

# Agenda

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

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

## Discussion

Parking Review

Old London Road

Highways Budget 2022/23



## Venue

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

**Date:** Monday, 28 March 2022

**Time:** 7.00 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.

Before submitting your question we would encourage you to use the report it function on the [SCC website](#) to get a quicker response to your issue whenever possible.

We will, where possible, endeavour to provide a written response to your question 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 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. 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:** [rowena.zelley@surreycc.gov.uk](mailto:rowena.zelley@surreycc.gov.uk)

**Tel:** 07816 077116 (text or phone)

**Website:** <https://www.surreycc.gov.uk/people-and-community/your-local-area>

This is a meeting in public.

Please contact **Rowena Zelley, 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**

John Beckett, Ewell (Chairman)  
Steven McCormick, Epsom Town and Downs (Vice-Chairman)  
Jan Mason, West Ewell  
Eber Kington, Ewell Court, Auriol and Cuddington  
Bernie Muir, Epsom West

### **Borough Council Appointed Members**

Cllr Nigel Collin, College  
Cllr Neil Dallen MBE, Town  
Cllr Debbie Monksfield, Court  
Cllr Phil Neale, Cuddington  
Cllr Humphrey Reynolds, Ewell

**Chief Executive**  
Joanna Killian

Cllr Arthur Abdulin, Town  
Cllr Steve Bridger, Stamford  
Cllr Kate Chinn, Court  
Cllr Chris Frost, Nonsuch  
Cllr Peter Webb, Auriol

#### **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 - 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.

## **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**

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.

## **5 PETITIONS**

To receive any petitions in accordance with Standing Order 68.

## **6 MINUTES OF PREVIOUS MEETING**

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

**7 WRITTEN MEMBER QUESTIONS**

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

**8 EPSOM AND EWELL PARKING REVIEW (PHASE 14)**

(Pages 5 - 58)

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

**9 OLD LONDON ROAD**

(Pages 59 - 104)

In July 2021 Committee authorised the advertisement of a prohibition of traffic order to enable the section of Old London Road (D2319) leading from Tattenham Corner Road to the Top Car Park on Epsom Downs to be closed overnight. The order was advertised early in 2022. A total of 234 representations were received altogether, of which 168 (72%) were objections. Committee is asked to decide the next steps for this proposal.

**10 HIGHWAYS UPDATE [EXECUTIVE FUNCTION - FOR DECISION]**

(Pages 105 - 114)

This report seeks approval of a programme of highway works for Epsom & Ewell funded from the Local Committee's delegated capital and revenue budgets.

**11 LOCAL COMMITTEE DECISION TRACKER [FOR DECISION]**

(Pages 115 - 118)

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.

**12 FORWARD PLAN [FOR INFORMATION]**

(Pages 119 - 120)

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

**13 DATE OF NEXT MEETING**

Minutes of the meeting of the  
**Epsom AND EWELL LOCAL COMMITTEE**  
 held at 7.00 pm on 8 November 2021  
 at Main Hall, Bourne Hall, Spring Street, Ewell KT17 1UF.

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

**Surrey County Council Members:**

- \* John Beckett (Chairman)
- \* Steven McCormick (Vice-Chairman)
- \* Jan Mason
- \* Eber Kington
- \* Bernie Muir

**Borough / District Members:**

- \* Cllr Nigel Collin
- \* Cllr Neil Dallen MBE
- \* Cllr Debbie Monksfield
- \* Cllr Phil Neale
- \* Cllr Humphrey Reynolds

\* In attendance

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**27/21 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]**

Apologies were received from Cllr Mason (who joined the meeting later during Item 8).

**28/21 DECLARATIONS OF INTEREST [Item 2]**

Cllr Neale stated in relation to Item 5 that he had participated in the 'Walk for Safety' on Old Malden Lane on 28 September 2021.

**29/21 CHAIRMAN'S BUSINESS [Item 3]**

The chairman thanked the SCC Highways team and Epsom & Ewell Borough Council for their swift action to repair the sink hole that appeared in Ewell village in October. Cllr Kington also thanked the Works Communications team for the updates they had provided on the repair work.

The chairman drew member's attention to the current Parking Review and the need to submit all requests for new parking restrictions by the end of November. He noted that, following last year's review, signs were now being installed, although there might be a slight delay in the lining work.

**30/21 WRITTEN PUBLIC QUESTIONS AND STATEMENTS [Item 4]**

No public questions had been received.

**31/21 PETITIONS [Item 5]**

**Declarations of Interest:** Cllr Neale stated that he had taken part in the 'Walk for Safety' on Old Malden Lane in September.

**Officers attending:** Nick Healey, formerly Area Highways Manager

**Petitions, Public Questions, Statements:**

One petition had been received, from Cllr Jones (Cuddington ward), requesting a feasibility study of options relating to pedestrian safety on Old Malden Lane. The petition and officer's response are included in the main agenda pack.

Cllr Jones addressed the meeting. He stressed the increase in the number of houses that has occurred since he moved to the road and developments which are still planned. The northern side of the Lane will be full, with 110 properties, bringing a consequent rise in the number of vehicle movements and pedestrians; although SCC officers had offered some suggestions of work to improve the situation Cllr Jones felt these were inadequate in relation to pedestrian safety. He noted that on completion of the final proposed development, which included provision of a footway, there would be a gap of 80m with no footway; the landowners along this stretch have said they would be happy for a path to be constructed.

**Member Discussion – key points:**

The officer outlined the issue as being one of limited available space. It was encouraging to hear that the landowners with the 80m frontage where the gap would be were happy to allow a path; this is something that could be covered by the local committee's budget. Traffic calming measures would be expensive, at approximately £25,000 per speed cushion, plus upgraded street lighting. It was noted that any footway installed would be fully accessible and include features such as tactile surfaces.

The feasibility study would cover the design and cost of a scheme. It would not take place before the start of the next financial year at the earliest, by which time the outcome of the planning application would be known. It was suggested that building work could be done in advance of knowing when this final housing development would be built.

With the housing developments taking place and planned, it was suggested that CIL funding might be available. While this could be applied for, it was noted that the allocation of CIL is a decision for the Borough Council and not the local committee.

The Divisional member for Ewell Court, Auriol & Cuddington thanked the officer for the suggestions of works to improve the lane such as cutting back vegetation and cleaning the road markings and installing signs but he stressed the need for further action to allow for the scale of development that is taking place.

In the light of the importance of the road as a main route through the area, the expectation of an increase in the number of vehicles and pedestrians, and the recorded history of accidents along the road, members agreed there was a need to address the situation.

**Resolution:**



Using the text of the petition as a recommendation, the Local Committee (Epsom & Ewell) AGREED:

To fund a feasibility study to assess options for improving the safety of pedestrians using Old Malden Lane, including a 20mph speed limit, physical speed reduction measures, improved signage and the potential for extending the existing footway.

Members voted by a show of hands:

In favour – nine

Against – zero

Reasons: To take forward this study in response to the petition.

### **32/21 MINUTES OF PREVIOUS MEETING [Item 6]**

Cllr Dallen asked for an update on the Epsom High Street bus stand for route 467 - this would be provided outside the meeting.

The minutes of the meeting held on 21<sup>st</sup> July 2021 were agreed as an accurate record.

### **33/21 WRITTEN MEMBER QUESTIONS [Item 7]**

**Declarations of Interest:** None

**Officers attending:** Zena Curry, Highways Engagement and Commissioning Manager

**Petitions, Public Questions/Statements:** None

#### **Member discussion – key points**

The chairman accepted a late question from the vice-chairman, who asked if there was a way in which the large and apparently increasing number of HGV journeys in the borough can be monitored.

The officer explained that there is a Cabinet-approved process to do this and local communities will have the ability to set up monitoring in their areas – the information would be circulated to committee members and the officer offered to continue discussion of the issue with the vice-chairman outside the meeting.

### **34/21 LOCAL COMMITTEE DECISION TRACKER [FOR DECISION] [Item 8]**

**Declarations of Interest:** None

**Officers attending:** Zena Curry, Highways Engagement and Commissioning Manager

**Petitions, Public Questions/Statements:** None

#### **Member discussion – key points**

Cllr Mason joined the meeting during this item.

## ITEM 6

Cllr Kington asked for an update on Item 3 (road safety around St Joseph's school) – this would be provided outside the meeting.

Referring to three separate Items that included the making of a Traffic Regulation Order (TRO) Cllr Kington asked if it were possible to add something to an existing TRO, or to combine a number of separate TROs, to help reduce the administration and advertising costs. The officer explained that it is more cost-effective to make combined TROs, and stressed the need for members to submit requests to the Parking Review on time to make sure that this process was as efficient as possible. A commitment was given to look into the case of the planned TRO relating to installation of parking restrictions outside Auriol School and report back to Cllr Kington.

Cllr Mason asked to be included in consideration of any responses relating to Item 6 (Scotts Farm Road).

The Committee agreed to remove closed items from the tracker, except the following, which would remain 'open':

Item 2 (puddles on Waterloo Road) – puddles still collect. The local member was asked to provide photos to show the extent of the problem.

Item 7 (evaluation of a trial booking system at Epsom CRC). There was a range of views among members on whether the booking system had been a success or not, and a suggestion that with covid restrictions at the CRC lifted it would be possible to have more booking slots available. The post-trial report was requested, to help inform any decision on whether to reinstate the booking system or not.

### **35/21 FORWARD PLAN [FOR INFORMATION] [Item 9]**

Members expressed the view that they would like updates on services as before. County Councillors receive weekly member briefings on a wide range of topics and these could provide a useful way of highlighting which topics would be useful to bring to the local committee informal meeting. The chairman stated that he is discussing the local and joint committee operations with Cllr Hall, and he invited members to suggest any areas of interest on which they would like a briefing.

The contents of the forward plan were noted.

### **36/21 DATE OF NEXT MEETING [Item 10]**

The next meeting is scheduled for 28<sup>th</sup> March 2022.

Meeting ended at: 8.06 pm

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**Chairman**

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (EPSOM & EWELL)**

**DATE: 28 MARCH 2022**

**LEAD OFFICER: STEPHEN CLAVEY  
SENIOR ENGINEER**

**SUBJECT: EPSOM AND EWELL PARKING REVIEW (PHASE 14)**

**DIVISION: EPSOM AND EWELL**



**SUMMARY OF ISSUE:**

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

Since the introduction of Decriminalised Parking Enforcement (DPE) in May 2005, new parking / waiting restrictions in Epsom and Ewell have been introduced in thirteen phases, with the most recent being implemented through 2022.

This report details locations and general proposals for the latest parking / waiting restriction review, to be progressed in 2021 / 2022, and seeks approval to carry out statutory advertising of the proposals. Proposals also include a number of on-street electric vehicle charging point bays.

**Annex 1** contains drawings detailing the suggested changes to parking restrictions and a statement of reasons for them.

**Annex 2** contains drawings showing the proposed locations for electric vehicle (EV) charging bays.

**RECOMMENDATIONS:**

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

- (i) That the county council's intention to introduce the proposals in Annex 1 is formally advertised, and subject to statutory consultation;
- (ii) That if no objections are received when the proposals are advertised, the appropriate traffic regulation orders are made;
- (iii) That if objections are received which cannot be resolved, in accordance with the county council's scheme of delegation, the Parking and Traffic Enforcement Team Manager considers 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.

## ITEM 8

- (iv) the locations identified for conversion in to on-street electric vehicle charging points are approved. These locations are shown in Annex 2
- (v) That the Parking and Traffic Enforcement Team Manager is delegated authority to adjust the positions of the on-street Electric Vehicle charging bays in consultation with the Chair, Vice-Chair and Local Member prior to statutory consultation (if necessary). These locations are listed in each County Councillors division of this report, and displayed in their own set of drawings (Annex 2)

### **REASONS FOR RECOMMENDATIONS:**

It is recommended that the waiting restrictions are implemented as detailed in Annex 1. They will make a positive impact towards:-

- Road safety
- Access for emergency vehicles
- Access for refuse vehicles
- Easing traffic congestion
- Better regulated parking
- Better enforcement

This will help us achieve our 2030 Community Vision objectives:

- Residents live in clean, safe, and green communities where people and organisations embrace their environmental responsibilities.
- Journeys across the county are easier, more predictable, and safer.

### **1. INTRODUCTION AND BACKGROUND:**

- 1.1 Following the introduction of DPE in Epsom and Ewell amendments to waiting restrictions have been carried out at various stages – the Phase 13 parking review was the last to be implemented.
- 1.2 Changes to the highway network, the built environment and society mean that parking behaviour changes and consequently it is necessary for a Highway Authority to carry out regular reviews of waiting and parking restrictions on the highway network.
- 1.3 These reviews are carried out by the County Council's Parking and Traffic Enforcement Team in consultation with Epsom and Ewell Councillors.
- 1.4 Surrey County Council (SCC) is delivering an On Street Electric Vehicle Charging Point (EVCP) partnership project which will see the installation of on-street EVCPs across Epsom and Ewell Borough, over the next 12 months.
- 1.5 In November 2020 the Government announced plans to accelerate a greener transport future by ending of the sale of new petrol and diesel cars in the UK by 2030. The announcement was accompanied by a promise of over £1.8 billion invested in infrastructure and grants to increase access to zero-

emission vehicles and promote a green economic recovery. One element of this grant funding to facilitate the transition to electric vehicles is the On Street Residential Charging Scheme (ORCS). The Secretary of State for Transport, the Rt Honourable Grant Shapps wrote to all local authority chief executives in February 2021 confirming the continuation of the ORCS for 2021/22 and urging applications for the grant funding.

- 1.6 The ORCS funding covers up to 75% of the capital cost of installing EV charging bays, with the remaining 25% capital coming from Surrey. A revenue return for Surrey will arise from the use of the chargers, however the revenue depends upon the user demand of a charger. This demand varies the revenue collected.
- 1.7 The necessary support funding has been approved to deliver up to 120 On Street Residential Charge Scheme (ORCS) grant assisted publicly available Electric Vehicles (EV) chargers across 7 Surrey Boroughs and Districts during 2020/21. It will also support the strategy development for the longer term procurement and roll out plan for an EV charger network across Surrey.
- 1.8 EV charging bays are proposed on street in Epsom and Ewell as part of this parking review following consultation with Epsom and Ewell Borough Council. These are shown in Annex 2 along with further information and frequently asked questions about EV charging. At the time of writing there are still some technical issues regarding power supply to be confirmed to ensure the EV bays can be successfully installed in the locations shown. That is why it is recommended that the Parking and Traffic Enforcement Team Manager is delegated authority to adjust the positions of the EV bays prior to statutory consultation in the event this is needed.

