

Agenda

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

Please note that due to the COVID-19 situation this meeting will take place remotely.

A link to view the live and recorded webcast of the remote meeting will be available on the [Epsom & Ewell Local Committee](#) page on the council's website.



Discussion

Parking Scotts Farm Road - *Scott Dickson*

Highways Update – *Nick Healey*

Venue

Location: Virtual

Date: Monday, 22 March 2021

Time: 2.00 pm

You can get involved in the following ways

Ask a question

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

Write a question

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

We will, where possible, endeavour to provide a written response to your question in advance of the meeting.

When you submit your question you will be sent an email invitation with a link to join the remote meeting, which will be held on Microsoft Teams.

This will enable you to listen to the Written Questions item and to then ask a further question based on the response provided if you wish, when invited to do so by the Chairman.

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 Partnership 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 remotely via MS Teams. Your petition may either be discussed at the meeting or alternatively, at the following meeting.

Attending the Local Committee meeting

Your Partnership Committee Officer is here to help.

Email: nicola.morris@surreycc.gov.uk

Tel: 07968 832177 (text or phone)

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



Follow @EpsomLC on Twitter

This is a meeting in public.

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

- If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language. In view of the current Covid situation it may not be possible to supply this in advance of the meeting.
 - If you would like to talk about something in today's meeting or have a local initiative or concern.
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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 Alex Coley, Ruxley
Cllr Nigel Collin, College
Cllr Neil Dallen MBE, Town
Cllr Debbie Monksfield, Court

Chief Executive
Joanna Killian

Borough Council Substitute Members

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

PART 1 – IN PUBLIC

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

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

2 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.

3 CHAIRMAN'S BUSINESS

The Chairman will update the Committee on any current issues.

4 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. Any further questions received before the deadline will be published in a supplementary agenda.

5 PETITIONS

To receive any petitions in accordance with Standing Order 68. No petitions have been received.

6 MINUTES OF PREVIOUS MEETING

(Pages 3 - 8)

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

7 MEMBER QUESTION TIME

(Pages 9 - 12)

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. Four questions have been received, any further questions received before the deadline will be published in a supplementary agenda.

8 DOUBLE YELLOW LINES ON SCOTTS FARM ROAD [EXECUTIVE FUNCTION - FOR DECISION]

(Pages 13 - 28)

Provision of double yellow line parking restrictions on the east and west side of Scotts Farm Road at the new access that has been constructed to serve the Bellway Homes Limited (South London) development to the rear of Epsom and Ewell High School on the west side of the carriageway. The proposed parking restrictions follow a road safety audit recommendation to

protect sight lines and the geometry of the access for turning manoeuvres.

9 HIGHWAYS UPDATE [EXECUTIVE FUNCTION - FOR DECISION] (Pages 29 - 40)

On 5th February 2021 the Cabinet Member for Highways and Transport announced an additional £12M capital funding over the next three financial years to invest in Integrated Transport Schemes (ITS schemes) and confirmed £3M capital funding for maintenance schemes in 2021-22. These sums are to be shared between the eleven Local and Joint Committees.

Amendments to parking provision would be beneficial to improve visibility outside St Joseph's School in Rosebank, and to prevent obstruction in College Road.

10 LOCAL COMMITTEE DECISION TRACKER [FOR DECISION] (Pages 41 - 42)

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.

11 FORWARD PLAN [FOR INFORMATION] (Pages 43 - 44)

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

12 DATE OF NEXT MEETING

Monday 14 June 2021 at 2pm tbc

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**SURREY COUNTY COUNCIL
LOCAL COMMITTEE EPSOM & EWELL
22 March 2021**

PUBLIC QUESTIONS AND STATEMENTS

Question 1 - Bob Eberhard

Re: Incorrect sign on Bridleway 44

BRIDLEWAY 44 (EPSOM): wrong sign

I reported to Surrey CC Rights of Way on 24 December 2020 & again on 22 February that a new sign at the junction of the Bridleway with Downs Hill Road & Downs Road is a Public Footpath, and not a Public Bridleway, sign. While the wrong sign remains in place people may think or admonish cyclists on what appears to be a signed footpath.

Officer Response:

The wrong sign was installed in error and we have been awaiting attendance of our contractor to install the correct sign. This is now in place.

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Minutes of the meeting of the
Epsom AND EWELL LOCAL COMMITTEE
 held at 3.00 pm on 7 December 2020
 at Virtual meeting.

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

Surrey County Council Members:

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

Borough / District Members:

- * Cllr Steve Bridger
- * Cllr Alex Coley
- * Cllr Nigel Collin
- * Cllr Neil Dallen MBE
- * Cllr Debbie Monksfield

* In attendance

17/20 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

Apologies were received from Cllr Coley.

18/20 DECLARATIONS OF INTEREST [Item 2]

There were no declarations of interest made.

19/20 CHAIRMAN'S BUSINESS [Item 3]

The Chairman noted her disappointment that the gate into St Josephs school from the car park, has been reopened.

20/20 WRITTEN PUBLIC QUESTIONS AND STATEMENTS [Item 4]

There were three public questions from Cllr Julie Morris who was present at the meeting.

In relation to questions 1 and 2, Cllr Morris expressed concern at the high proportion of parking bays which have been removed in Upper High Street as a result of the new development being built. The Chairman responded that she had had conversations with officers and tried to retain the parking bays and make use of the taxi bays, but had been advised that it was not possible to relocate the bays on safety grounds and that these changes had arisen as a result of the planning permission granted by the Borough Council.

21/20 PETITIONS [Item 5]

There were none.

22/20 MINUTES OF PREVIOUS MEETING [Item 6]

The minutes of the previous meeting were agreed.

23/20 MEMBER QUESTION TIME [Item 7]

There were no member questions.

24/20 EPSOM AND EWELL PARKING REVIEW (PHASE 13) [EXECUTIVE FUNCTION - FOR DECISION] [Item 8]

Declarations of Interest: None.

Officers attending: Stephen Clavey, Parking Engineer

Petitions, Public Questions/Statements: None.

Member discussion – key points

Damage to the verge by refuse vehicles as a result of parked vehicles narrowing the road by the island in Gibraltar Crescent has been raised by Borough Council officers. The divisional member asked if it could be included in the current review with a restriction in place for the times during which refuse vehicles need access. The Parking Engineer responded that a timed restriction could not be included in this review due to the cost of installing signs but double yellow lines could be considered. On reflection members considered that this was a complex issue and it would be better to have further discussions with residents and include any proposals in the next parking review if needed.

The divisional member commented that the proposal for Cunliffe Road is for two one hour restrictions daily to make it easier for buses to pass through, but that the residents would have difficulty relocating vehicles during these times. He suggested that the current arrangements where residents park to create a chicane effect could be formalised with yellow lines to prevent these gaps being filled by non-residents. He undertook to discuss this further with residents and to agree a layout for advertisement with the parking engineer is appropriate

The divisional member asked whether it would be possible to designate one of the parking bays in the Kingston Road shopping parade for motorcycles as there is a motorcycle training business in the location. The parking engineer responded that this was not something that the parking team were keen to take forward currently.

Two further locations were raised for inclusion in the review:

Stoneleigh Park Road to extend the double yellow lines from no 25 to no 31 (stopping at no 33).

To add double yellow lines at Amberley Gardens / Thorndon Gardens subject to a site visit to determine the correct location.

On drawing 29 members suggested that this proposal would also make visibility better for vehicle drivers as well as pedestrians.

It was clarified that the loading bay in the High Street, Epsom is already in this location and will not impede traffic flow.

Resolved:

- (i) That the changes to parking restrictions and controls described in annex 1 of the report should be introduced; and to include additional restrictions in Stoneleigh Park Rd, Amberley Gardens and Cunliffe Road subject to further discussions with the divisional member.
- (ii) That the committee contribute £13,000.00 funding towards the introduction of the proposals in Annex 1 of the report from the 2019/2020 parking surplus.
- (iii) That the County Council's intention to make an order under the Road Traffic Regulation act 1984 be advertised and, if no objections are maintained, the order be made;
- (iv) That if objections are received, the Parking Strategy and Implementation Team Manager tries to resolve them.
- (v) If there are unresolved objections, in accordance with the County Council's scheme of delegation, the Parking Strategy and Implementation Team Manager, in consultation with the Chairman/Vice Chairman of this committee and the county councillor for the division, decides whether or not they should be acceded to and therefore whether or not the order should be made, with or without modifications.

Reasons:

The waiting restrictions in this report will help to:

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

25/20 HIGHWAYS UPDATE [EXECUTIVE FUNCTION - FOR DECISION] [Item 9]

Declarations of Interest: None.

Officers attending: Nick Healey, Area Highways Manager (AHM)

Petitions, Public Questions/Statements: None.

Member discussion – key points

Members thanked the AHM for his report.

Cllr Eber Kingston tabled a motion as follows, which was seconded by Cllr Dallen:

The Epsom and Ewell Local Committee expresses its concern that the Local Committee Highway allocation is facing a proposed cut from £254,500 in 2019/2020 to £193,100 in 2020/2021. The funding is already inadequate, and the lowest in Surrey, and a budget cut of £61,400 equates to nearly 25%. In addition the current formula for allocating local funding does not reflect road usage, which penalises Epsom and Ewell with its high road usage compared to much of Surrey.

The Local Committee therefore calls upon the Cabinet Member for Highways

To review this proposed cut and restore the funding to at least the allocation figure for 2019/2020

To amend the formulae for allocating Local Highway funding so that it reflects road usage and not the length of road or geographical area.

Some Members commented that this was not a cut to the budget, as this had been the base figure for the budget in the current financial year, but there had been a later addition to the budget which had not been made for next year.

