug related harm and to reduce re-offending.
- To encourage closer collaborative working on shared concerns.
- To increase community reassurance through co-ordinated awareness-raising campaigns.
- To provide a voice for East Surrey at the Surrey Community Safety Board.
- To identify funding opportunities and lead on relevant funding submissions.
- To contribute to and support the delivery of relevant County-wide strategies.

Epsom & Ewell Early Help Advisory Board

These terms of reference are intended to provide some direction for Local Early Help Advisory Boards recognising they will evolve in slightly different ways but with a core defined purpose.

Scope

The scope of the Local Early Help Advisory Board is the local implementation of the early help delivery model.

Purpose

To bring together a partnership in each borough or district invested in developing a coherent local early help offer and manage the successful delivery of this offer. By coming together the partners will hold a collective responsibility for decisions and support the successful delivery of this offer.

Key responsibilities

- Have strategic oversight of the co-ordination and effectiveness of the local early help offer.
- Provide support and challenge to the development of the local early help offer
- Support the development of a joined up local plan which prioritises early help needs and outcomes
- Work collectively with local operational networks to implement a local plan
- Maintain an oversight of the development and effectiveness of the Local Family Partnership
- Support the development of local early help commissioning plans and participate in commissioning processes to deliver a local joined up early help offer
- Work locally to identify gaps in provision regarding early help and to identify and mitigate against risks
- Support the practitioners' networks including co-ordinating training and development opportunities in accordance with local need
- Help capture the voice of families, children and young people
- Communicate with key local stakeholders outside of the meeting to raise awareness of the local early help offer and developments.
- Update the Early Help Transformation Programme Delivery Group via the Strategic Leads for Young People and Families, escalating any risks as required.
- Provide an annual report to the local or joint committee on early help.

Chair

Each Local Early Help Advisory Board will appoint an appropriate chair from their membership.

Ways of working

- Meeting agendas will be agreed by the Chair and the Families Service Manager
- Agendas will be circulated to members of the Local Early Help Advisory Board prior to the meeting
- If it is not possible for a member to attend, they should nominate a substitute representative to attend with delegated authority to make decisions on behalf of their organisation.
- Minutes of this meeting will be kept by the Families Service Manager and agreed by members of the group
- Members will provide updates to the board on actions and key developments in their area

Frequency of Meetings and Venues

Meetings will be held at least quarterly at suitable venues across the borough or district.

Meeting Membership

The membership of boards will vary across boroughs and districts, however there are some core principles for the membership of each board:

- Membership should be as local as possible and key local partners should be represented to ensure they can be consulted with and are involved in making decisions.

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- Members need to be able to represent the broad views of the key delivery groups and be able to speak on their behalf about good practice and local need.
- Members need to impact on the establishment and delivery of early help rather than measure accountability
- With any Surrey County Council representation it should be considered whether they are required as a core member or if discussions could take place outside of the meeting (e.g. Families Service representation should be limited to the borough Families Service Manager)
- There should not be more than 15 members to allow for effective discussion and decision making

Representation should consider:

- Borough or district council
- Secondary education
- Primary education
- Children's Centre
- Two elected representatives from the local/joint committee
- Police
- Health
- Job Centre Plus
- Housing
- Voluntary, Community, Faith Sector
- Young people
- Parent groups

This should not be seen as exhaustive

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 13/06/19*).

- 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
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. Complete
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 2018 parking review is largely complete. Snagging still remains on 5 sites, at least one of which has been referred through the county solicitors. We are liaising with EEBC's street cleaning team to try to complete the last few sites.
10 September 2018	9	Identify why the Borough has failed to respond to requests for information in respect of Fair Green work.	Open	Chairman	A miscommunication resulted in contact not being made with the correct officers at the Borough. This has now been remedied and a response is awaited
Meeting Date	Item	Decision	Status (Open /	Officer	Comment or Update

			Closed)		
10 December 2018	9	Local Transport Strategy to be updated to reflect member comments at the meeting and published.	Open	Transport Strategy PM (Steve Howard)	
25 March 2019	7	The officer to be asked to provide Cllr Mason with a more detailed response to her question.	Closed	Early Help Transformation Lead	The officer met with Cllr Mason on 1 April to discuss a way forward for the Edge. Complete.
25 March 2019	9	<ul style="list-style-type: none"> • A recommendation to be sent to Cabinet outlining the Committee's disappointment at the highways funding allocation. • Implement a new shared pedestrian / cycle route connecting Station Approach to the alleyway leading to Pound Lane • Implement the street lighting improvements underneath the railway bridge in Waterloo Road • Consult the local community on an experimental closure of the end of Horsley Close • Implement thirteen new bus stop clearways within north Epsom quality bus corridor 	<p>Closed</p> <p>Open</p> <p>Open</p> <p>Open</p> <p>Open</p>	<p>Partnership Committee Officer</p> <p>Area Highways Manager</p> <p>Area Highways Manager</p> <p>Area Highways Manager</p> <p>Senior Transport Officer (Chris Parry)</p>	<p>Report submitted to 30 April Cabinet meeting and response received. Complete</p> <p>See Highways Update report for updates.</p> <p>See Highways Update report for updates.</p> <p>See Highways Update report for updates.</p>

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

Details of future meetings			
<p>Dates for the Epsom & Ewell Local Committee 2019/20: 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

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