## **2. ANALYSIS:**

- 2.1 In August 2008 the County Council, after recognising there was a need to devote specialist resources to parking problems around the county, formed a new centralised Parking and Traffic Enforcement Team.
- 2.2 This team collates all requests for changes to parking controls within Epsom and Ewell, all of which had been received since the last parking review. Following an initial desktop review of the requests, a number of them were rejected as either just requests for refreshment of existing restrictions, or duplicates of other requests on the list, or requests that were impractical or unfeasible or were already in place. The Parking and Traffic Enforcement team then undertook assessments of the remaining locations. Following the assessments, further requests were rejected, as there was no feasible or practical solution or it was not considered a priority to implement at this time.
- 2.3 Now that the requests for new parking controls in each location have been investigated, the recommendations of the Parking and Traffic Enforcement Team are contained in annex 1.

## **3. OPTIONS:**

- 3.1 That the committee agree to the advertising the proposals (or part thereof) in annex 1 and 2.
- 3.2 That the committee does not agree to the advertising of the proposals in annex 1 and 2.

**4. CONSULTATIONS:**

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

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The costs for implementation of the review (Phase 14) are likely to be about £20,000.00 and would be met jointly by the Local Committee and SCC Parking and Traffic Enforcement Team.
- 5.2 The SCC Parking and Traffic Enforcement Team can contribute up to £20,000.
- 5.3 Epsom and Ewell Borough Council carry out the enforcement of on street parking restrictions for Surrey County Council. The county council ultimately has to pay for on street enforcement so any new restrictions should be carefully considered to make sure they do not place an undue burden on the existing enforcement costs.
- 5.4 The ORCS funding for the EV charging bays covers up to 75% of the capital cost of installing EV charging bays, with the remaining 25% capital coming from Surrey. A revenue return for Surrey will arise from the use of the chargers, however user demand impacts the rate of return and therefore revenue is uncertain, but it is likely to increase over time. There are no budgetary implications for the Epsom and Ewell Local Committee regarding the proposed EV bays.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

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

**7. LOCALISM:**

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

**8. OTHER IMPLICATIONS:**

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

- 8.1 The introduction of parking restrictions can help reduce congestion and keep traffic moving. In some cases new restrictions can also encourage the use of off street car parks or alternative means of transport. The introduction of Electric Vehicle Charging Points should encourage more drivers to switch from petrol/ diesel powered vehicles.  
There should be fewer instances of obstructive parking as a consequence of the restrictions

#### **9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 It is recommended that the proposals, as set out in Annex 1 and 2, are advertised as they will contribute to improvements in road safety, improve traffic flow and access, ease congestion and better control parking.

#### **10. WHAT HAPPENS NEXT:**

- 10.1 Subject to the agreement of the committee, 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 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 introduced and enforced.

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#### **Contact Officer:**

Stephen Clavey, Senior Engineer – 0300 200 1003

#### **Consulted:**

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

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

#### **Annexes:**

Annex 1 – Statement of reasons and plans for the Epsom and Ewell parking review  
Annex 2 – Plans showing electric vehicle bay locations and FAQs

#### **Sources/background papers:**

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

**EPSOM AND EWELL PARKING / WAITING  
RESTRICTION (PHASE 14) REVIEW**

**Annex 1**



# Epsom and Ewell parking review 2022: Statement of reasons

A document explaining our parking proposals and reasons for introducing them

This document sets out our proposals for new parking controls and restrictions across the borough as part of our Epsom and Ewell parking review 2022. The proposals are listed in electoral county division and then by town.

At this stage, we are intending to introduce the controls and restrictions described in this document and shown in the associated drawings but are inviting representations (both for and against) to be made by the public before the final decisions are taken.

Once we have considered any representations, we can introduce the proposals unchanged, make minor modifications to them before introducing them, or cancel them entirely. Any comments that lead to a requirement for major changes would usually mean cancellation of the proposal and subsequent reconsideration of it in a future parking review. This approach means that we can progress the parking review in the most efficient way thereby maximising value for our residents.

If you wish to comment on, object to or express support for any of the proposals you must do so either online or by letter by the date given.



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# Ewell Court, Auriol and Cuddington division proposals

The county councillor for this division is [Mr Eber Kington](#).

## Worcester Park

### Badgers Copse

Extend the current restrictions on both sides further around the bend to improve forward visibility and safety for pedestrians who currently have to negotiate vehicles parked on the footway. This proposal is shown on drawing 1.

### Auriol Park Road and Northcliffe Close

Introduce double yellow lines at the junction to prevent obstructive parking, improve access and increase forward visibility. This proposal is shown on drawing 2.

### Salisbury Road

Introduce double yellow lines at the access to the new development to improve access and increase forward visibility for those using it. These proposals are shown on drawing 2

### Salisbury Road, Timbercroft and Cromwell Road

Introduce double yellow lines at the junction to prevent obstructive parking, improve access and increase forward visibility. This proposal is shown on drawing 3.

## Ewell

### Timbercroft

Extend the single yellow line that was introduced as part of the last parking review, at the request of residents, to prevent obstruction of driveways. This proposal is shown on drawing 4.

### Mavis Avenue

Extend existing double yellow lines at junction to improve access to Mavis Avenue from the dual carriageway and prevent obstructive parking. These proposals are shown on drawing 5.

### Ruxley Lane

Extend double yellow lines on both sides of carriageway, across the frontage of number 62 Ruxley Lane to prevent dangerous and obstructive parking. These proposals are shown on drawing 6.

### Elm Way and Court Farm Avenue

Introduce double yellow lines at the junction to prevent obstructive parking, improve access and increase forward visibility. This proposal is shown on drawing 6.

# West Ewell division proposals

The county councillor for this division is [Mrs Jan Mason](#).

## Ewell

### Scotts Farm Road

Introduce double yellow lines on the eastern side and at pinch points to prevent obstructive parking. Bus services have difficulty negotiating this road when vehicles park in these locations. The proposals are shown on drawings 7 and 8.

### Poole Road

Revoke a section of double yellow line adjacent to number 84 Poole Road as it is deemed unnecessary and could not be implemented. This proposal is shown on drawing 8.

### Vernon Close

Introduce double yellow lines on the north eastern side to prevent obstructive parking, especially at school drop off and pick up times. The road is not wide enough to accommodate parking on both sides. This proposal is shown on drawing 9.

## Epsom

### Sandy Mead

Introduce double yellow lines opposite the junctions to facilitate better movement throughout the junction, to prevent obstructive parking and increase forward visibility. This was part of the original request for the last parking review. The proposals are shown on drawing 17.

### Jackson Way

Introduce double yellow lines on the south eastern side of Jackson Way, adjacent to number 9 Oakwood Avenue and across the access to numbers 1 to 4 Jackson Way. This is to improve access for vehicles as it is regularly obstructed. The proposals are shown on drawing 17.

## Ewell division proposals

The county councillor for this division is [Mr John Beckett](#).

### Stoneleigh

#### Cumnor Gardens

At the request of residents, we have been asked to alleviate parking issues and provide more on street parking spaces. The proposal is to revoke the current restrictions to the north-east and south-west of numbers 1 and 3 Cumnor Gardens, but to still prevent obstructive parking directly in front of those addresses. This proposal is shown in drawing 10.

### Ewell

#### Kingston Road

Extend the current double yellow lines at the junction with Elm Road, South-westwards to improve forward visibility when leaving Elm Road.

Also to introduce double yellow lines opposite Shorecroft Road so that vehicles exiting Shorecroft are not confronted with vehicles having to drive on the wrong side of the road to avoid obstructive parking.

These proposals are shown in drawing 11.

#### Fairfax Avenue and Aragon Avenue

Surrey County Council have received a petition requesting the removal of some of the existing yellow lines on Fairfax Avenue and Aragon Avenue and an individual request to reduce the length of restrictions outside number 40 Fairfax Avenue. There is also a counter petition against the removal of restrictions. The parking team will carry out a consultation to determine the required course of action. These proposals are shown in drawing 13.

#### Ewell Bypass service road

As part of a previous parking review, the intention was to introduce double yellow lines on the eastern side of the service road and at the entrance to it. Due to overgrowth of vegetation, condition of carriageway and access issues, it has not been possible to implement these restrictions, which we do not feel are essential. The Traffic Regulation Order will be amended to reflect this.

It has also been requested that we remove the disabled bay outside number 106 as this is no longer required.

These proposals are shown in drawing 14.

#### Church Street

To provide a school keep clear marking across the access to Ewell Castle Junior School for pupil safety. This proposal is shown on drawing 15.

#### Hampton Grove

To extend the current double yellow lines, to improve access at the junction with Epsom Road and reduce obstructive parking. This proposal is shown on drawing 16.

## **Cheam**

### **Holmwood Close**

Introduce double yellow lines on the north-eastern side to prevent obstructive parking. The road is not wide enough to accommodate parking on both sides, which is especially a problem on 'match' days. This proposal is shown in drawing 12.

## Epsom West division proposals

The county councillor for this division is [Mrs Bernie Muir](#).

### Epsom

#### Manor Green Road

Introduce double yellow lines on the eastern side between West Hill and West Hill Avenue to prevent obstructive parking. Parking here does not enable free two way traffic flow. This proposal is shown in drawing 20.

#### Christ Church Road (access to Stew Ponds car park)

Introduce double yellow lines across the access to the Stew Ponds car park to prevent pavement parking and improve visibility for those exiting the car park and visibility for those approaching the car park entrance, who currently cannot see cars exiting the car park. This proposal is shown on drawing 21.

#### The Greenway

Introduce double yellow lines at the access to numbers 119 to 129 The Greenway. This is to improve crossing facilities for pedestrians, as the current hatching is not acting as a deterrent, and also to improve visibility accessing and egressing this small section of road. This proposal is shown on drawing 27.

#### West Hill permit scheme (Zone R)

A request has been received to allow numbers 2, 4 and 6 to apply for visitors permits in zone R. This will allow us to enforce parking on the access road to those properties, where vehicles currently shouldn't be parking. There is no drawing for this proposal.

#### Hawthorne Place permit scheme (Zone E)

A request has been received to include number 31 Prospect Place, Epsom into this resident permit scheme. There is no drawing for this proposal.



# Epsom Town and Downs division proposals

The county councillor for this division is Mr [Steven McCormick](#).

## Ewell

### Dorling Drive

To extend the current double yellow lines on the north-eastern side of Dorling Drive to improve access. This proposal is shown in drawing 18.

### Mill Lane

At the request of developers, we have been asked to introduce double yellow lines on the north-west side of Mill Road, to protect accesses and enable good forward visibility when exiting the development. This proposal is shown in drawing 19.

## Epsom

### Laburnum Road

This request is to change the northern most parking bay to a disabled parking bay for a local resident – this being the nearest safe location for that particular resident. This proposal is shown on drawing 22.

### St Martins Avenue

As part of the development agreement of the Atkins site on Ashley Road, one of the obligations is to supply a car club bay on street. It has been determined that this is the most suitable location. This proposal is shown on drawing 23.

### Downs Hill Road

Replace the existing single yellow line with double yellow lines as it has been reported that drivers are parking here for rest stops, therefore making the passing place redundant. This proposal is shown in drawing 23.

### Chalk Lane and Woodcote End

At the request of the fire service, we have been asked to shorten the existing resident permit bay, on Chalk Lane, at the north-western end by one car length. We have therefore extended the bay at the south-eastern end to accommodate this.

Introduce double yellow lines at the junction of Chalk Lane and Woodcote End and extend these proposals up to a point where it is not feasible to park vehicles that may cause an obstruction. This was part of a proposal in the last parking review, that residents wished to be extended. This proposal is shown on drawing 24.

### Bucknills Close

Extend the current double yellow line restriction across the frontage of number 4 to prevent obstructive parking. This proposal is shown on drawing 25.

### Yew Tree Gardens and Woodcote Side

Introduce double yellow lines at the junction to prevent obstructive parking and improve forward visibility when exiting Yew Tree Gardens. This proposal is shown on drawing 26.

### **Treadwell Road**

Introduce single yellow lines on both sides of Treadwell Road and double yellow lines for a short length on the southern side. These proposals have been requested by the residents following the last parking review. These proposals are shown on drawing 28.

### **Derby Arms Road**

Extend the current double yellow lines to the push button crossing facility for horses. Currently parked cars make access to this facility difficult. This proposal can be seen on drawing 29.

### **Beaconsfield Road**

Extend the current double yellow lines to prevent parking just before driveways, increasing forward visibility on the bend. This proposal is shown on drawing 30.

### **Hylands Road and Digdens Rise**

Extend the current restrictions on the north-east side of both roads by 5 metres to improve access to private driveways. These proposals are shown on drawing 31.

### **Town Centre resident permit scheme (Zone G)**

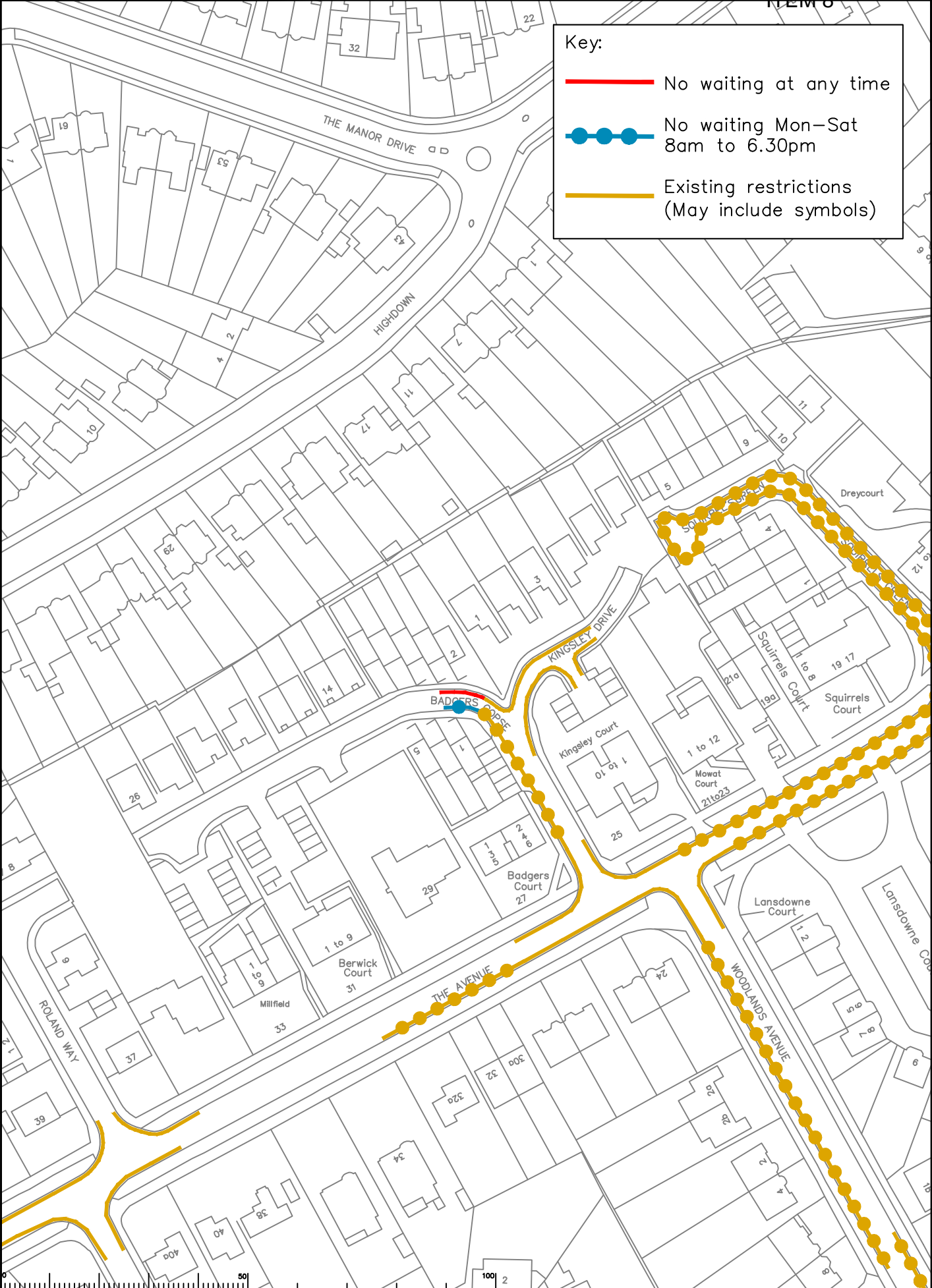
A request has been received to include number 27A High Street, Epsom into this resident permit scheme. There is no drawing for this proposal.