An amendment to the motion was proposed by Cllr Mountain and seconded by Cllr Muir that the word “cut” be replaced with “reduction”. On a vote this amendment was LOST by 3 votes FOR to 6 AGAINST

Resolved: to:

- (i) [by 8 votes FOR and 1 ABSTENTION] Express its concern that the Local Committee Highway allocation is facing a proposed cut from £254,500 in 2020/2021 to £193,100 in 2021/2022. The funding is already inadequate, and the lowest in Surrey, and a budget cut of £61,400 equates to nearly 25%. In addition the current formula for allocating local funding does not reflect road usage, which penalises Epsom and Ewell with its high road usage compared to much of Surrey. The Local Committee therefore calls upon the Cabinet Member for Highways
 - To review this proposed cut and restore the funding to at least the allocation figure for 2020/2021
 - To amend the formulae for allocating Local Highway funding so that it reflects road usage and not the length of road or geographical area.
- (ii) Approve the proposed allocate of the 2021-22 Highways budgets as set out in table 3 of the report;
- (iii) Defer a scheme to improve pedestrian crossing facilities on Cheam Road at its junction with Bramley Road;

- (iv) Approve the commissioning of three new feasibility studies to start in April 2021, as set out in table 4, to be funded from Committee's 2021-22 capital allocation;
- (v) Authorise the Area Highway Manager in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s) to undertake all necessary procedures to deliver the agreed programmes.

Reasons for decisions

The Committee wished to draw the attention of the Cabinet member to the level of funding for highways allocated to the Local Committee.

Each Financial Year the Local Committee is allocated budgets for Highway maintenance and improvement schemes – these budgets must be spent within their respective Financial Years. The Committee wished to draw the attention of the Cabinet Member to the level of funding provided for this area and the criteria used. It takes a number of months to work with Committee as a whole and individual members to prioritise individual schemes, and then to make arrangements for schemes to be delivered as part of a countywide programme of work. Therefore it is necessary for Committee to decide high level allocations of its budgets well ahead of the start of the following Financial Year, to enable programmes of work to be developed in good time.

It is anticipated that there will be capacity to commission new feasibility studies from April 2021. Therefore Committee is asked to approve the next round of prioritised schemes for feasibility studies.

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.

26/20 LOCAL COMMITTEE DECISION TRACKER [FOR DECISION] [Item 10]

The Decision Tracker was noted and it was agreed that those items marked as closed should be removed.

Item 4 in the tracker to be updated to ensure that the stretch of pavement from the Station to Horsley Close is included.

Item 6 – Parking at Rosebank - Members and the AHM set a date for this review of the situation (Mon 14th at 2.45pm, outside the school gates).

27/20 FORWARD PLAN [FOR INFORMATION] [Item 11]

The forward plan was noted.

28/20 DATE OF NEXT MEETING [Item 12]

The next meeting of the Epsom and Ewell Local Committee was provisionally booked for 22 March 2021 at 2pm – a virtual meeting MS Teams.

Meeting ended at: 4.30 pm

Chairman

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**SURREY COUNTY COUNCIL
LOCAL COMMITTEE IN EPSOM & EWELL
22 March 2021**

MEMBER QUESTIONS

**Question 1: Cllr Neil Dallen
Re: Residents Parking**

Some residents parking zones have more permits issued than spaces available and this does not include visitors etc.

- a) is there a limit, either percentage or number?
- b) how is this justified - paying for a permit and not getting a parking space?

Officer Response:

- a) We are generally limited by the geography, as to how many spaces would be available in any section of road. There are often more properties, with more cars, than there are on-street parking spaces. The permit issuance is set in such a way that it encourages residents to use their own off-street facilities first, before being able to apply for a permit. There should now be more capacity for residents as non-resident holders cannot park there anymore.
- b) From the very outset we do tell residents that just because we install a permit scheme, it does not guarantee them a space - again, this is down to the capacity available on street and the number of properties within that street.

**Question 2: Cllr Neil Dallen
Re: Electric Charging Points**

There is a lot of pressure to provide on and off street electric charging points.

- a) what are SCC plans for provision?
- b) how do SCC plan to provide, if at all, in conservation areas?

Officer Response:

- a) The County Council recognises the significant benefits of electric vehicles (EV), particularly in relation to air quality and public health, and that usage of electric vehicles by residents and demand for charging infrastructure are increasing. So in response to this and Central Government's recent pledge to accelerate the reduction in Internal Combustion Engine vehicles (ICEs) to promote conversion to Electric powered vehicles, the County Council have recently appointed an EV Manager to rapidly develop the counties future EV capability and organisation to meet the anticipated increase in EV-related activity, to support strategic priorities for a greener future, Surrey 2030 vision and our Climate Change vehicle emissions targets. The role will lead on updating the current Electric Vehicle and Low Emission Vehicles Strategies, published in 2018, to reflect the new emerging Local Transport Plan strategic objectives and carbon reduction targets, to develop a new strategy that will define the role of the County Council and

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evaluate the options for a public charging network and associated measures to promote and accelerate the uptake of Electric Vehicles and provide a consistent customer experience. There are a number of questions that need to be considered before charging points are introduced into Surrey on a widespread basis. Such as:

- Where should charging points be located to provide the greatest possible benefit to users? For example on major roads or residential streets?
- Which type of charging points are most needed – rapid (30 mins) or fast (3-4 hours) – and how many?
- Should the council own and run public charge points or should the network be run by another organisation?
- How will they be funded and maintained?
- Should parking spaces be reserved for electric vehicles?
- What will the impact be on the electricity network in Surrey?

The county council will be seeking answers to these questions to develop a preferred solution over the next 6-9 months to deliver a county wide on and off-street Electric Vehicle Charging infrastructure and associated measures to meet the rising demand in EV charging infrastructure, ensuring timely delivery and to agreed specifications, taking into account the fast paced evolution of charging infrastructure. The preferred solution will be developed with appropriate engagement with each Borough and District councils and help lead and co-ordinate other activities to help achieve B&Ds own climate change targets. This engagement is expected to commence in the next few months as solution emerge.

- b) A site selection process is being developed to help assess the suitability of proposed locations for both on and off-street parking, as there are many factors that need to be taken into consideration before a site can be approved. This will include the need to understand any local conservation or other designations as part of the site selection process and will involve engagement with Boroughs & Districts as part of the site approval process. The largest constraint to introduce an EV charging point will be the availability and capacity of the electrical power supply.

Question 3: Cllr Neil Dallen

Re: Red Routes

Surrey are now allowed to use red routes and enforcement cameras and, I believe, are being trialled.

- a) what are the results of the trials?
- b) what progress has been made in investigating uses in the main routes in Epsom and Ewell?
- c) how does this fit into 'School Streets' being considered in Epsom and Ewell for both safety and pollution reduction?

Officer Response:

- a) We are not currently trialling any Red Routes in Surrey, so there is no data available.
- b) Members were provided with a briefing on red routes in response to a previous question and nothing has changed since that time.
- c) Local Authorities outside of London still do not yet have the power to enforce moving traffic offences. Therefore, Surrey County Council is unable to implement any School Streets (whereby roads are closed at school journey times) that would rely on enforcement to ensure compliance with the traffic restriction.

Question 4: Cllr Nigel Collin
Re: Signage for HGVs

Is it possible for SCC Highways Dept. to have signs placed at both ends of College Road , from the Alexandra Road roundabout to the bottom , to read “Not suitable for HGVs”?

Officer Response:

Where appropriate, Surrey Highways does install signs “Unsuitable for HGV’s”. These signs are not associated with a traffic regulation order, so are advisory only and not enforceable. Such signs may be considered where there is evidence of large vehicles causing problems; for example where the police are regularly called to assist by directing traffic. Installing signs “Unsuitable for HGV’s” without significant evidence of problems caused can diminish their impact in areas where the roads are less appropriate for heavy traffic. Any driver advice on routes can also displace vehicles onto other nearby roads, which may be less suitable or no more suitable. In this instance, Albert Road is not unlike College Road in nature. Advisory signs are unlikely to have any influence on the route choices made in connection with legitimate businesses, such as at The Chalk Pit industrial area on College Road. Prohibition signs, supported by an appropriate traffic order, would be likely to have significant impact on business activity. For these reasons we do not intend to install signs at the current time but that is not to say the situation cannot be revisited should circumstances change.

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LOCAL COMMITTEE (EPSOM & EWELL)

DATE: 22 March 2021

LEAD OFFICER: Scott Dickson (Senior Transport Development Planning Officer)

SUBJECT: Double Yellow lines on Scott Farm Road

DIVISION: West Ewell

SUMMARY OF ISSUE:

Provision of double yellow line parking restrictions on the east and west side of Scotts Farm Road at the new access that has been constructed to serve the Bellway Homes Limited (South London) development to the rear of Epsom and Ewell High School on the west side of the carriageway. The proposed parking restrictions follow a road safety audit recommendation to protect sight lines and the geometry of the access for turning manoeuvres.

RECOMMENDATIONS:

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

- (i) That the County Council's intention to make an order under the Road Traffic Regulation act 1984 be advertised and, if no objections are maintained, the order be made
- (ii) If objections are received Transport Development Planning is authorised to try and resolve them, in consultation with the Chairman / Vice Chairman of this committee and the county councillor for the division, and decides whether or not they should be acceded to and therefore whether the order should be made, with or without modifications.

REASONS FOR RECOMMENDATIONS:

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

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

1. INTRODUCTION AND BACKGROUND:

Following construction of an access on the west side Scotts Farm Road to serve a residential development comprising 161 dwellings as approved by Epsom and Ewell Borough Council Planning Committee.

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- 1.1 The proposed parking restrictions are necessary for the access to meet a Road Safety Audit recommendation to protect sight lines at the access and the geometry of the access for refuse and other vehicles to safely enter and leave the access.
- 1.2 This item is for an executive decision on whether or not to advertise proposed parking restrictions.

2. ANALYSIS:

2.1 A development comprising 161 dwellings to the rear of Epsom And Ewell High School with access from the west side of Scotts Farm Road has planning permission. There is a condition attached to the planning permission for the access to be constructed under a Section 278 Agreement of the Highways Act 1980 that includes a technical and road safety audit review to meet the requirements of National Planning Policy Framework 2019 and Policy DM 35 Transport and New Development, of the Epsom and Ewell Borough Council Development Management Policies Document September 2015.

2.2 The proposed access was subsequently subject to a road safety audit review, **(please see this attached at Annex 1)** which raised the concern of parked vehicles blocking sight lines from the new access and affecting the ability of refuse and other large vehicle drivers to enter and leave the access safely.