### **Ladbroke Road permit scheme (Zone J)**

A request has been received to include number 34 Ashley Road, Epsom into this resident permit scheme. There is no drawing for this proposal.

**Key:**

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

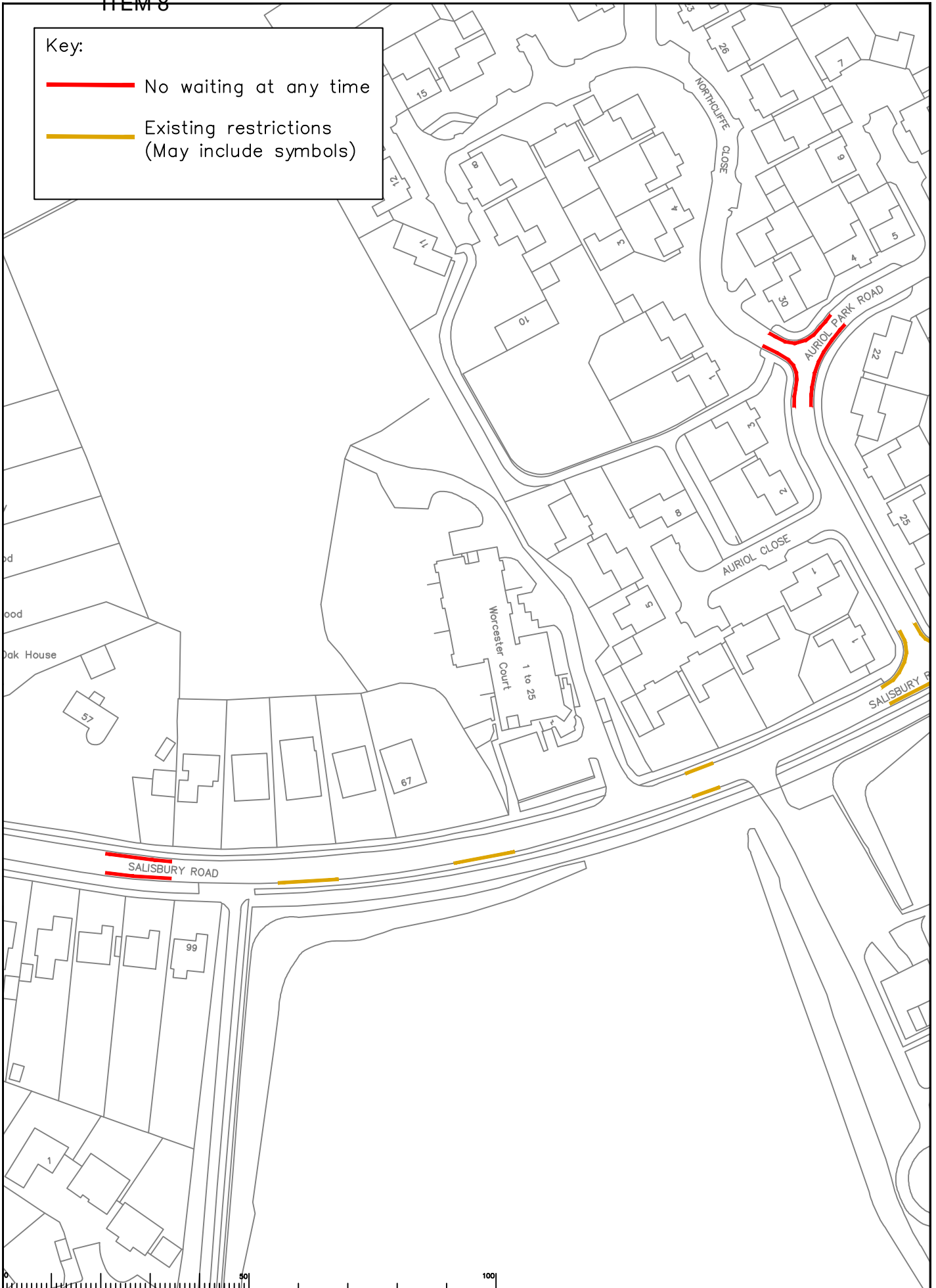


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ITEM 8

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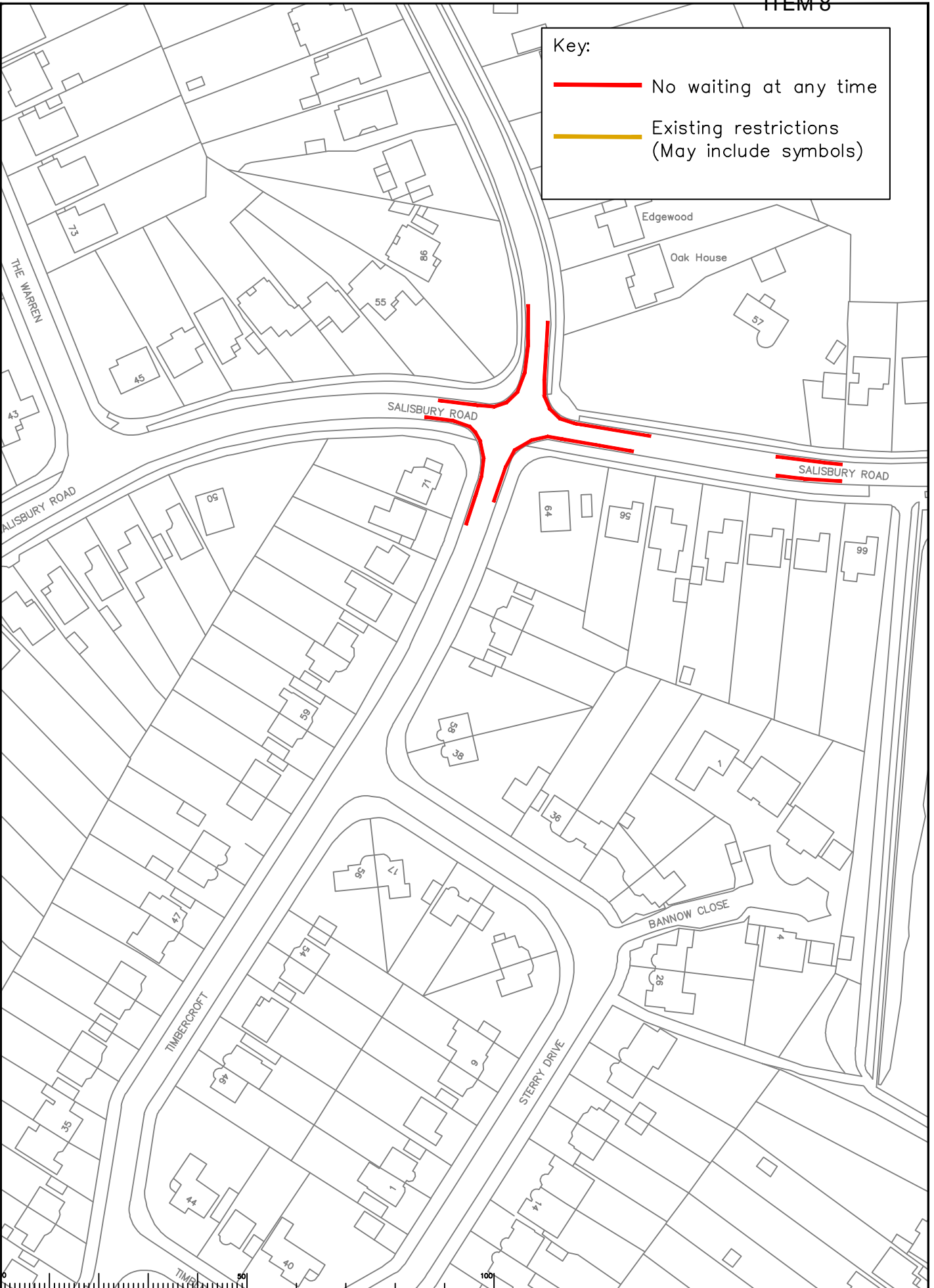
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- Existing restrictions (May include symbols)



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Checked by RH Slg. Pao Date 02/23

Approved by DC Slg. DC Date 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Timbercroft / Salisbury Rd / Cromwell Rd

Scale: 1:1000

Surrey Highways



Project No. 03

Contract No. 03

Rev. 03

Classification: COMM

**Key:**


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



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Slg.: RH  
Slg.: DC


Date: 02/22  
Date: 02/22  
Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Timbercroft

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SHEET OF

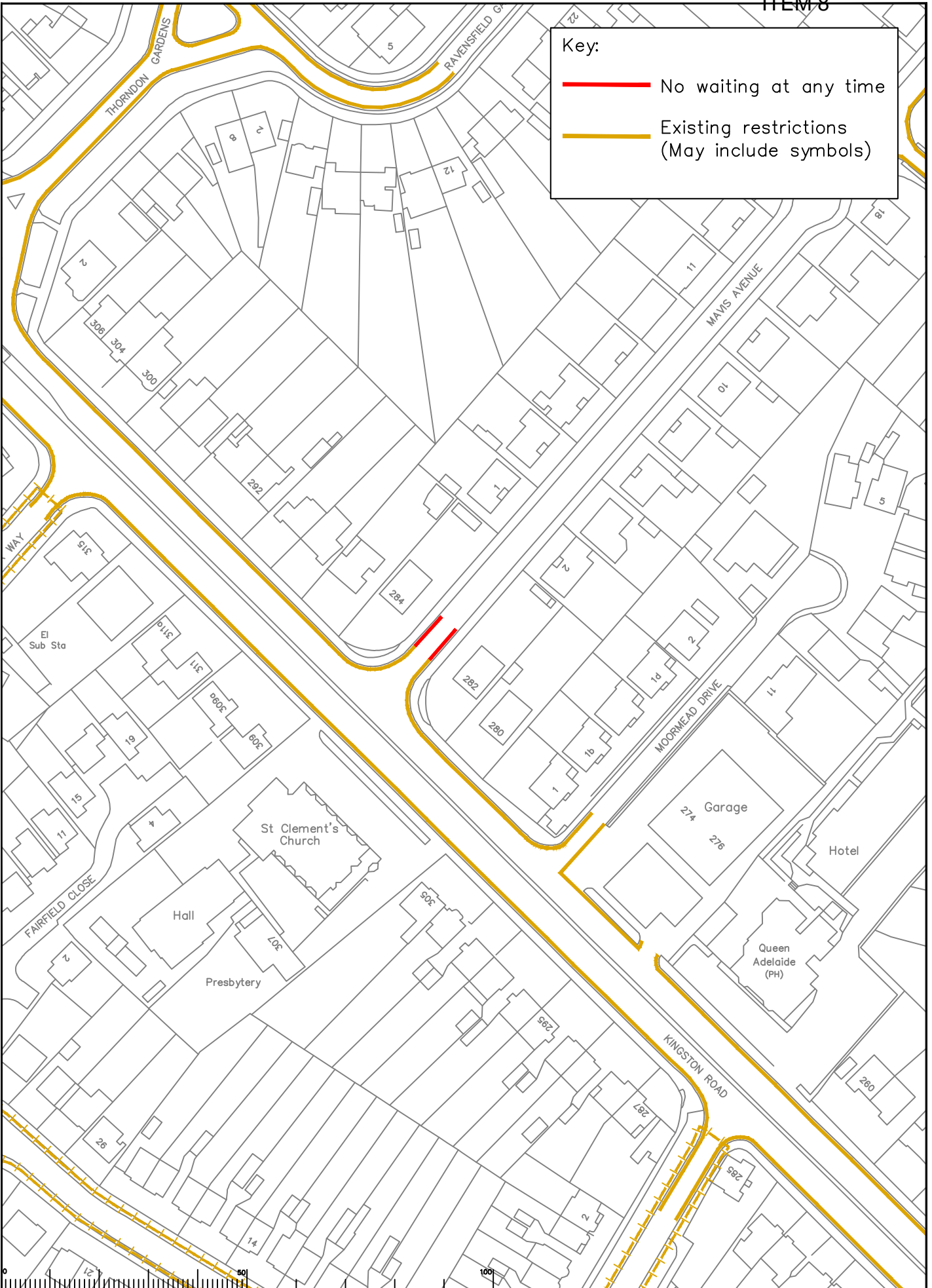


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Sustainable Development  
Surrey Highways

Project No. [ ]  
Contract No. [ ]  
Drawing No. 04  
Revision [ ]  
Classification: COMM

**Key:**

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- Existing restrictions (May include symbols)



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Approved by: DC, Slg. DC, Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Mavis Avenue

Scale: 1:250

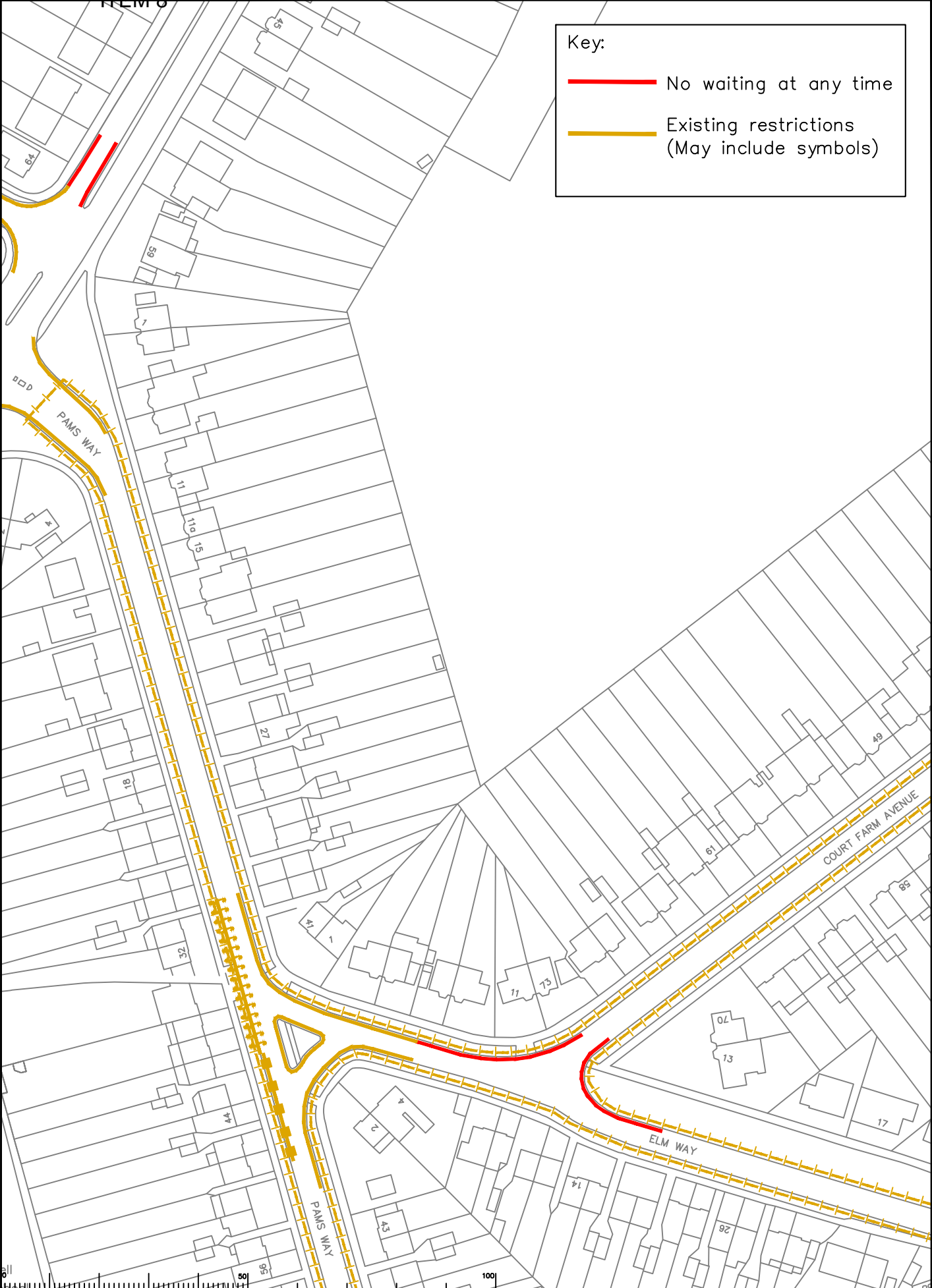
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Sustainable Development

Project No. 05  
Classification: COMM

**Key:**

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- Existing restrictions (May include symbols)



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Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Pams Way / Court Farm Ave / Ruxley Lane

Scale: 1:1000

Sheet: 02 of 07

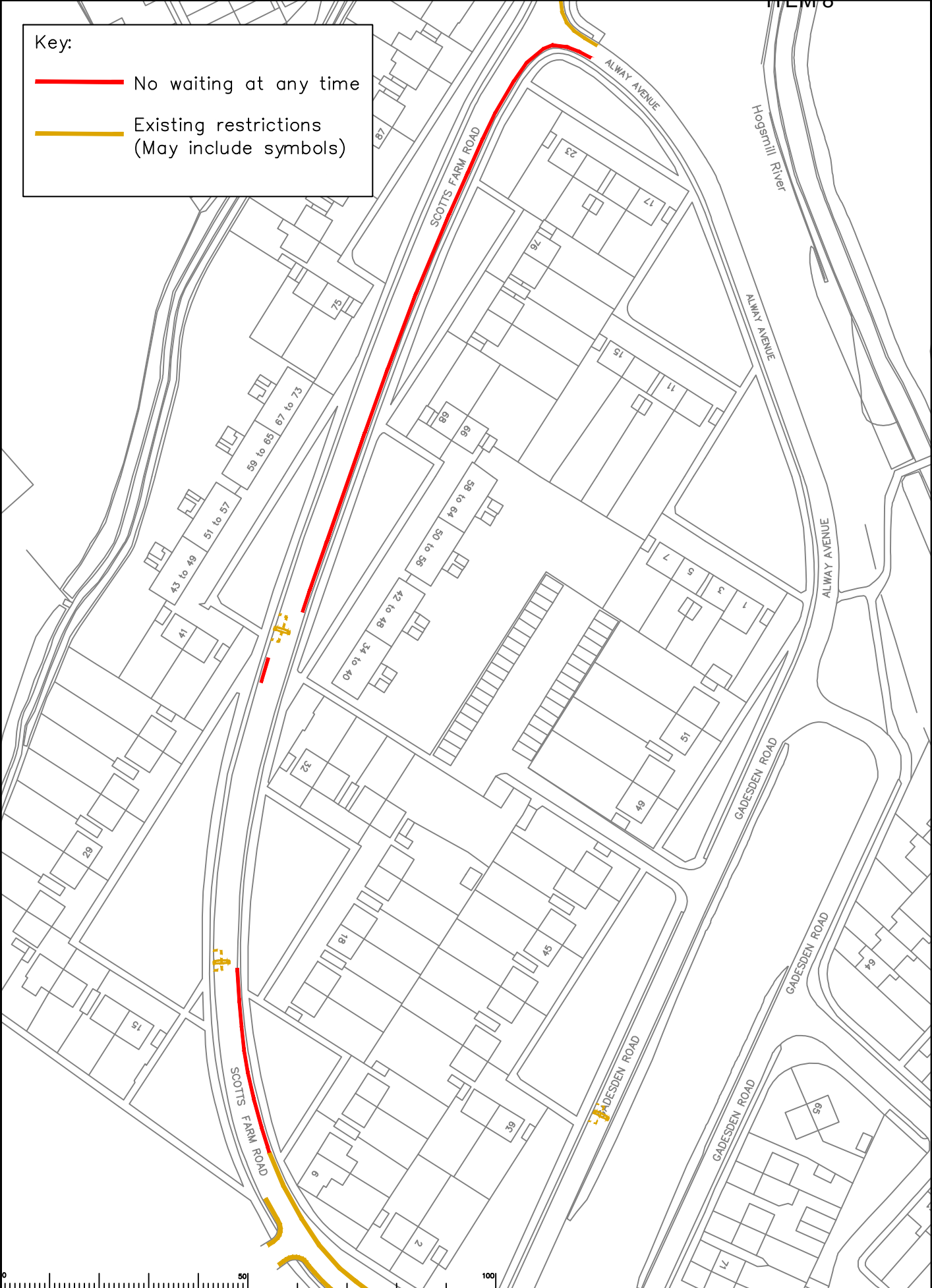
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Project No. 06  
 Contract No. 06  
 Drawing No. 06  
 Revision  
 Classification: COMM



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Date: 02/22  
Date: 02/22  
Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14  
Drawing: Proposed Waiting Restrictions Scotts Farm Road

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**Epsom and Ewell Parking Review Phase 14**




**Proposed Waiting Restrictions Scotts Farm Road**

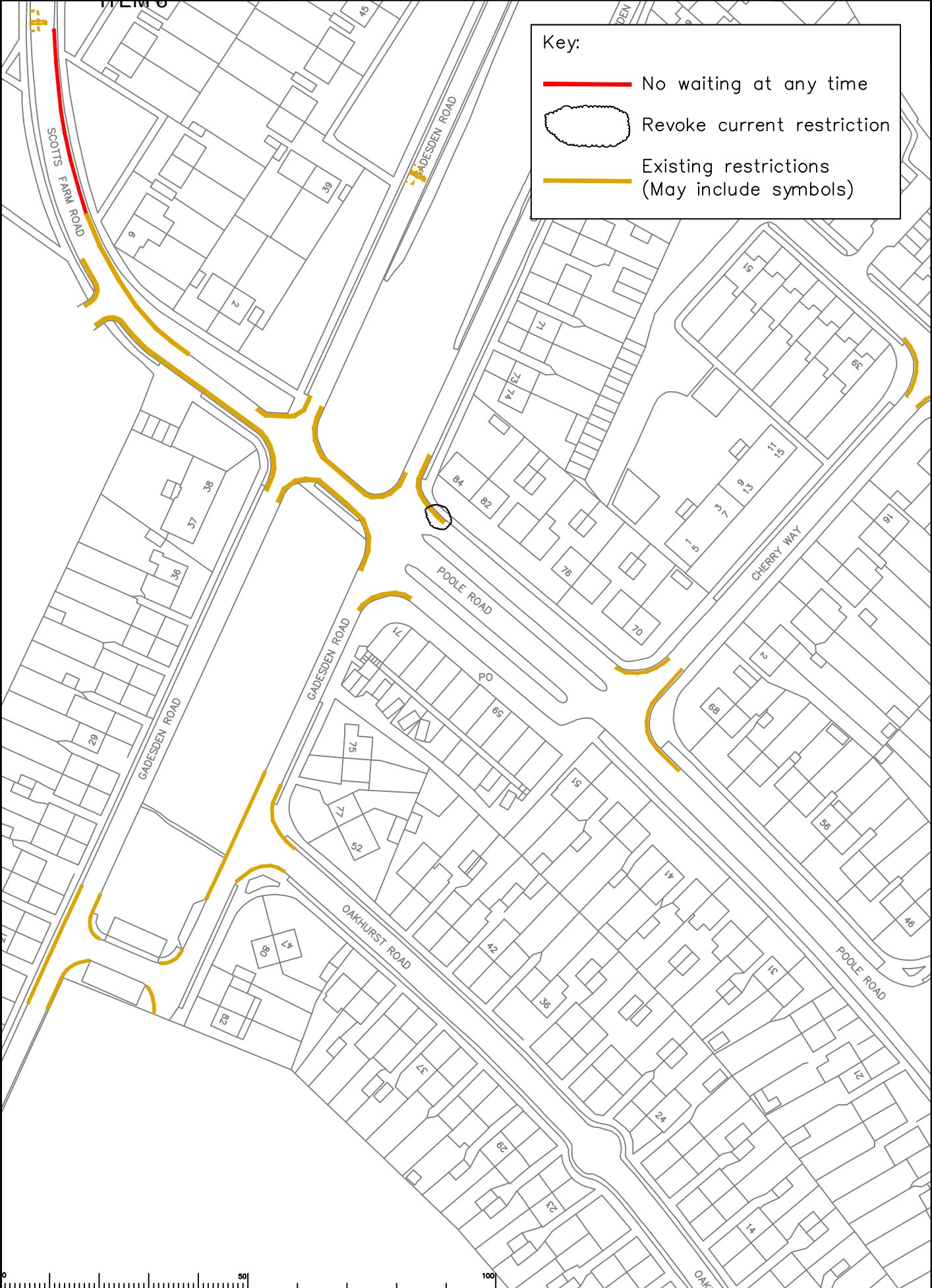
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Sustainable Development  
Surrey Highways

Project No. 07  
Contract No. 07  
Rev. 07  
Classification: COMM


**Key:**

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



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

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Scale: 1:1000

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Project: Epsom and Ewell Parking Review Phase 14

Proposed Waiting Restrictions  
Poole Road / Scotts Farm Road

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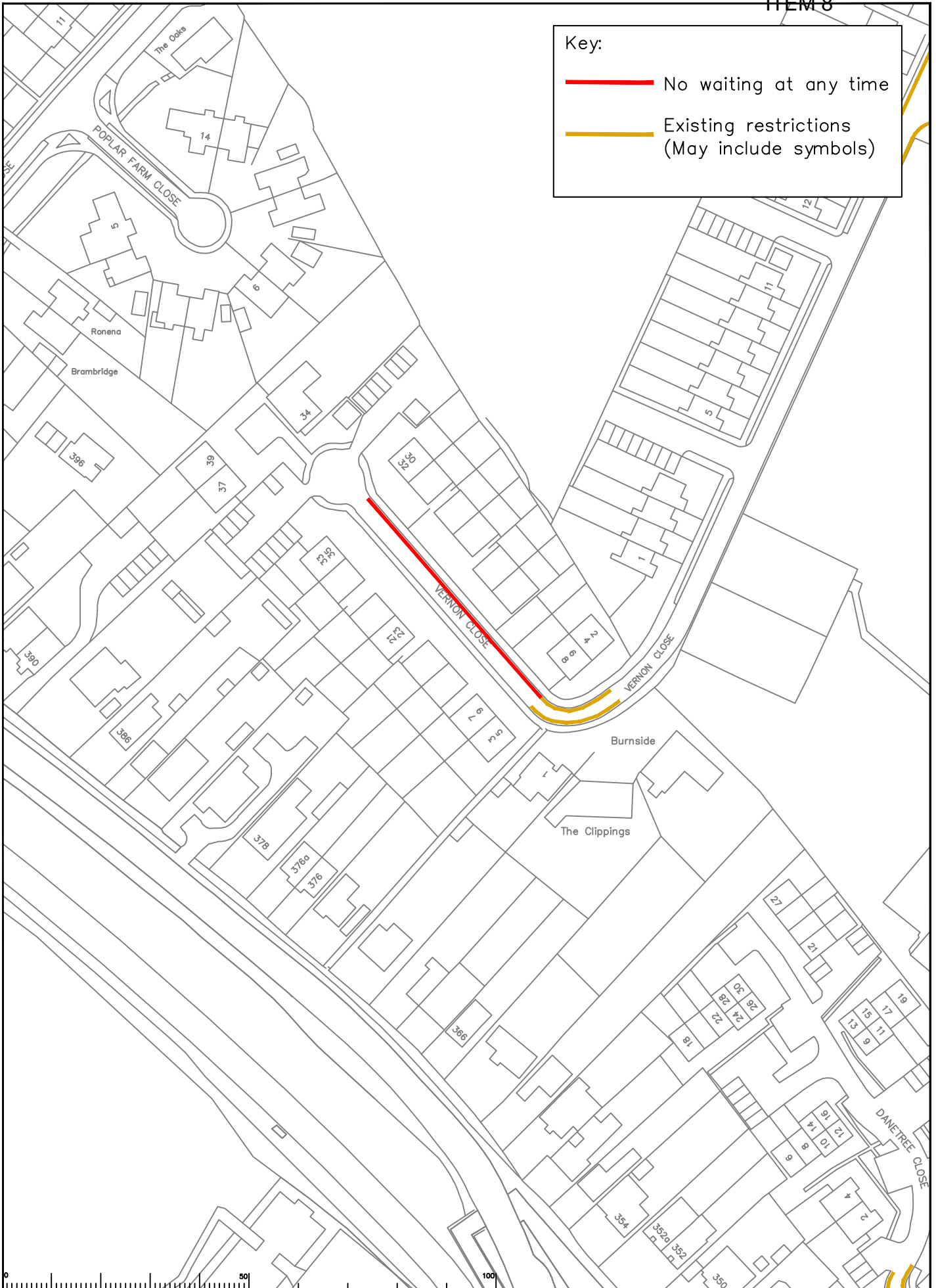
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Surrey Highways