2.3 The recommendation from the road safety audit review is to implement parking restrictions.

3. OPTIONS:

- 3.1 That the committee agree advertising the proposal in **Annex 2**

4. CONSULTATIONS:

- 4.1 Residents will be informed by way of local press, street notices and flyers of the proposals agreed by this committee.
- 4.2 Letter to be sent to residents affected by the proposed scheme.
- 4.3 Transport Development Planning has consulted on the Road Safety Audit recommended parking restrictions with the Local Highways Office, Local Parking Team and Surrey Police. None of these consultees has objected to the proposed parking restrictions. The proposed restrictions are likely to displace a maximum of 11 parking spaces. The developer is providing 6 on street parking bays further north along Scott Farm Road that will partially offset the loss in spaces **(please see annex 3)**. The remaining spaces could be accommodated elsewhere in relatively close proximity along the highway. -

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 There will be no cost to Surrey County Council as all costs associated with designing, advertising, and implementing any parking restrictions and associated orders will be met by the developer.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 The new parking restrictions will maintain highway safety for all highway users including those with mobility impairments using the highway network in the vicinity of the new access.

7. LOCALISM:

- 7.1 The proposed Parking restrictions will affect the ability of local residents to park outside of their property. However, under the Highways Act 1980 there is no right to park on the highway let alone outside somebody's property.

8. OTHER IMPLICATIONS:

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

8.1 Crime and Disorder implications

There should be fewer instances if not no instances of obstructive parking as a consequence of the restrictions.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 It is recommended that the committee agree to the proposed parking restrictions being advertised.

10. WHAT HAPPENS NEXT:

- 10.1 A Traffic Regulation Order will be advertised and public notices detailing the proposed changes will be displayed in the local press and on site. Notices will also be posted to all affected residents.
- 10.2 Subject to any objections to the proposals being resolved, a traffic regulation order will then be made, and the appropriate signs and lines installed to allow the restrictions to be enforced.

Contact Officer:

Scott Dickson, Senior Transportation Development Planner, Mobile 07968 832245
www.surreycc.gov.uk/Choose an item.

ITEM 8

Consulted:

Nick Heeley and Peter Shimadry of the Local Highway Service, Steve Clavey of the Local ParkingTeam, Graham Cannon Surrey Police

Annexes:

Annex1. Proposed Parking Retrictions.

Annex 2. Road Safety Audit report.

Sources/background papers:

- None
-



**SCOTTS FARM ROAD (NORTH-WEST OF
GADESSEN ROAD)
EWELL
PROPOSED DEVELOPMENT ACCESS**

**ROAD SAFETY AUDIT
STAGE 1 & 2**

FEBRUARY / MARCH 2020

**Our
Ref:51160H69**

Client Ref:

Document Number: 51160H69/DOC/01

Project Title: ROAD SAFETY AUDIT - STAGE 1 & 2

Document Title: STAGE 1 & 2 ROAD SAFETY AUDIT
SCOTTS FRAM ROAD (NORTH-EAST OF
GADESSEN ROAD), EWELL
PROPOSED DEVELOPMENT ACCESS


Client Reference:

Date: 02 MARCH 2020

Issue: One

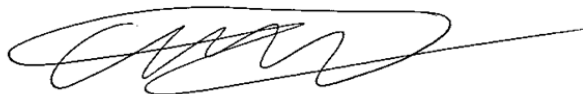
Prepared By: Print Matt Smith

Sign



Authorised By: Print Chris Agent

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**STAGE 1 & 2 ROAD SAFETY AUDIT
SCOTTS FARM ROAD (NORTH-EAST OF GADESSEN ROAD)
EWELL
PROPOSED DEVELOPMENT ACCESS**

INTRODUCTION

This report results from a stage 1 & 2 Road Safety Audit carried out on Scotts Farm Road (northeast of Gadesden Road) Ewell, proposed development access at the request of the Overseeing Organisation: Surrey County Council, Transportation Development Planning, County Hall, Kingston-Upon-Thames, Surrey, KT1 2DN.

The Audit was carried out during February / March 2020.

The Audit Team Membership was as follows:-

M C Smith BSc (Hons), MCIHT, MSoRSA
Surrey County Council
Highways, Transport & Environment
Strategic Transport Group, County Hall, Penrhyn Road,
Kingston upon Thames, KT1 2DY
(Certificate of Competency in Road Safety Audit, Dec 2014)

C Agent Surrey County Council
Highways, Transport & Environment
Strategic Transport Group, County Hall, Penrhyn Road,
Kingston upon Thames, KT1 2DY

The Audit took place at the County Hall offices of Surrey County Council between 10 February & 03 March 2020. The Audit comprised an examination of the documents submitted and listed in Appendix A. A visit to the site of the proposed improvement was also made on 28 February 2020 between 1245hrs and 1310hrs. During the site visit the weather was raining and the existing road surface was wet. Traffic conditions were light.

The terms of reference of the Audit are as described in GG119. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

Comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the attached plans as appropriate.

The recommendations in this report refer to possible solutions to overcome a safety problem. There may be other acceptable ways in which to overcome these. The audit team will be pleased to discuss any alternative solutions.

ITEMS RAISED FROM THIS (STAGE 1 & 2) AUDIT**B1.1. PROBLEM (Location A Appendix B)**

Summary: risk of loss of control conflict for cyclists / motorcyclists. The proposed granite setts on the alignment of the proposed highway boundary create a loss of control hazard for cyclists / motorcyclists entering / exiting the proposed access. Also surface water is also likely to pond / collect on the alignment of proposed granite setts, delineating the highway extents, also creating a potential loss of control conflict.

RECOMMENDATION

Omit the proposed granite setts. If the highway boundary is required to be delineated, provide a delineation which is flush with the carriageway.

B1.2. PROBLEM (Location B Appendix B & Photo 1, Scotts Farm Road)

Summary: risk of restricted sightlines.


Observations indicate on-street parking within Scotts Farm Road in the vicinity of the proposed development access. If such parking continues once the access has been constructed (and development occupied), there is concern that parked vehicles will restrict sightlines of drivers wishing to exit the proposed access, which increases the risk of conflict.

RECOMMENDATION

Provide double yellow line parking restrictions within the proposed development access bellmouth and within Scotts Farm Road to deter on-street parking within the extents of the proposed visibility splay.

NB. This could also include the section of carriageway opposite the proposed development access, to facilitate turning circles of vehicles entering / exiting the proposed development access.

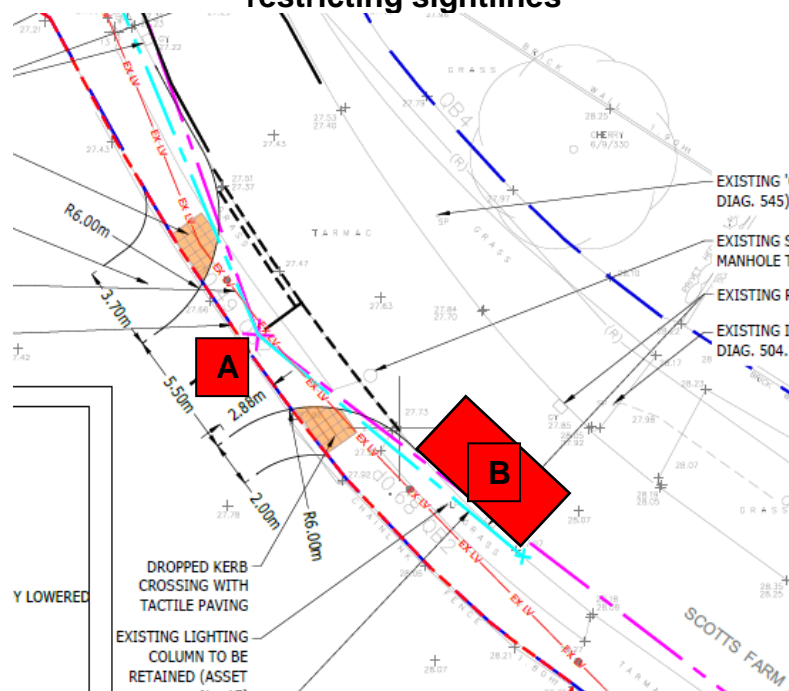
AUDIT TEAM STATEMENT

We certify that this road safety audit has been carried out in accordance with GG119.	
Road Safety Audit Team Leader	
Name:	Matt Smith
Signed:	
Position:	Safety Engineering Team Leader
Organisation:	Surrey County Council
Date:	03/03/2020
Road Safety Audit Team Member(s)	
Name:	Chris Agent
Signed:	
Position:	Engineer, Safety Engineering Team
Organisation:	Surrey County Council
Date:	02/03/2020

Appendix A

DOCUMENTS SUBMITTED FOR ROAD SAFETY AUDIT.

ACCIDENT DATA		01/01/16 – 31/10/19		
<u>Drawing No.</u>	<u>Drawing title</u>	<u>Date</u>	<u>Drawn by</u>	<u>Authorised</u>
174391-100 Rev C	S278 General Arrangement	31.01.20	UN	GJH
174391-200 Rev C	S278 Construction details	31.01.20	UN	GJH
101703-BEL-SL-01 Rev B	Presentation planning layout	04.04.19	SP	-