**Key:**

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



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North Point

Scale: 1:1000

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Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Vernon Close

Sheet: 29 of 29

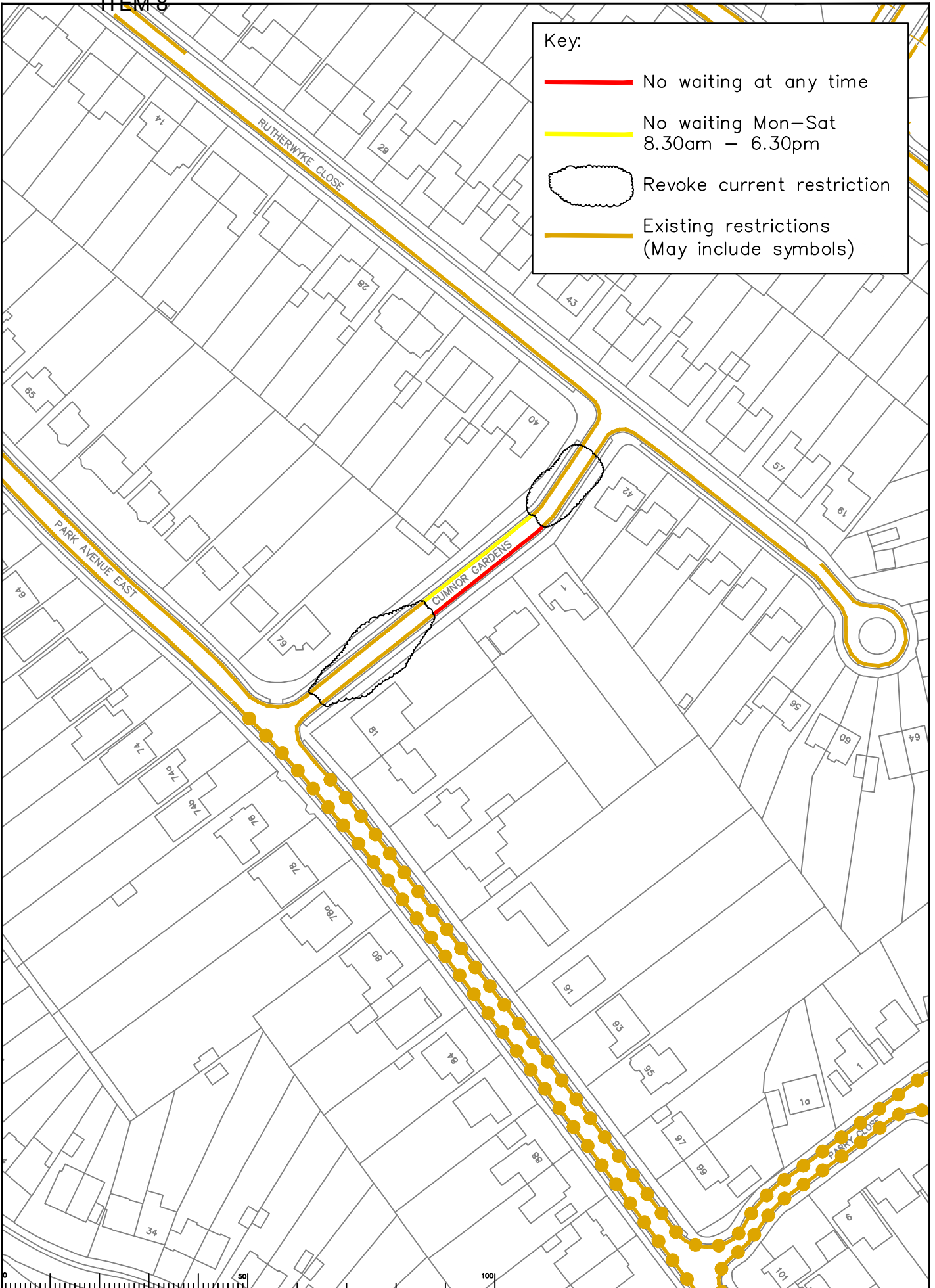
**SURREY COUNTY COUNCIL**  
Sustainable Development  
Surrey Highways

Project No. 09  
Drawing No. 09  
Classification: COMM

SHEET 29 OF 29

**Key:**

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



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Approved by: DC, Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Cumnor Gardens

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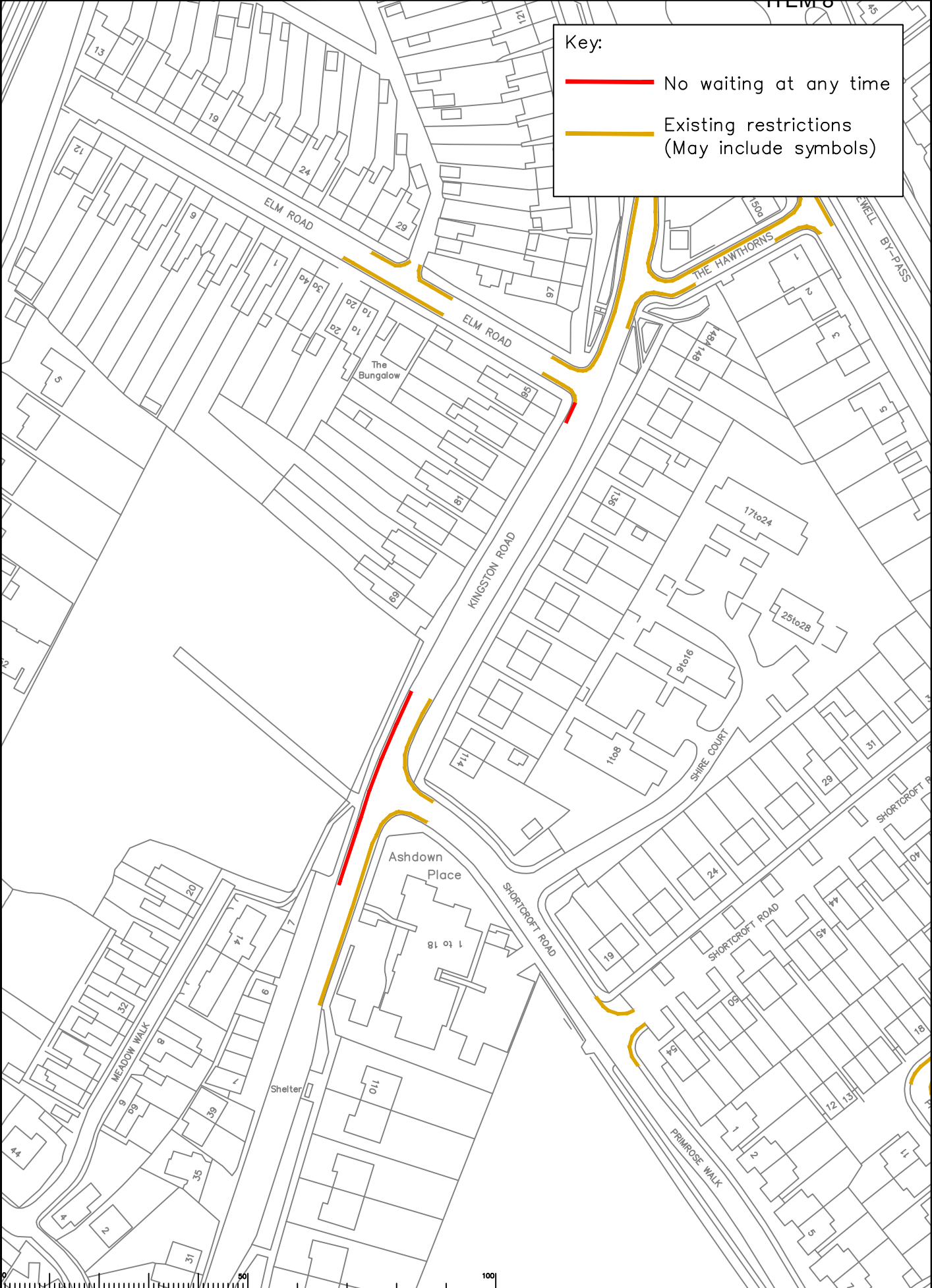
SHEET 07

Surrey Highways

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

**Key:**

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



Rev	Description	Drwn	Slg.	Date	Chkd	Slg.	Date	Appr	Slg.	Date

North Point

Scale: 1:1000

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Kingston Road

Checked by: SDC Date: 02/22

Checked by: RH Date: 02/22

Approved by: DC Date: 02/22

Scale: 1:1000

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Kingston Road

Scale: 1:1000

Surrey County Council  
Sustainable Development

Project No.:

Contract No.:

Drawing No. 11

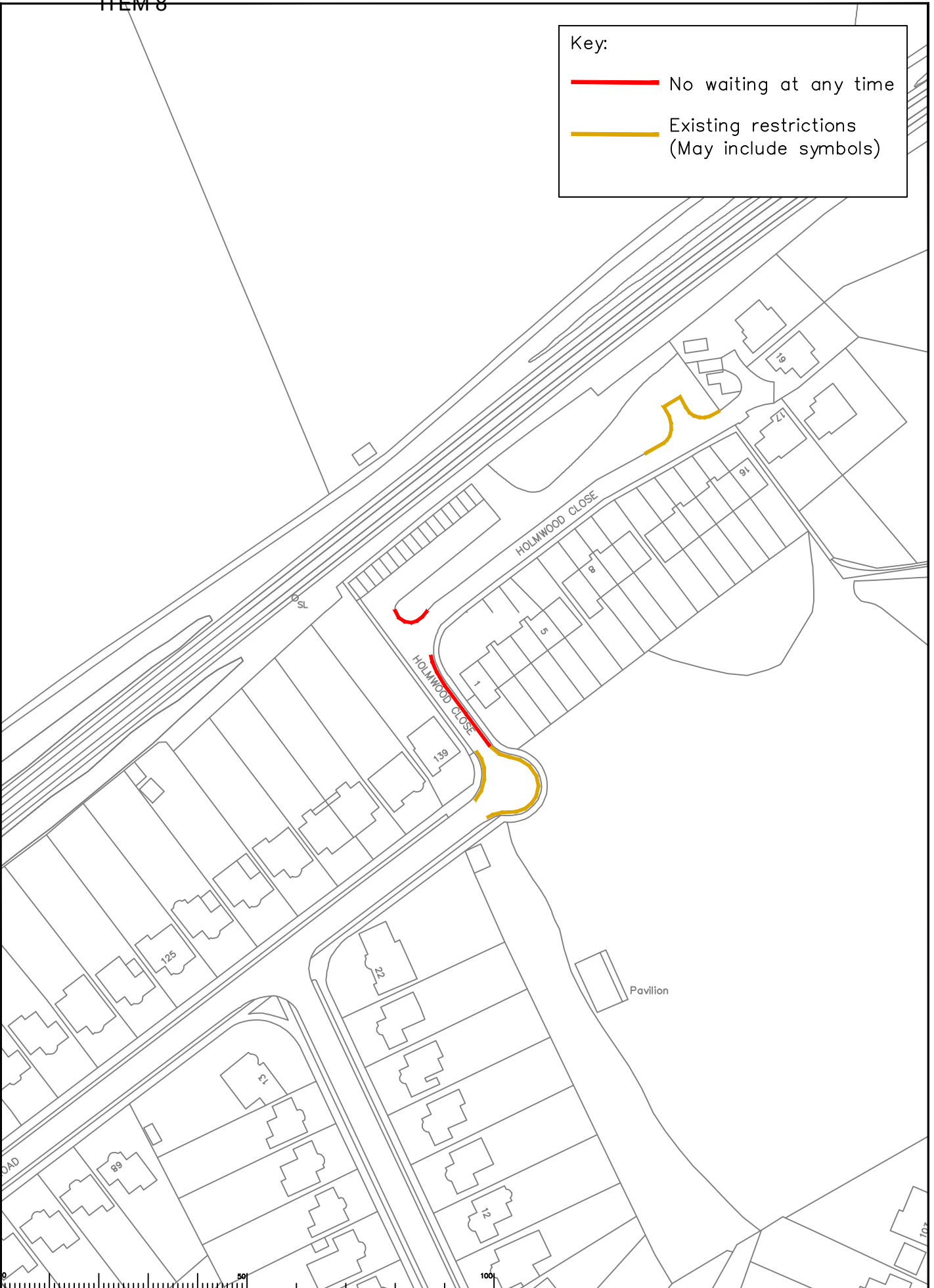
Revision:

Classification: COMM

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Key:

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



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Slg: SDC  
 Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14  
 Drawing: Proposed Waiting Restrictions Holmwood Close

Scale: 1:1000  
 Date: 12/22

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Epsom and Ewell Parking Review  
 Phase 14



Proposed Waiting Restrictions  
 Holmwood Close

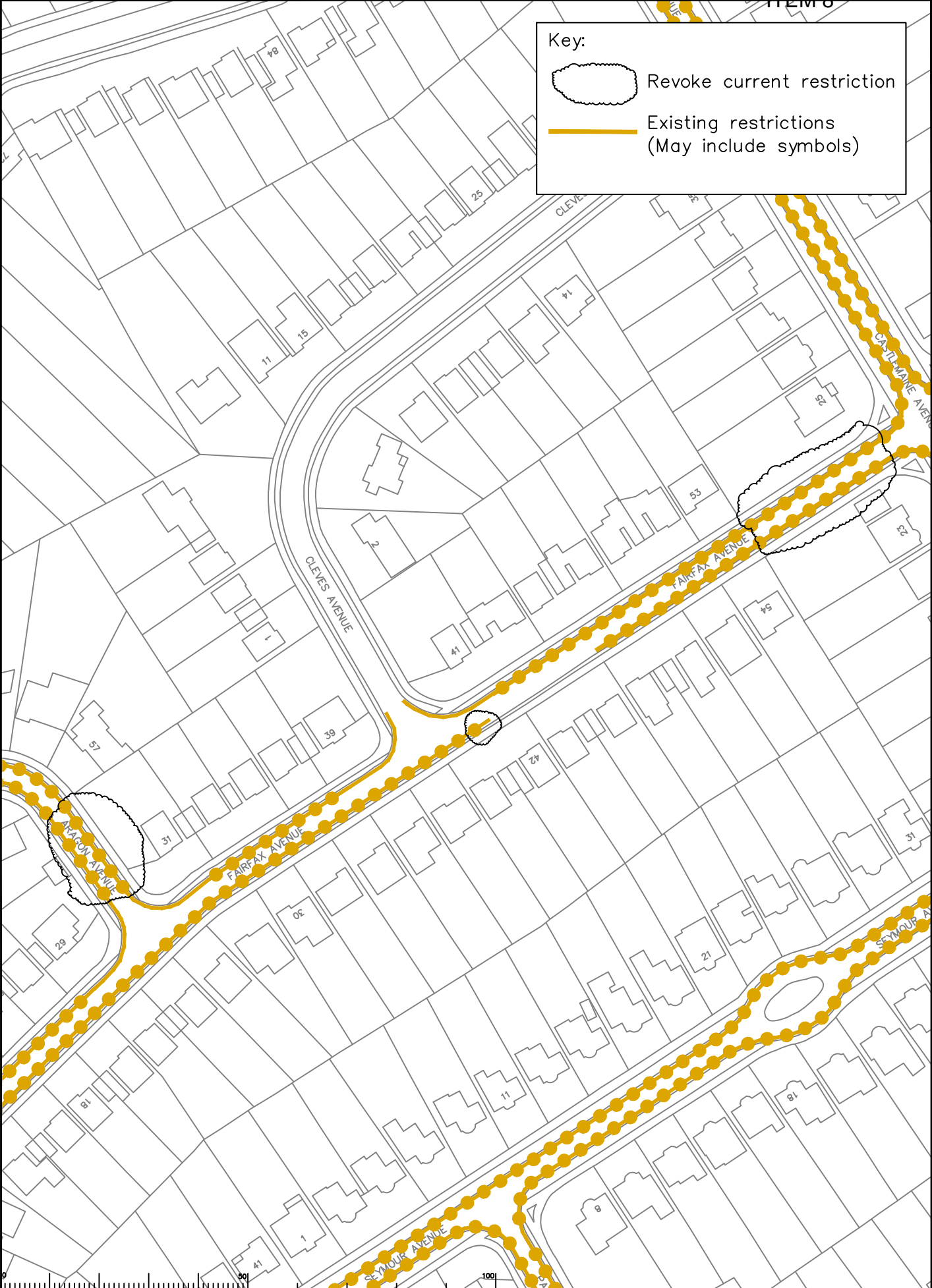
SHEET 12 OF 12

**SURREY COUNTY COUNCIL**  
 Sustainable Development  
 Surrey Highways

Project No. [ ]  
 Contract No. [ ]  
 Drawing No. 12  
 Revision [ ]  
 Classification: COMM