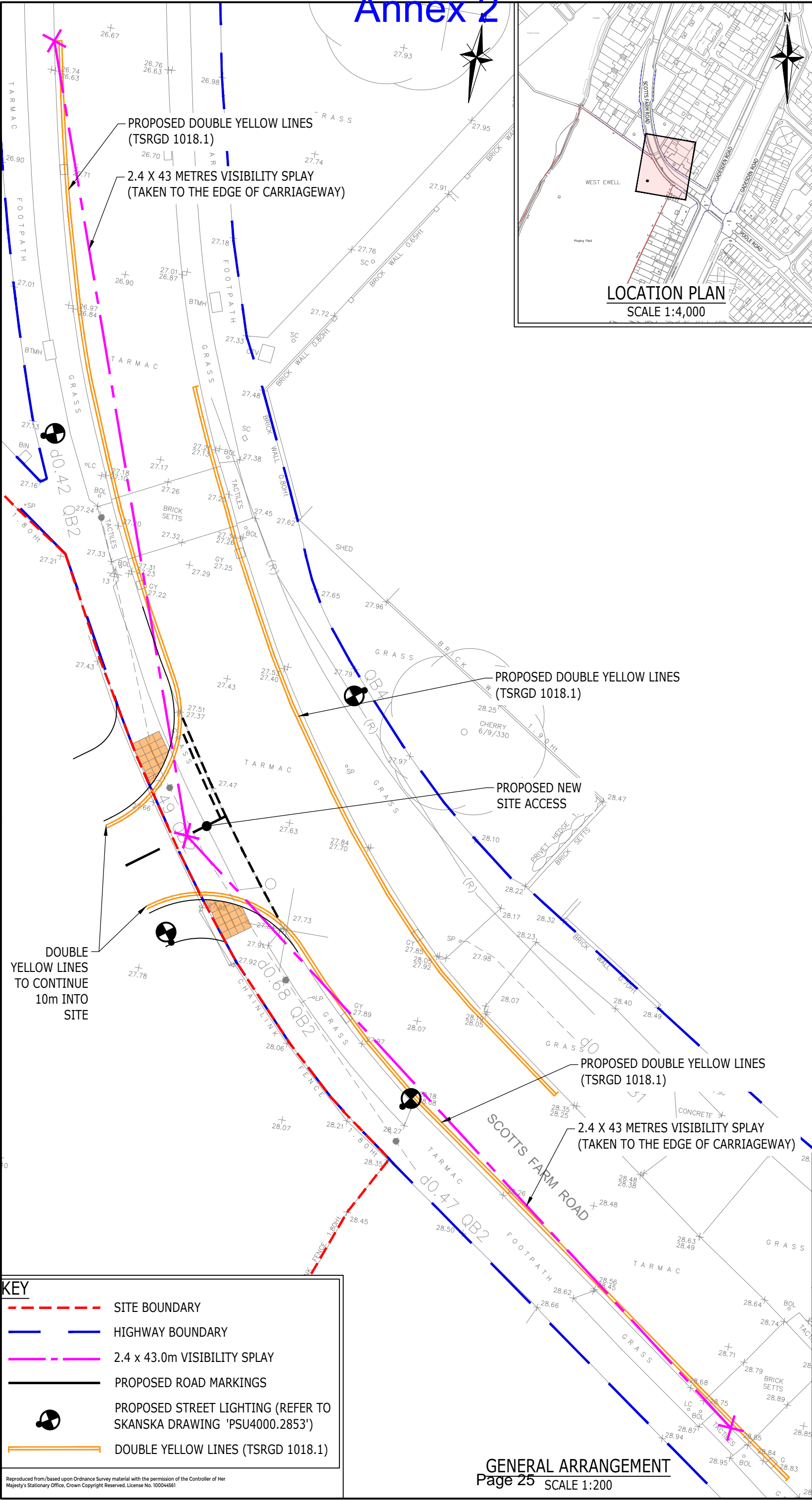
Appendix B – Observed on-street parking near proposed bellmouth restricting sightlines**Photo 1 - Parking near proposed bellmouth restricting sightlines**

Item	RSA Problem	RSA Recommendation	Design Organisation response	Overseeing Organisation response	Agreed RSA action
B1.1	(Location A Appendix B) Summary: risk of loss of control conflict for cyclists / motorcyclists. The proposed granite setts on the alignment of the proposed highway boundary create a loss of control hazard for cyclists / motorcyclists entering / exiting the proposed access. Also surface water is also likely to pond / collect on the alignment of proposed granite setts, delineating the highway extents, also creating a potential loss of control conflict.	Omit the proposed granite setts. If the highway boundary is required to be delineated, provide a delineation which is flush with the carriageway.			
B1.2	(Location B Appendix B & Photo 1, Scotts Farm Road) Summary: risk of restricted sightlines. Observations indicate on-street parking within Scotts Farm Road in the vicinity of the proposed development access. If such parking continues once the access has been constructed (and development occupied), there is concern that parked vehicles will restrict sightlines of drivers wishing to exit the proposed access, which increases the risk of conflict.	Provide double yellow line parking restrictions within the proposed development access bellmouth and within Scotts Farm Road to deter on-street parking within the extents of the proposed visibility splay. NB. This could also include the section of carriageway opposite the proposed development access, to facilitate turning circles of vehicles entering / exiting the proposed development access.			

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- NOTES
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
 2. DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
 3. ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.
 4. ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
 5. NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR PERMISSION FROM THE ENGINEER.

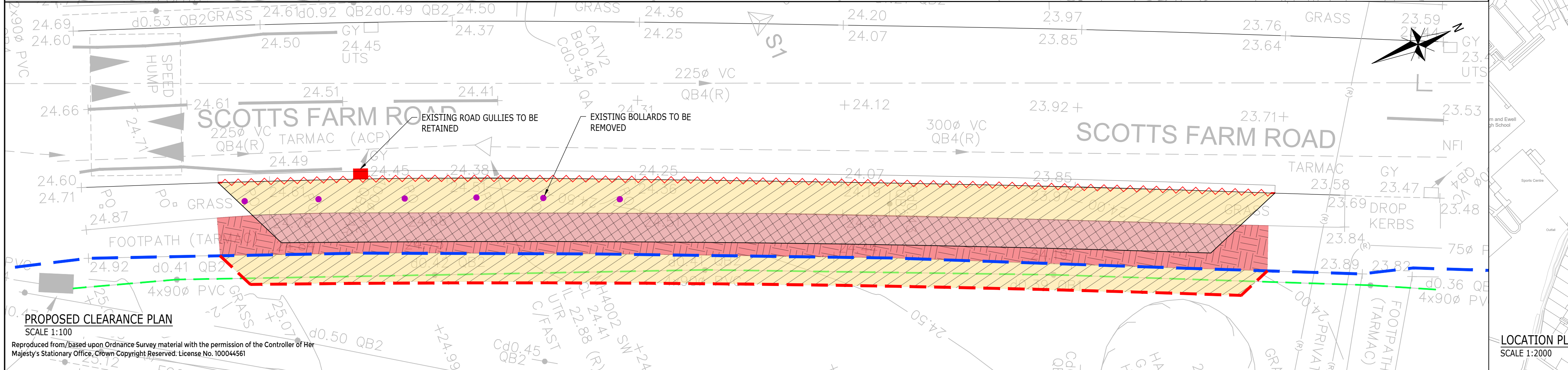
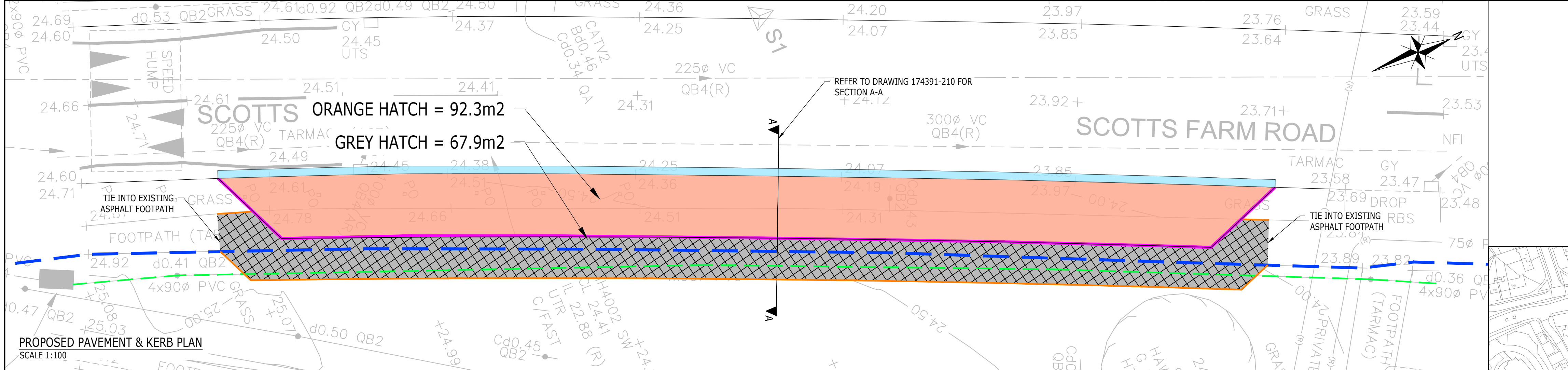
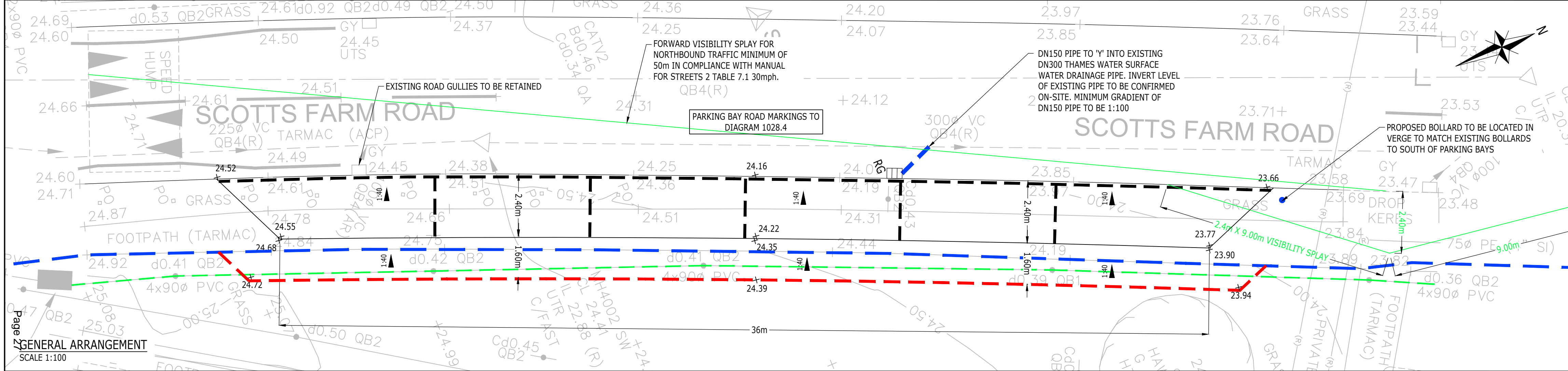
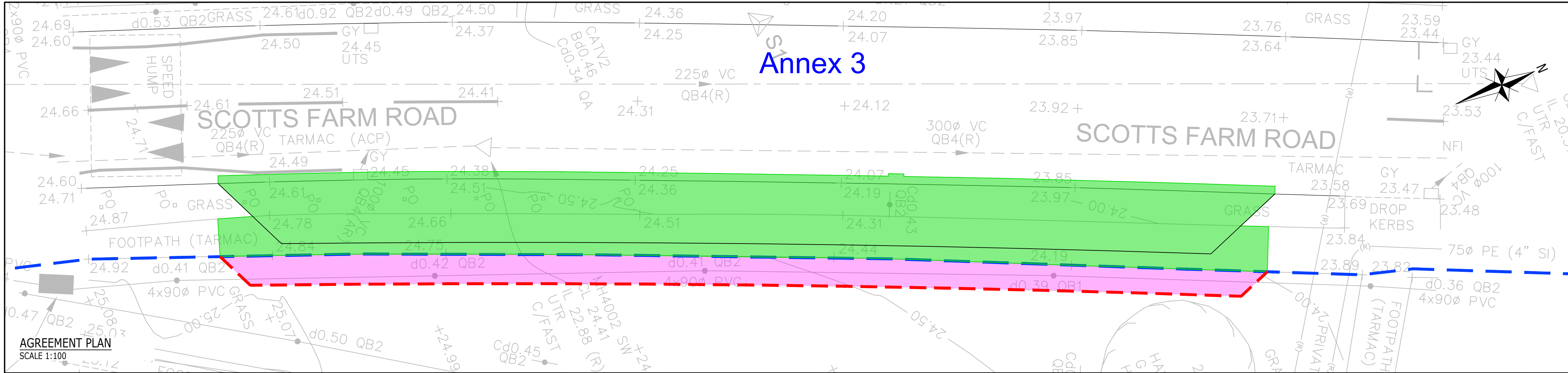
LOCATION PLAN
SCALE 1:4,000