Key:

-  Revoke current restriction
-  Existing restrictions (May include symbols)



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Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Aragon Avenue / Fairfax Avenue

Project No. 13

Contract No. 13

Revision: 13

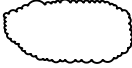

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SURREY COUNTY COUNCIL  
Sustainable Development  
Surrey Highways

SHEET 07




**Key:**

-  Revoke current restriction (not resident permit scheme)
-  Existing restrictions (May include symbols)

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Project: Epsom and Ewell Parking Review Phase 14

Proposed Waiting Restrictions Ewell Bypass Service Road

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SHEET 07





SURREY COUNTY COUNCIL  
Sustainable Development

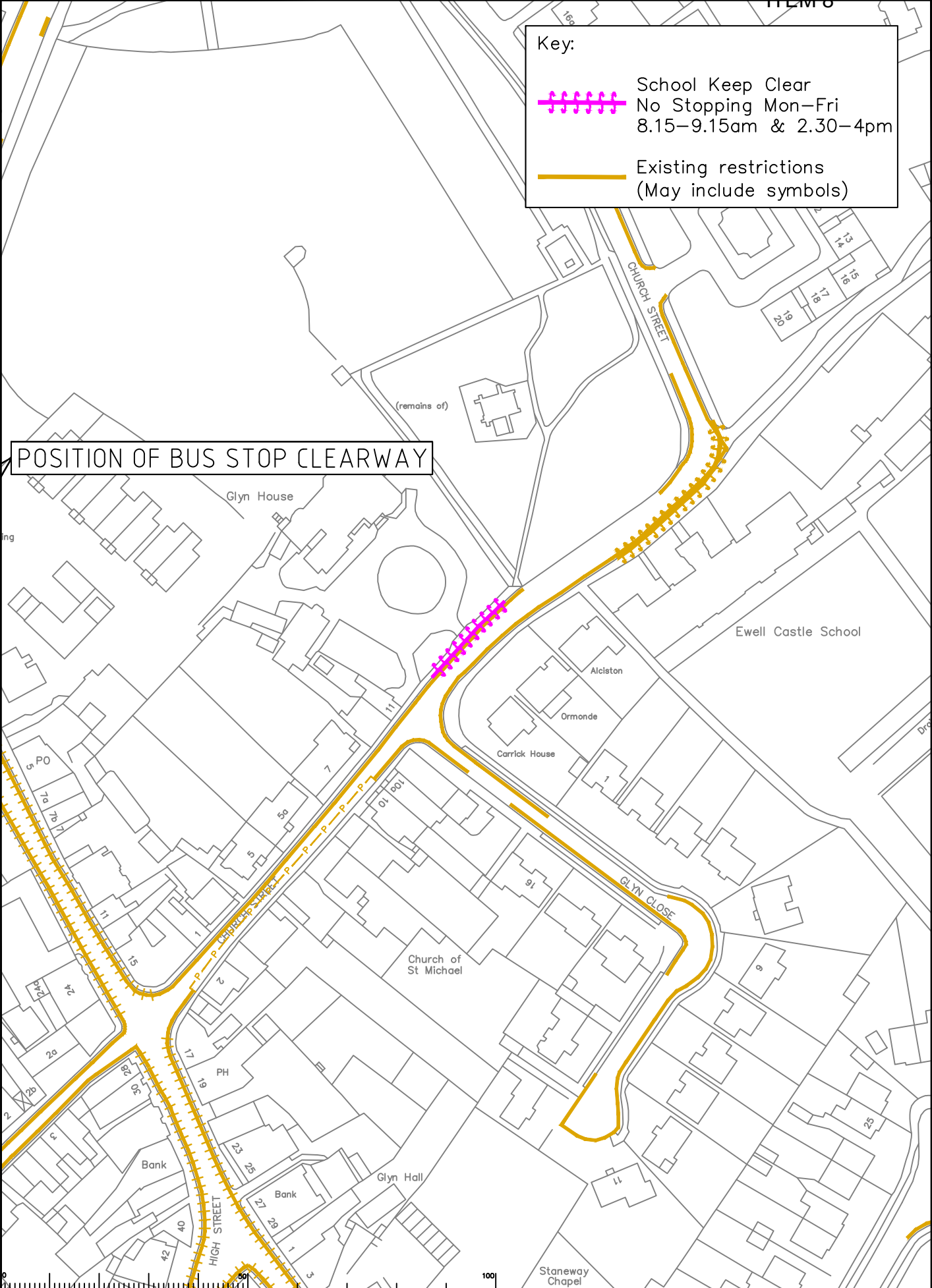
Project No. [ ]  
 Contract No. [ ]  
 Drawing No. 14  
 Revision: [ ]  
 Classification: COMM



**Key:**


-  School Keep Clear  
No Stopping Mon–Fri  
8.15–9.15am & 2.30–4pm
-  Existing restrictions  
(May include symbols)

**POSITION OF BUS STOP CLEARWAY**



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

North Point



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Slg.: SDC  
Slg.: DC  
Slg.: DC

Date: 02/20  
Date: 02/20  
Date: 02/20


Project: Epsom and Ewell Parking Review Phase 14  
Drawing: Proposed Waiting Restrictions Church Street, Ewell

Scale: 1:1000

**Epsom and Ewell Parking Review Phase 14**

**Proposed Waiting Restrictions Church Street, Ewell**

SHEET 07



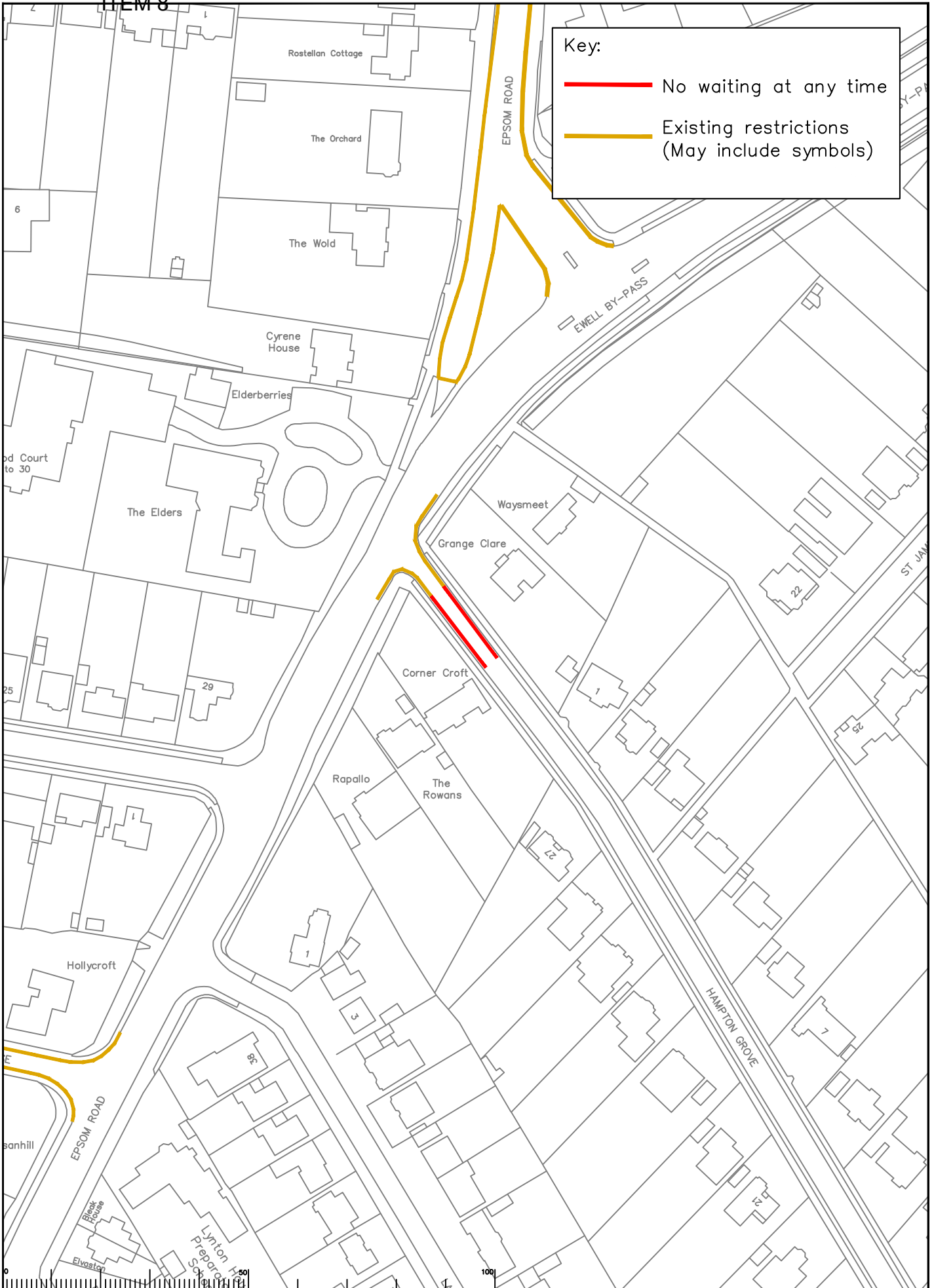
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Project No. 15  
Contract No. 15  
Drawing No. 15  
Revision  
Classification: COMM

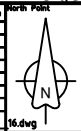
ITEM 8

**Key:**

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



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Project: Epsom and Ewell Parking Review Phase 14

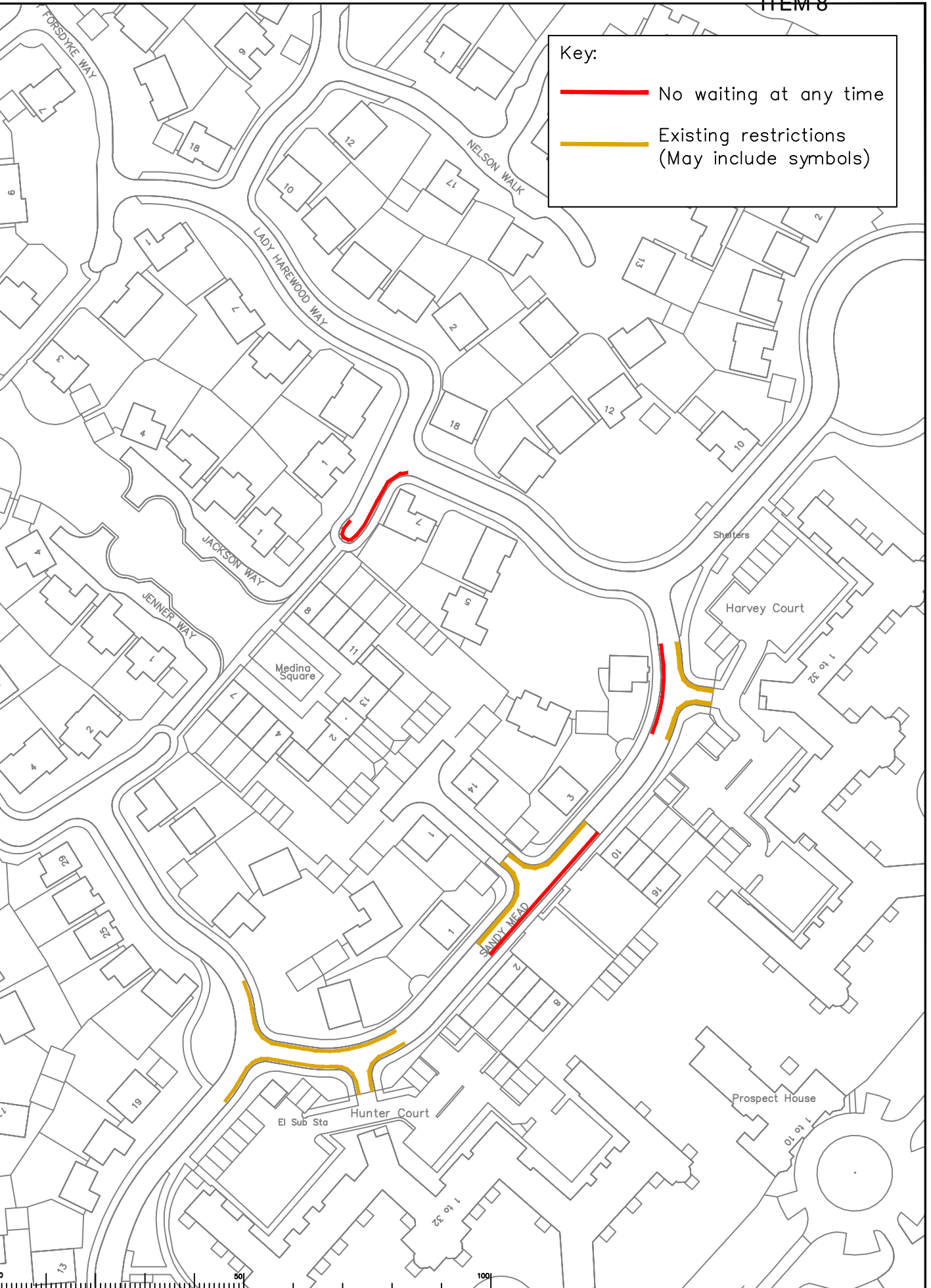
Drawing: Proposed Waiting Restrictions Hampton Grove

Page 36

SHEET 07

**SURREY COUNTY COUNCIL**  
Sustainable Development  
Surrey Highways

Project No. \_\_\_\_\_  
 Contract No. \_\_\_\_\_  
 Drawing No. 16  
 Revision \_\_\_\_\_  
 Classification: COMM



**Key:**

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

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

North Point

Scale: 1:1000

Drawn by: SDC, Date: 02/22

Checked by: RH, Date: 02/22

Approved by: DC, Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Sandy Mead / Jackson Way

Project No. 17

Classification: COMM

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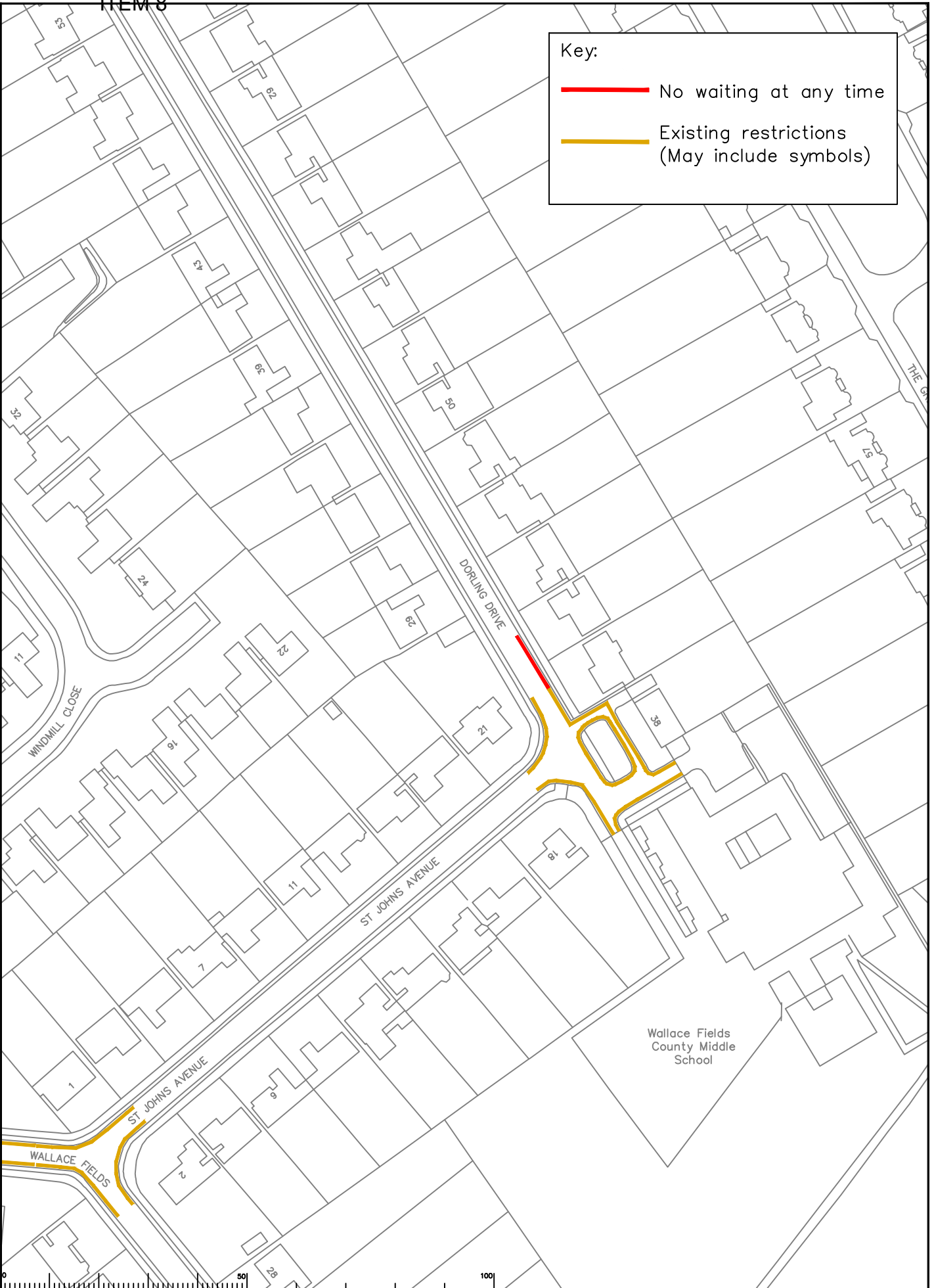
**SURREY COUNTY COUNCIL**  
Sustainable Development  
Surrey Highways

Project No. 17  
Classification: COMM

Sheet 07

Key:

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



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Date: 02/22  
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 Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Dorling Drive

Scale: 1:1000

18.dwg


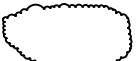

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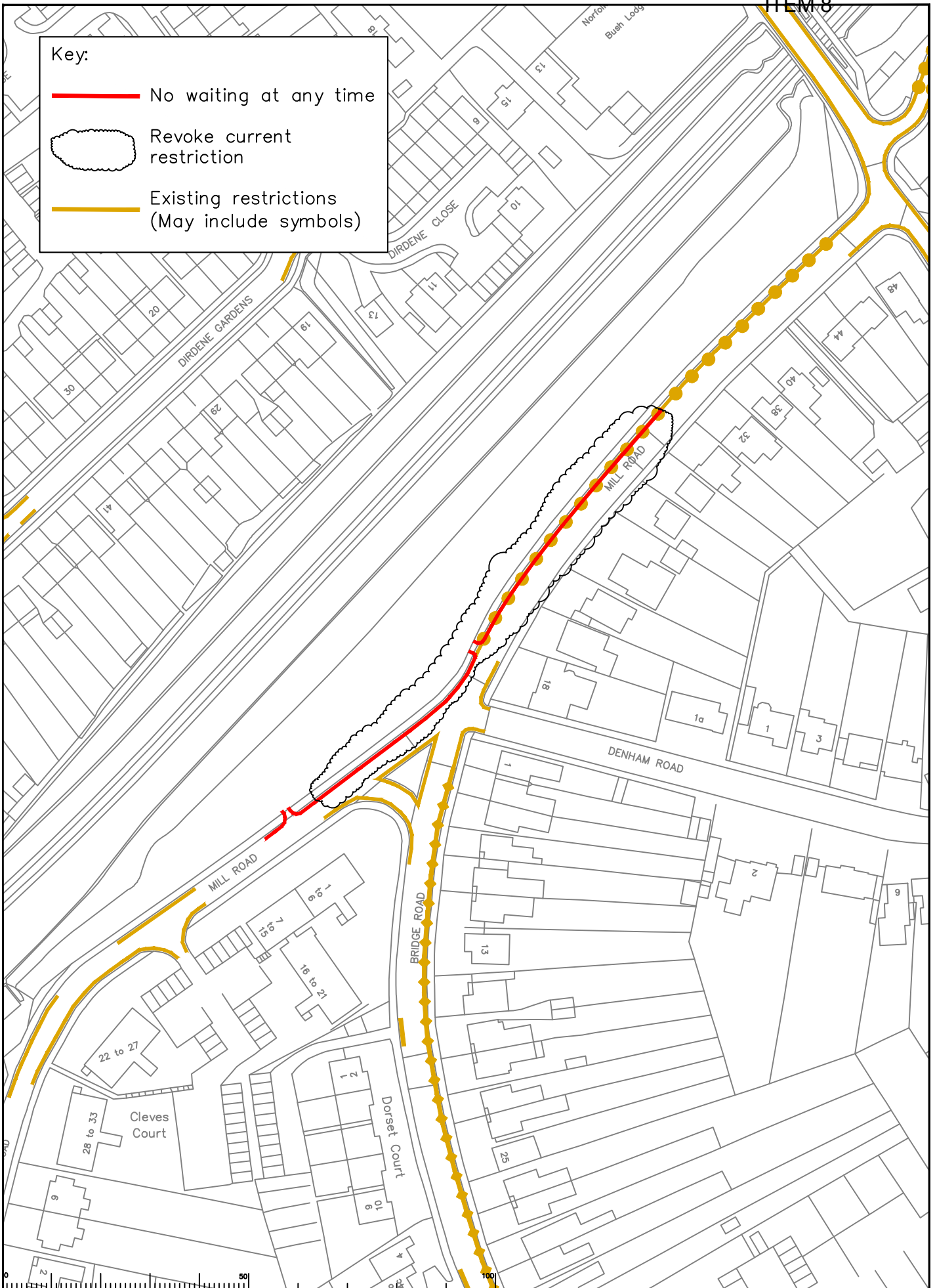
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 Revision: \_\_\_\_\_  
 Classification: COMM

Surrey Highways

SHEET 3 OF 3


Key:

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



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

North Point



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

Slg.: SDC  
Slg.: RH  
Slg.: DC


Date: 02/22  
Date: 02/22  
Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14  
Drawing: Proposed Waiting Restrictions Mill Road

Epsom and Ewell Parking Review  
Phase 14

Proposed Waiting Restrictions  
Mill Road

SHEET 07

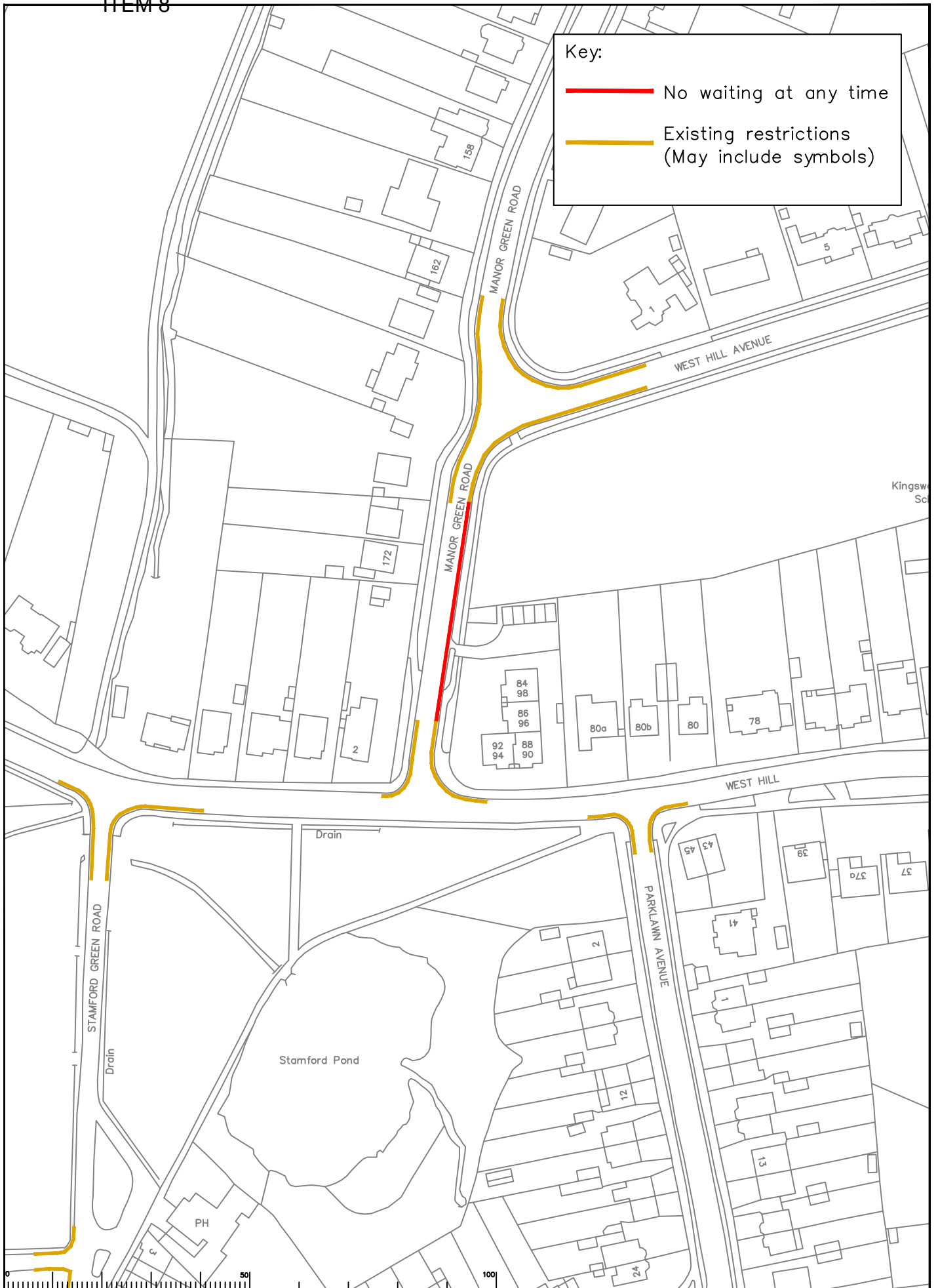


SURREY COUNTY COUNCIL  
Sustainable Development  
Surrey Highways

Project No. 19  
Drawing No. 19  
Revision  
Classification: COMM

Key:

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



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

North Point

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Approved by DC Slg. DC Date 02/24

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### Epsom and Ewell Parking Review Phase 14