SUBJECT TO
APPROVAL

Rev	Description	Drn	Chk	App	Date
ARDENT CONSULTING ENGINEERS Third Floor The Hallmark Building 52-56 Leadenhall Street London EC3M 5JE Tel: 020 7680 4088 Web: www.ardent-ce.co.uk E-mail: enquiries@ardent-ce.co.uk					
Client BELLWAY HOMES LIMITED (SOUTH LONDON)					
Project Title: SCOTTS FARM ROAD, EWELL					
Drawing Title: DOUBLE YELLOW LINING GENERAL ARRANGEMENT					
A3 Scale	Date	Designed by			
AS SHOWN	12.11.2020	UN			
Drawn by	Checked by	Approved by			
UN	UN	JC			
Drawing Number					Rev
174391-101					-

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KEY

- EXISTING HIGHWAY BOUNDARY
- PROPOSED HIGHWAY BOUNDARY
- LAND TO BE DEDICATED AS PART OF S278 AGREEMENT (42.7m²)
- EXTENT OF SECTION 278 WORKS UNDERTAKEN ON HIGHWAY LAND
- EXISTING BURIED CATV/DATA CABLES
- PROPOSED 'TYPE 1' ROAD GULLY AND DN150 CONNECTION PIPE. REFER TO SCC STANDARD DETAIL DRG. 1000/360 REV D

PAVING AND KERB KEY

- PROPOSED HB2 KERB WITH 'TYPE A' KERB BEAM (125MM UPSTAND). REFER TO SCC STANDARD DETAIL DRG. 1000/03 REV E
- PROPOSED EF1 EDGING WITH 'TYPE K' KERB BEAM (FLUSH). REFER TO SCC STANDARD DETAIL DRG. 1000/01 REV E & 1000/08 REV D
- PROPOSED CARRIAGEWAY CONSTRUCTION (PSV 65). REFER TO DRAWING 174391-210.
- PROPOSED CARRIAGEWAY TIE-IN (PSV 65). REFER TO DRAWING 174391-210.
- PROPOSED FOOTWAY CONSTRUCTION (PSV 55). REFER TO DRAWING 174391-210.

SITE CLEARANCE KEY

- EXISTING SOFT LANDSCAPE TO BE STRIPPED OF VEGETATION & TOP SOIL AND EXCAVATED TO FORMATION LEVEL IN ACCORDANCE WITH MCHW SERIES 600 FOR FULL DEPTH ROAD/FOOTWAY CONSTRUCTION
- EXISTING FOOTWAY CONSTRUCTION TO BE REMOVED AND GROUND EXCAVATED TO FORMATION LEVEL IN ACCORDANCE WITH SERIES 600 OF MCHW FOR FULL DEPTH ROAD CONSTRUCTION
- EXISTING ASPHALT SURFACE COURSE AND BINDER COURSE OF FOOTWAY CONSTRUCTION TO BE PLANNED. UNDERLYING CONSTRUCTION TO BE RETAINED FOR OVERLAY OF NEW FOOTWAY. SUBBASE TO BE INSPECTED AFTER EXCAVATION FOR ANY SOFT SPOTS AS PER AGREEMENT WITH SURREY COUNTY COUNCIL.
- EXISTING KERBS, CONCRETE BED AND BACKING TO BE REMOVED
- EXISTING BOLLARD AND FOUNDATIONS TO BE REMOVED
- EXISTING GULLY TO BE RETAINED

BAYS DESIGNED IN ACCORDANCE WITH FIGURE 8.18 OF MANUAL FOR STREETS

NOTES

- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
- DO NOT SCALE FROM THIS DRAWING. WORK FROM FIGURED DIMENSIONS ONLY.
- ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS OTHERWISE STATED.
- ALL DIMENSIONS, LEVELS AND SURVEY GRID CO-ORDINATES ARE TO BE CHECKED ON SITE AND THE ENGINEER NOTIFIED IMMEDIATELY OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF THE WORKS.
- NO DEVIATION FROM THE DETAILS SHOWN ON THIS DRAWING IS PERMITTED WITHOUT PRIOR PERMISSION FROM THE ENGINEER.
- ALL DRAINAGE WORKS SUBJECT TO SURREY COUNTY COUNCIL APPROVAL.
- ALL MATERIALS AND WORKMANSHIP SHALL COMPLY FULLY WITH THE MANUAL OF CONTRACT DOCUMENTS FOR HIGHWAY WORKS, VOLUME ONE, SPECIFICATION FOR HIGHWAY WORKS AND THE LOCAL AUTHORITY SPECIFICATION FOR ROAD CONSTRUCTION AND STANDARD DETAILS.
- THE CONTRACTOR SHALL UNDERTAKE SUCH MATERIALS TESTING AS REQUIRED BY SURREY COUNTY COUNCIL AND SHALL INCLUDE THE COST OF TESTING IN THE TENDER.
- UNLESS STATED OTHERWISE, ALL EXCAVATED MATERIAL SHALL BE DISPOSED OF AT AN APPROVED TIP OFF-SITE.
- THE PUBLIC HIGHWAY AND WORKS WILL BE KEPT CLEAN AND FREE OF DEBRIS BY USE OF WHEEL WASHING FACILITIES AND ROAD SWEEPERS TO THE COUNCIL'S SATISFACTION.
- ALL SETTING OUT SHALL BE AGREED ON-SITE WITH THE OVERSEEING ORGANISATION PRIOR TO THE COMMENCEMENT OF THE WORKS.
- UPON COMPLETION OF THE WORKS, THE CONTRACTOR SHALL UNDERTAKE ALL NECESSARY MAINTENANCE REPAIRS TO RETURN THE HIGHWAY TO ITS FORMER CONDITION. THIS SHALL INCLUDE THE REINSTATEMENT OF VERGES.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY APPROVALS/PERMITS FROM SURREY COUNTY COUNCIL PRIOR TO COMMENCING WORKS ON THE HIGHWAY.
- NO SURFACE WATER RUN-OFF FROM PRIVATE AREAS SHALL DISCHARGE ONTO THE ADAPTABLE HIGHWAY.
- THERE SHALL BE NO PLANTING OVER 600mm IN HEIGHT WITHIN VISIBILITY SPLAYS.
- WHERE LIGHTING IS TO BE REMOVED FROM A LIVE CARRIAGEWAY, REPLACEMENT LIGHTING SHOULD BE IN PLACE BEFORE OLD LIGHTING IS DECOMMISSIONED.
- ALL SOFT SPOTS AND VOIDS SHALL BE REMOVED BEFORE CONSTRUCTION AND REPLACED WITH SUITABLE FILL MATERIAL.
- ROAD FORMATION TO BE IN ACCORDANCE WITH CLAUSE 616 AND COMPACTED IN ACCORDANCE WITH TABLE THE REQUIREMENTS OF 6/4 OF THE SPECIFICATION FOR HIGHWAY WORKS - SERIES 600 EARTHWORKS.
- APPROVED RESIDUAL WEEDKILLER, WHICH DOES NOT CONTAIN ATRAZINE OR SIMAZINE, MUST BE APPLIED TO ALL FORMATIONS.
- ALL CONCRETE AND CEMENT MORTAR MUST BE SULPHATE RESISTING TO BS 4021.
- ALL CARRIAGEWAY MATERIALS SHALL BE SUPPLIED AND LAID IN ACCORDANCE WITH BS EN 13108-1.
- ALL MATERIALS IN CARRIAGEWAYS TO BE LAID BY MACHINE.
- MINIMUM DEPTH OF 450mm CONSTRUCTION IS REQUIRED FOR NON-FROST SUSCEPTIBLE MATERIAL.
- THE CONTRACTOR MUST VERIFY CBR VALUES ALONG THE PROPOSED WORKS, THE RESULTS OF WHICH MUST BE SENT TO THE ENGINEER FOR CONFIRMATION OF THE CARRIAGEWAY CONSTRUCTION SHOWN ON THIS DRAWING, PRIOR TO COMMENCING THE WORKS.

CDM NOTES

THE ATTENTION OF THE CLIENT, PRINCIPAL DESIGNER, PRINCIPAL CONTRACTOR, DESIGNERS AND CONTRACTORS IS DRAWN TO THE FOLLOWING POTENTIAL RISKS IN CONJUNCTION WITH THE PROPOSED ON-SITE AND OFF-SITE WORKS AS DESIGNED FOR THIS PROJECT:

- WORKS IN THE VICINITY OF LIVE SERVICES INCLUDING GAS, ELECTRICITY AND BT WILL BE NECESSARY AND THE ADVICE OF ALL STATUTORY SERVICE COMPANIES MUST BE SOUGHT BEFORE ANY WORKS COMMENCE.
- WORKS WITHIN AND ADJUTING THE EXISTING HIGHWAY WILL ENTAIL TRAFFIC HAZARDS AND ALL APPROPRIATE SAFETY MEASURES INCLUDING BARRIERS, SIGNS AND LIGHTING MUST BE UNDERTAKEN TO THE APPROVAL OF THE LOCAL AUTHORITY, THE HIGHWAY AUTHORITY AND THE POLICE CONSTABULARY.
- HAZARDOUS MATERIALS INCLUDING CEMENT AND BITUMINOUS MATERIALS ARE SPECIFIED AND THE MANUFACTURER'S ADVICE ON SAFE HANDLING PROCEDURES MUST BE OBTAINED AND MADE CLEAR TO ALL OPERATIVES.
- THE CONTRACTOR WILL BE RESPONSIBLE FOR LOCATING ALL EXISTING SERVICES WITHIN THE VICINITY OF THE WORKS VIA HAND DUG TRIAL HOLES. EXISTING SERVICES ARE TO BE PROTECTED THROUGHOUT THE DURATION OF THE WORKS. ALL UTILITY PLANT SHOULD BE CLEARLY MARKED ON THE GROUND PRIOR TO COMMENCEMENT OF THE WORKS.
- THE CONTRACTOR MUST ENSURE ALL WORKING AREAS ARE FULLY SECURE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR LIAISON WITH THE RELEVANT BUS COMPANIES TO ENSURE ALL ROUTES ARE MAINTAINED DURING THE HIGHWAY WORKS.

TRAFFIC MANAGEMENT:

- THE CONTRACTOR IS RESPONSIBLE FOR ESTABLISHING AND MAINTAINING A SATISFACTORY TRAFFIC MANAGEMENT SYSTEM FOR THE DURATION OF THE WORKS.
- ALL TRAFFIC MANAGEMENT PROPOSALS SHALL BE SUBMITTED TO AND AGREED WITH SURREY COUNTY COUNCIL AND THE POLICE CONSTABULARY PRIOR TO IMPLEMENTATION.

SUBJECT TO APPROVAL

NOT FOR CONSTRUCTION

Rev	Description	Drm	Chk	App	Date
D	DRAWING AMENDED AS PER SURREY COUNTY COUNCIL COMMENTS	DSR	ML	JEC	17.02.2021
C	DRAWING AMENDED AS PER SURREY COUNTY COUNCIL COMMENTS	MC	MC	JEC	14.10.2020
B	REFERENCE TO 'HIGHWAY SURFACE WATER SEWER' UPDATED TO 'THAMES WATER' SURFACE WATER SEWER	ML	ML	JEC	26.06.2020
A	STANDARD DETAIL REFERENCES ADDED. CLEARANCE UPDATED TO RETAIN FOOTWAY CONSTRUCTION	ML	ML	JEC	05.06.2020

ARDENT CONSULTING ENGINEERS

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worksafe consultant
www.smasitd.com

SSIP
SAFETY
SUSSEX
INSTITUTION

Client: **BELLWAY HOMES LIMITED (SOUTH LONDON)**

Project Title: **SCOTTS FARM ROAD, EWELL**

Drawing Title: **S278 SCOTTS FARM ROAD PARKING BAYS GENERAL ARRANGEMENT**

At Scale	Date	Designed by
AS SHOWN	04.10.2019	MSL

Drawn by	Checked by	Approved by
MSL	MSL	JEC

Drawing Number: **174391-110**

Rev **D**

File Location: y:\ardent\projects\174391 - scotts farm ewell\278\technical\acad\drawings\174391-110 section 278 scotts farm road - general arrangement.dwg

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LOCAL COMMITTEE (EPSOM & EWELL)**DATE: 22ND MARCH 2021****LEAD OFFICER: NICK HEALEY, AREA HIGHWAY MANAGER****SUBJECT: HIGHWAYS UPDATE****DIVISION: ALL****SUMMARY OF ISSUE(S):**

On 5th February 2021 the Cabinet Member for Highways and Transport announced an additional £12M capital funding over the next three financial years to invest in Integrated Transport Schemes (ITS schemes) and confirmed £3M capital funding for maintenance schemes in 2021-22. These sums are to be shared between the eleven Local and Joint Committees.

Amendments to parking provision would be beneficial to improve visibility outside St Joseph's School in Rosebank, and to prevent obstruction in College Road.

RECOMMENDATIONS:

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

- (i) Delegate authority to the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Members to decide a programme of schemes for next Financial Year 2021-22 in which to invest the additional ITS funding (paragraphs 2.1.1 to 2.1.9 refer);
- (ii) Authorise the Area Highway Manager, in consultation with the Chairman, Vice Chairman and Divisional Member, to advertise a Traffic Regulation Order for a change to the parking provision outside St Joseph's School in Rosebank, as detailed in section 2.2 below and Annex B, and to resolve any objections that may arise.
- (iii) Authorise the Area Highway Manager, in consultation with the Chairman, Vice Chairman and Divisional Member, to advertise a change to the parking provision in College Road, as detailed in section 2.3 below and Annex C, and to resolve any objections that may arise.
- (vi) 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:

A programme of schemes needs to be developed to invest Committee's share of the new allocation for ITS schemes in the next Financial Year 2021-22.

Amendments to parking provision would be beneficial to improve visibility outside St Joseph's School in Rosebank, and to prevent obstruction in College Road.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Surrey County Council's Local Transport Plan (LTP) aims to improve the highway network for all users. In general terms it aims to reduce congestion, improve accessibility, reduce the frequency and severity of road casualties, improve the environment, and maintain the network so that it is safe for public use.
- 1.2 The Local Committee in Epsom & 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 At the time of Committee's previous meeting in December 2020, it was anticipated that the Highways budgets available to the Local Committee next Financial Year 2021-22 would be in line with the council's Medium Term Financial Strategy (MTFS), as follows:

- Committee revenue: £0
- Member revenue: £37,500 (£7,500 per Division)
- Committee capital: £155,556
- **Total:** **£193,056**

2.1.2 At the time it was recommended to allocate these budgets for 2021-22 as set out in Table 1 below.

Table 1 Previously agreed allocation of 2021-22 budgets

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	£55,600
Total	£193,100

2.1.3 On 5th February 2021 the Cabinet Member for Highways and Transport announced an additional £12M capital funding over the next three financial years to invest in Integrated Transport Schemes (ITS schemes) and confirmed £3M capital funding for maintenance schemes in 2021-22. These sums are to be shared between the eleven Local and Joint Committee. This means that the budgets available to the Epsom & Ewell Local Committee for next Financial Year 2021-22 are now as follows:

- Committee revenue: £0 (unchanged)
- Member revenue: £37,500 (£7,500 per Division – unchanged)
- Capital maintenance: £217,000 (increase of £117,000 from MTFS)
- Capital ITS: £247,000 (increase of £191,400 from MTFS)
- **Total:** **£501,500** (increase of £308,400 from MTFS)

www.surreycc.gov.uk/epsomandewell

2.1.4 This in turn means that Committee's budget allocations for 2021-22 are updated as follows in Table 2 below:

Table 2 Updated allocations of 2021-22 budgets

Allocation	Amount
Capital maintenance. For example Local Structural Repair (LSR – large scale patching) of carriageways and / or footways.	£217,000 capital (approx. £43,400 per Division – priorities to be agreed with Divisional Members)
Capital ITS. For implementation of Highway improvement schemes.	£247,000 capital (to be invested in individual schemes – see below)
<ul style="list-style-type: none"> Revenue maintenance works according to priorities within each Division 	£37,500 £7,500 per Divisional Member.
Total	£501,500

2.1.5 Committee has a well-developed programme of feasibility work that feeds into its annual ITS programme. Committee has been able to deliver a fair number of the schemes developed through this programme using a combination of its own annual budget allocations together with historical s106 contributions. Committee's prioritisation list of ITS schemes is presented in Annex A. Members will see that a good number of these schemes are progressing through feasibility, with others in the pipeline to follow.

2.1.6 Unfortunately a number of schemes developed by Committee have been too expensive to be delivered using the resources at Committee's disposal. Other schemes have had to be deferred or implemented in stages to balance the annual spend against the available budget.

2.1.7 The additional capital ITS funding enables Committee to move ahead with the delivery of its annual ITS programme – drawing schemes from its feasibility programme. The additional capital means that more expensive schemes may now be deliverable, for which feasibility studies were completed in previous years.

2.1.8 The additional ITS funding is intended to be for the next three financial years. In 2021-22 this funding will need to be allocated to schemes that are well advanced in terms of feasibility / design. For 2022-23 and 2023-24 there would be time to develop a scheme from Committee's prioritisation list that has not yet started its journey through feasibility. If a scheme were to require extensive public consultation, it may not be feasible to deliver within the three-year timescale unless it is already well advanced.

2.1.9 It is recommended Committee delegates authority to the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Member to decide the programme of ITS schemes for next Financial Year 2021-22 to be funded with the additional funding. These schemes would be selected from the programme of feasibility / design work that Committee has been developing – as shown in Annex A – focussing on those that are furthest advanced. The Area

Highway Manager would take into account availability of any funding from other sources to assist in the delivery of selected schemes with the objective of maximising the total investment value for Epsom & Ewell.

2.2 Parking amendment in Rosebank

Rosebank becomes very narrow on the immediate approach to St Joseph's school. At this point the road also goes round a bend. There are currently a number of parking bays on this narrow bend, which reduce this section of road to single file. Visibility of approaching vehicles from one end of the single file section to the other could be improved by amending the parking provision as shown in Annex B. This amendment would ease movement of traffic in this location.

2.3 Parking amendment in College Road

The section of College Road between Reigate Road and Longdown Lane South regularly experiences obstructive parking on the carriageway, and also parking on the grass verges, which causes damage to these. These issues could be mitigated if double yellow lines were to be installed in this section, as shown in Annex C.

3. OPTIONS:

3.1 As described above.

4. CONSULTATIONS:

4.1 As described above.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 As described 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 Recommendations have been made to facilitate the development and delivery of the 2021-22 ITS programme.

10. WHAT HAPPENS NEXT:

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

Contact Officer: Nick Healey

Consulted: See above.

Annexes: Three.

Sources/background papers: None

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	EPSOM & EWELL LTP SCHEMES RANKING - 2021			Congestion							Accessibility							Safety									Environment					Economy									
			Developer funding	15%					Con. Score	Wgtd. Adj.	15%					Acc. Score	Wgtd. adj.	35%						Safety Score	Wgtd. Adj.	15%				Env. Score	Wgtd. Adj.	20%	Econ. Score	Wgtd. Adj.	FINAL SCORE	Cost	Benefit/ Cost				
Rank	Factors should be assessed considering whether the proposed scheme will have a positive or negative effect, using the range of (-5 -4 -3 -2 -1 0 1 2 3 4 5), with negative figures being a negative effect, and positive ones beneficial. The score given should reflect factors such as the type of road, traffic volumes, likely impact of scheme etc. For KSI and accident statistics, the number of accidents over the preceding three year period should be entered, but only if these are directly relevant to the purpose of the scheme.	County Division	£(k)	Vehicle delay impact	Traffic growth impact	Support travel plan	Technological congestion management	Parking management		15%	Improve mobility for impaired	Promote public transport	Encourage walking	Reduce community severance	Encourage cycling		15%	Reduce KSI	Reduce child KSI	Reduce slight casualties	Reduce vehicle speeds	Support safe routes to	Improve street lighting	Reduce fear of crime		35%	Improve streetscene inc. reducing tipping	Reduce vehicle CO2	Reduce traffic noise	reduce HGV impact		15%	Aligns with planned maintenance	Supports local economy		20%			£(k)		
	Schemes with feasibility or detailed design complete These are schemes that Committee could consider for construction next Financial Year 2019-20, subject to funding being available.																																								
1	Flush kerbs to create new cycle connections. These were constructed in FY 2019-20: - Bones Gate path to Chessington Road - Longmead Road carriageway to Green Lanes (west side) These are for future consideration: - Laburnum Road to Dulshot Green and The Parade - Mongers Lane across Reigate Road - Court Rec path to Waterloo Road (near Stamp Shop) Suggestion from cycle forum	Various		0	0	1	0	0	1.00	15.00	1	0	1	0	3	5.00	75.00	0	0	0	0	1	0	0	1.00	35.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00			125.00	5	25000.000
2	East Street near Chuters Grove - parking management (Construction expected to be completed in 2020-21.)	Epsom West	100	5	0	0	0	4	9.00	135.00	3	0	1	0	0	4.00	60.00	0	0	1	-1	0	0	0	0.00	0.00	2	2	0	0	4.00	60.00	0	1	1.00	20.00			275.00	20	13750.000
3	Waterloo Road - new cycle route from Station Approach to Court Rec path (Construction completed in 2020-21.)	Town and Downs	50	0	0	4	0	0	4.00	60.00	2	4	2	1	4	13.00	195.00	0	0	1	1	3	3	2	10.00	350.00	1	0	0	0	1.00	15.00	0	1	1.00	20.00			640.00	50	12800.000
4	Ewell Village High Street outside Coop (Feasibility study complete - now monitoring scheme.) (New loading bay implemented as part of 2018-19 annual review.)	Ewell		2	0	0	0	3	5.00	75.00	3	0	2	0	0	5.00	75.00	0	0	2	0	2	0	0	4.00	140.00	2	1	0	2	5.00	75.00	0	1	1.00	20.00			385.00	35	11000.000
5	Pedestrian crossing facility near new Priest Hill Close development on east side of Reigate Road (Design complete - next stage is to construct crossing.)	Ewell		0	0	1	0	0	1.00	15.00	3	1	3	3	0	10.00	150.00	0	0	0	1	1	0	0	2.00	70.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00			235.00	60	3916.667
6	East Street Cycle Path - just northwest side of East Street, excluding Toucan Crossing at Hook Road (Construction expected to be completed in 2020-21.)	Epsom West	100 (not enough)	0	0	3	0	0	3.00	45.00	3	0	2	0	3	8.00	120.00	0	0	3	0	3	0	0	6.00	210.00	0	0	0	0	0.00	0.00	0	1	1.00	20.00			395.00	103	3834.951
7	Cycle Link Scotts Farm Road to Ruxley Lane adjacent to the school – plus upgrade Ruxley Lane pedestrian crossings to Toucan Crossings (Outline design complete) (To be constructed as part of Epsom & Ewell High School development.)	West Ewell		0	0	4	0	0	4.00	60.00	3	0	3	1	4	11.00	165.00	0	0	0	0	4	3	2	9.00	315.00	1	0	0	0	1.00	15.00	0	0	0.00	0.00			555.00	150	3700.000
8	Waterloo Road - Zebra crossing (Design complete.)	Epsom West		-1	0	1	0	-1	-1.00	-15.00	3	1	1	1	0	6.00	90.00	0	0	0	1	1	0	0	2.00	70.00	0	0	0	0	0.00	0.00	0	1	1.00	20.00			165.00	50	3300.000
9	London Road bus stops opposite Briarwood Road and Anne Boleyn Court - improve pedestrian accessibility (Feasibility in progress)	Ewell		0	0	1	0	0	1.00	15.00	2	3	0	2	0	7.00	105.00	0	0	0	1	1	0	0	2.00	70.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00			190.00	70	2714.286
10	Pedestrian Crossing of Cheam Road near Bramley Road (Feasibility complete; scheme deferred as low priority.)	Ewell		0	0	1	0	0	1.00	15.00	3	3	3	1	0	10.00	150.00	0	0	0	1	2	0	0	3.00	105.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00			270.00	100	2700.000
11	St Joseph's RSOS (Design in progress.)	Epsom Town and Downs		0	1	2	0	1	4.00	60.00	2	0	3	0	1	6.00	90.00	0	0	0	0	3	0	0	3.00	105.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00			255.00	100	2550.000
12	Aldi, Kingston Road, Ewell - developer funded (Design in progress.)	Auriol, Cuddington, and Ewell Court	97 (not enough)	-1	0	2	0	0	1.00	15.00	4	1	4	3	0	12.00	180.00	0	0	0	1	1	0	0	2.00	70.00	0	0	0	0	0.00	0.00	0	2	2.00	40.00			305.00	250	1220.000
13	Hook Road junction with East Street - suggestion for push button controlled pedestrian facility across the left slip from Hook Road - request from care assistance for the visually impaired (This is a component of the East Street Cycle Path scheme) (Design complete)	Epsom West	100 (not enough)	-1	0	1	0	0	0.00	0.00	4	0	1	1	1	7.00	105.00	0	0	0	1	1	0	0	2.00	70.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00			175.00	189	925.926
	No feasibility or detailed design to date This means that cost estimates for ranking purposes are VERY approximate. These are schemes Committee could consider for feasibility studies next Financial Year 2019-20.																																								

1	Church Street junction with High Street, Ewell - pedestrian improvements - the slope of the existing dropped kerbs tends to steer wheel chairs and mobility scooters into the main road. Requested by Cllr John Beckett. (Feasibility study due to start in 2021-22.)	Ewell		0	1	2	0	1	4.00	60.00	3	0	1	0	0	4.00	60.00	0	0	1	1	1	0	0	3.00	105.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	225.00	25	9000.000
2	The Parade - improved pedestrian crossing facilities at the Ashley Road end - request from partially sighted resident via Cllr Neil Dallen (Feasibility study due to start in 2021-22.)	Epsom Town and Downs		0	0	0	0	0	0.00	0.00	3	0	1	0	0	4.00	60.00	0	0	1	1	1	0	0	3.00	105.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	165.00	25	6600.000
3	Church Street, Epsom, pedestrian crossing improvements at three Zebra Crossings: upgraded Belisha Beacons, road tables, alignment changes Suggested by a resident; supported by Cllr Tina Mountain (Feasibility study due to start in 2021-22.)	Town and Downs		0	0	2	0	0	2.00	30.00	3	0	4	3	1	11.00	165.00	3	0	6	3	2	1	0	15.00	525.00	0	0	0	0	0.00	0.00	0	2	2.00	40.00	760.00	175	4342.857
4	Chalk Lane - measures to restrict access to legitimate users	Epsom Town and Downs		0	0	2	0	0	2.00	30.00	1	0	3	0	3	7.00	105.00	0	0	1	1	3	0	1	6.00	210.00	0	1	1	0	2.00	30.00	0	0	0.00	0.00	375.00	100	3750.000
5	Fair Green Cycle Link	Epsom West		0	0	2	0	0	2.00	30.00	1	0	1	0	3	5.00	75.00	0	0	0	0	2	0	0	2.00	70.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	175.00	50	3500.000
6	Danetree RSOS	West Ewell		-1	0	2	0	1	2.00	30.00	1	0	1	0	0	2.00	30.00	0	0	0	1	2	0	0	3.00	105.00	0	-1	-1	0	-2.00	-30.00	0	0	0.00	0.00	135.00	50	2700.000
7	New cycle link from Sparrow Farm Road to Nonsuch Park entrance Suggested by Epsom & Ewell Cycle Forum	Ewell		0	0	1	0	0	1.00	15.00	0	0	0	0	3	3.00	45.00	0	0	0	0	2	0	0	2.00	70.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	130.00	50	2600.000
8	Reigate Road Cycle Route - High Street to Bypass	Ewell		0	0	2	0	0	2.00	30.00	0	0	0	0	3	3.00	45.00	0	0	1	0	2	0	0	3.00	105.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	180.00	70	2571.429
9	Cycle Link along Chessington Road – Ruxley Lane to Bonesgate	West Ewell		0	0	2	0	0	2.00	30.00	1	0	1	0	4	6.00	90.00	0	0	0	0	2	0	0	2.00	70.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	190.00	150	1266.667
10	Ewell Village 20mph Zone	Ewell		-1	0	0	0	0	-1.00	-15.00	1	0	0	0	1	2.00	30.00	4	20	2	1	1	0	28.00	980.00	0	-1	-1	-1	-3.00	-45.00	0	0	0.00	0.00	950.00	1000	950.000	
11	A24 Dorking Road - new (improved) cycle route connecting Ashtead and Epsom	Epsom Town and Downs, Ashtead		0	2	2	0	1	5.00	75.00	1	0	1	1	3	6.00	90.00				0	2	0	0	2.00	70.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	235.00	250	940.000
12	Signalise Chessington Road junction with Longmead Road	West Ewell		-2	0	2	1	0	1.00	15.00	2	1	1	0	2	6.00	90.00	0	0	3	-1	3	0	0	5.00	175.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	280.00	300	933.333
13	A240 junction with Cheam Road - remodelling / revalidation to improve capacity	Ewell		3	-1	1	2	0	5.00	75.00	1	0	1	1	0	3.00	45.00	0	0	6	0	1	0	0	7.00	245.00	0	2	0	0	2.00	30.00	0	1	1.00	20.00	415.00	500	830.000
14	East Street jw Church Road - signalise junction	Epsom West		-1	0	1	1	0	1.00	15.00	1	0	1	0	0	2.00	30.00	0	0	2	0	1	0	0	3.00	105.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	150.00	300	500.000
15	Old London Road pedestrian / cycle track	Town and Downs		0	0	0	0	0	0.00	0.00	2	0	2	0	2	6.00	90.00	0	0	0	0	0	0	0	0.00	0.00	0	0	0	0	0.00	0.00	0	0	0.00	0.00	90.00	200	450.000

Not scored yet		
Woodcote Side and Approach Road junctions with Wilmerhatch Lane and Woodcote Green Road - casualty reduction to address persistent pattern of casualties	Town and Downs	
Horton Lane - measures to address speeding motorcyclists. Raised by Cllr Mason andborough councillors	West Ewell	
West Street - widen the narrow footway between Tudor Close and The Grove.	Ewell	
Suggested by Cllr Clive Woodbridge		
Felstead Road - one way to facilitate access to CRC (and prevent queue jumping). Raised by Cllr Chris Frost to Cllr Mason. Issue apparent as CRC re-opened with restrictions during Covid-19, so may resolve itself		
East Street - cycle route Kiln Lane to Epsom Road, Ewell	Epsom West, Ewell	

Key:

- No waiting at any time
- ⏏ Disabled parking bay (no time limit)
- ⏏⏏⏏⏏⏏ School Keep Clear zig zag marking Mon–Fri 8.15–9.15am & 2.30–4pm
- Existing restrictions (May include symbols)

Revoke existing parking bay and reinstate disabled parking bay in its place.

Revoke existing parking bay and disabled parking bay.
Reinstate disabled parking bay north of existing location.
Extend existing school keep clear markings and double yellow lines.

Rev	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date



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Drawn by	SDC	Slg.	SDC
Checked by	RH	Slg.	RH
Approved by	DC	Slg.	DC
Date	03/21	Date	03/21

Project
Drawing
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Epsom and Ewell Parking Review
Phase 13

Proposed Waiting Restrictions
Rosebank



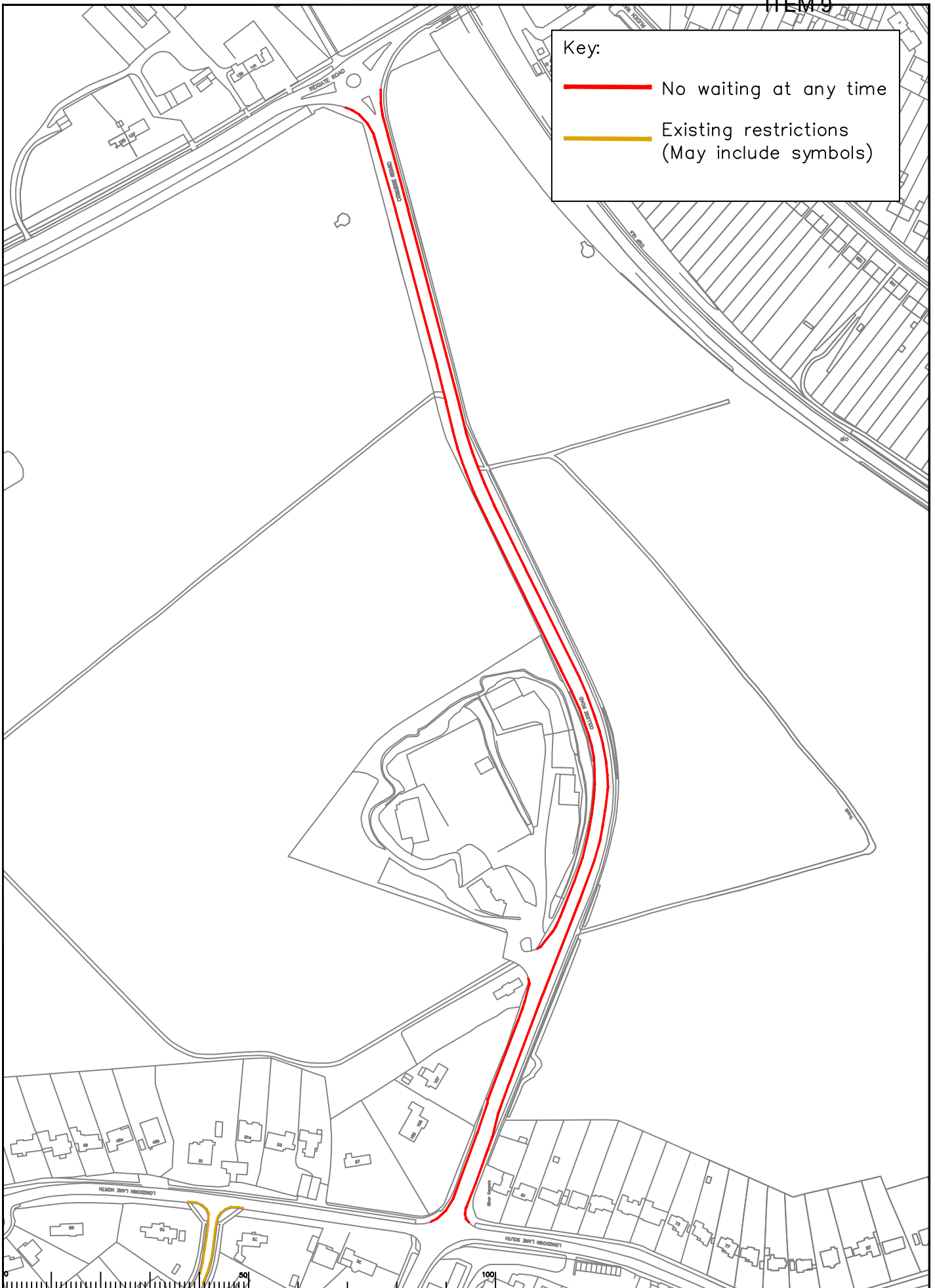
Project No.	
Contract Sheet No.	
Drawing No.	43
Revision	
Classification	COMM

SHEET 07

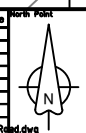
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Key:

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



Rev	Description	Drawn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date



Drawn by	SDC	Slg.	SDC	Date	03/21
Checked by	RH	Slg.	RH	Date	03/21
Approved by	DC	Slg.	DC	Date	03/21

Project	Epsom and Ewell Parking Review Phase 13
Drawing	Proposed Waiting Restrictions College Road

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Revision	
Classification	COMM



Project No.	
Contract Sheet No.	
Drawing No.	42
Revision	
Classification	COMM

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Local Committee Decision and Action Tracker

This tracker monitors progress against the decisions and actions that the Local Committee has made. It is updated before each committee meeting. (Update provided on 12/03/2021).

- Decisions and actions will be marked as '**open**', where work to implement the decision is ongoing by the Local/Joint Committee.
- 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. For some decisions the Committee and public will be able to monitor the progress through Surrey County Council website. A link to the webpage will be included on the item when marked as complete.
- 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 can remain on the tracker should the Committee request.

Ref No.	Meeting Date	Decision	Status (Open/ Closed)	Officer	Comment or update
1	3 April 2020 (officer decision)	Implement a new shared cycle route on the northwest side of East Street, between the existing cycle route behind the Ebbisham Centre and The Kings Arms	Open	Area Highways Manager	Construction in progress.
2	5 October 2020/ 7 December	AHM to investigate the work recently carried out in Waterloo Road to see if it has been completed satisfactorily as there appear to be a number of puddles around the work area, including the area from the station to Horsley Close.	Open	Area Highways Manager	Works on order to rectify this.
3	5 October 2020	Implement options 2, 5 and 6 of the feasibility report on St Joseph's School road safety in a future Financial Year, at an estimated cost of £42,000.	Open	Area Highways Manager	Detailed design in progress.
4	5 October 2020	The Chairman, Cllr Dallen and appropriate officers to consider ways in which the flow of	Closed	Area Highways Manager	Meeting took place on 14 th December 2020. Members requested an

Ref no.	Meeting Date	Decision	Status (Open/Closed)	Officer	Comment or update
		traffic in Rosebank at school pick up and drop off can be improved			adjustment to a parking bay to ease traffic flow. Complete
5	7 December 2020	Changes to parking restrictions and controls and to include additional restrictions in Stoneleigh Park Rd, Amberley Gardens and Cunliffe Road subject to further discussions with the divisional member are advertised, analysed and if appropriate implemented.	Open	Parking Engineer	The parking review will be advertised from the 25 th March to 29 th April – a period of five weeks.
6	7 December 2020	Motion expressing concern at the level of highway funding for the Local Committee to be submitted to the Cabinet member	Closed	Committee Officer	Considered at the Cabinet meeting on 15 December. Response circulated which indicated that the funding would be at 20/21 levels. Complete

Local Committee (Epsom & Ewell) - Forward Programme 2021/22

Details of future meetings			
<p>Dates for the Epsom & Ewell Local Committee 2021/22: 14 June 2021 tbc</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 is currently suspended). 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
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
Appointments to Outside Bodies and Task Groups	To make any appointments required for the new municipal year	Partnership Committee Officer	14 June 2021

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