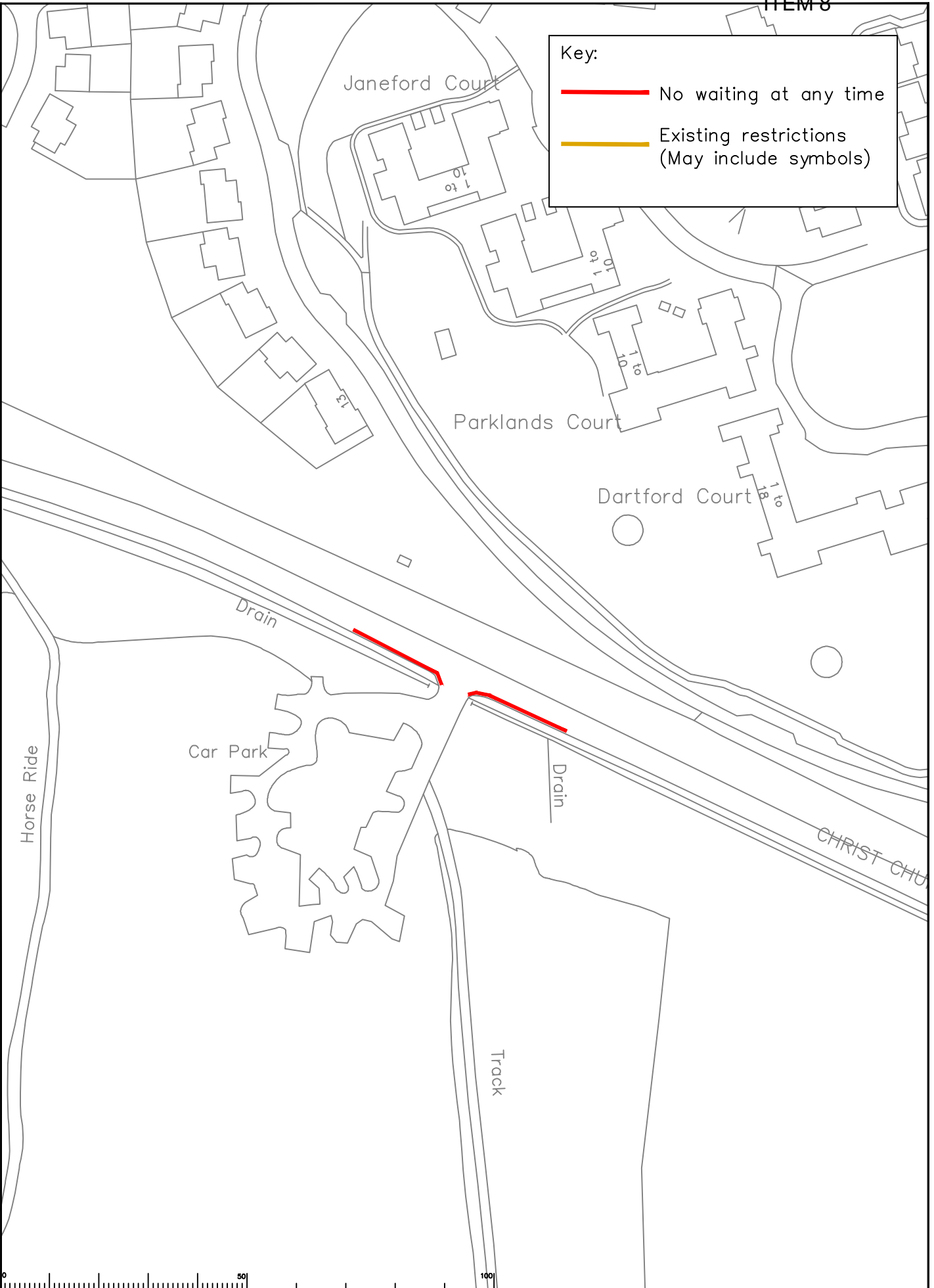
## Proposed Waiting Restrictions Manor Green Road

**SURREY COUNTY COUNCIL**  
Sustainable Development  
Surrey Highways

Project No.	
Contract No.	
Drawing No.	20
Rev.	
Classification	COMM

Key:

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



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

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Approved by: DC, Date: 02/22

Scale: 1:1000

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Christ Church Road (access to Stew Ponds)

Project No.:

Contract No.:

Drawing No. 21



Rev.:

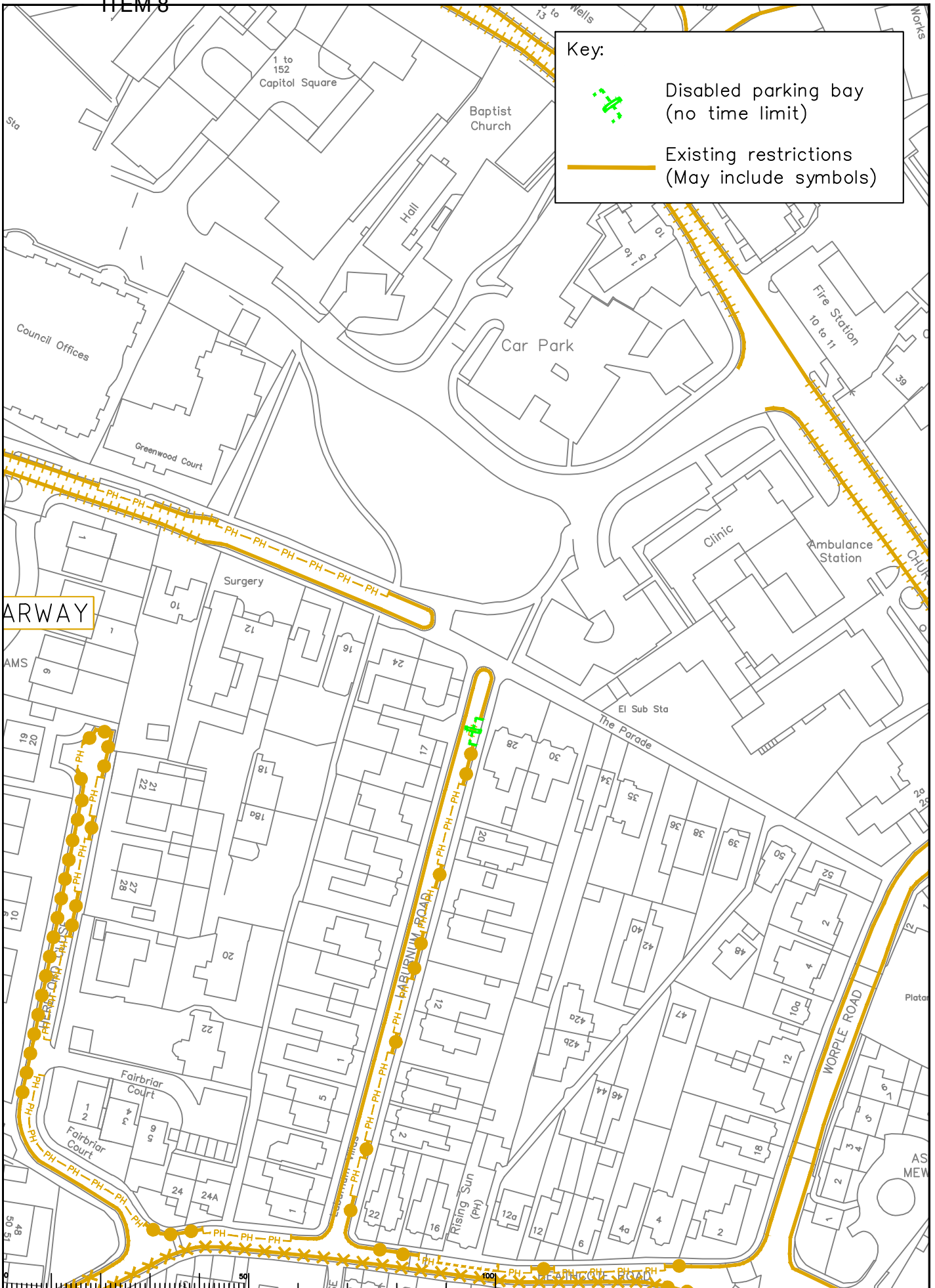
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**Key:**

-  Disabled parking bay (no time limit)
-  Existing restrictions (May include symbols)



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

North Point



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Checked by: RH  
Approved by: DC

Sig. SDC  
Sig. RH  
Sig. DC

Date: 02/22  
Date: 02/22  
Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Laburnum Road

Project No. 22

Contract No. 22

Revision: 22

Classification: COMM

SURREY COUNTY COUNCIL  
Sustainable Development  
Surrey Highways

Page 2 of 2

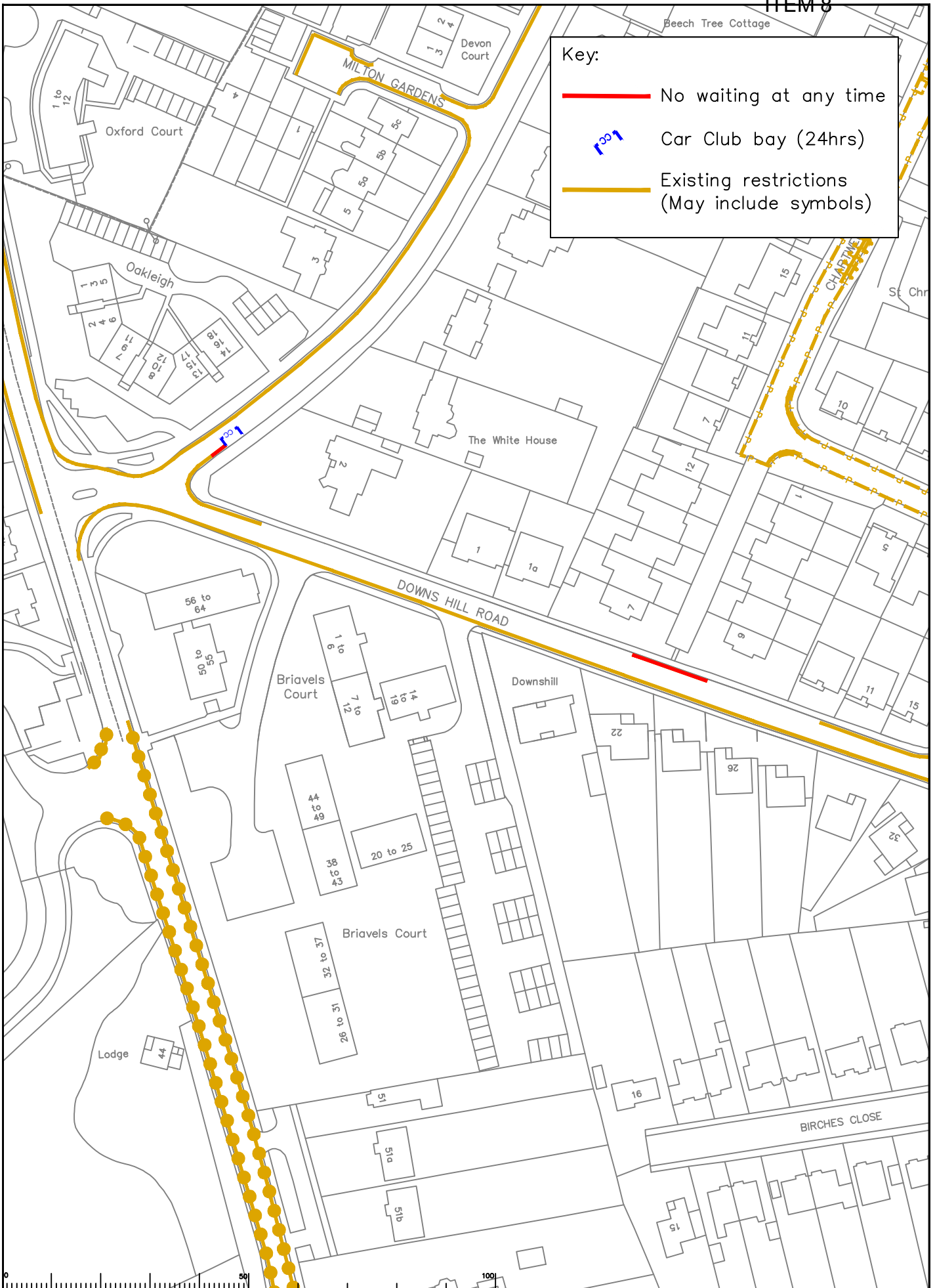
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SHEET 07



Key:

- No waiting at any time
- P Car Club bay (24hrs)
- Existing restrictions (May include symbols)



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

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Checked by: RH  
Approved by: DC

Date: 02/22

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Project: Epsom and Ewell Parking Review Phase 14

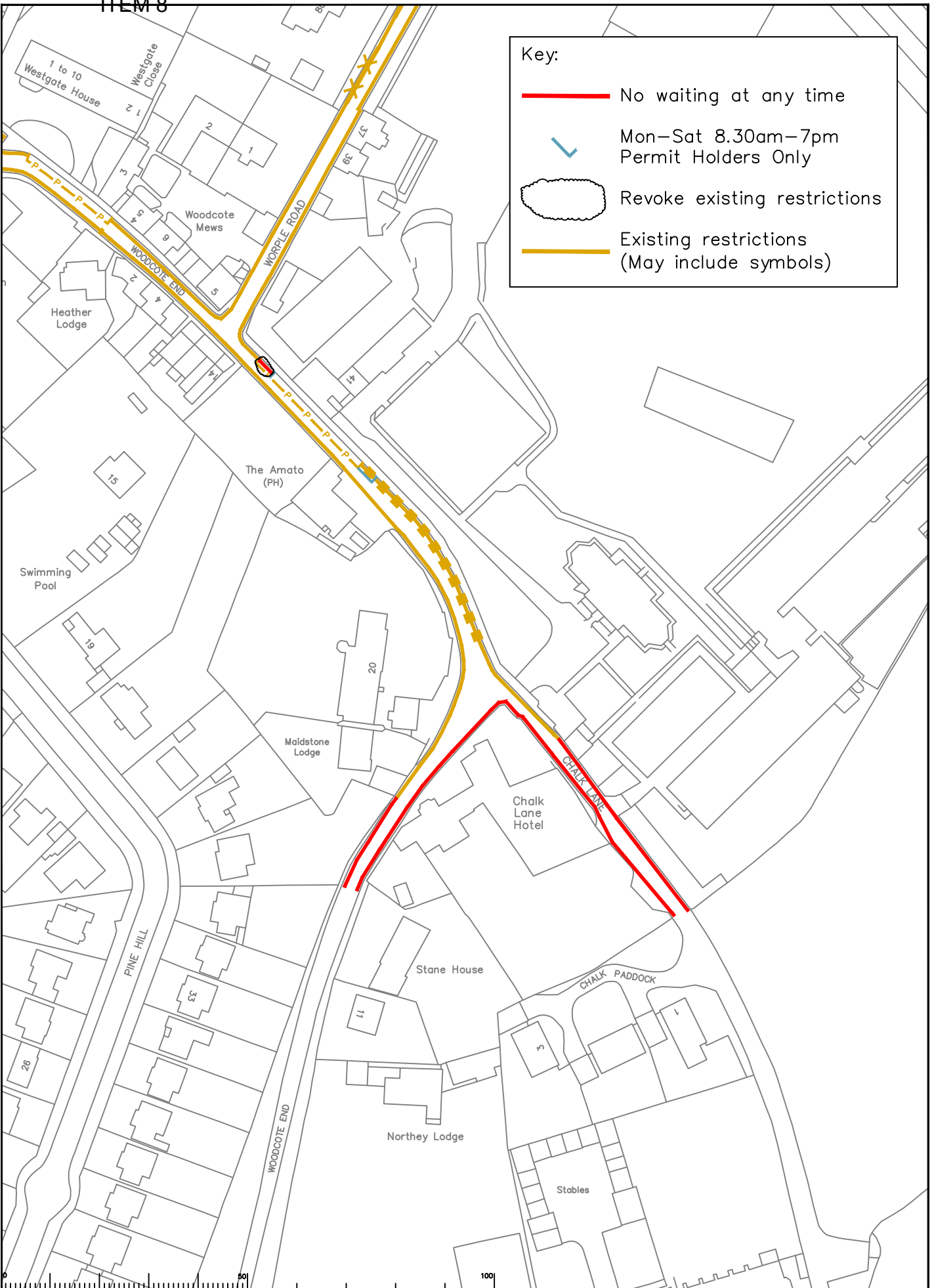
Sheet: 23 of 43

Epsom and Ewell Parking Review  
Phase 14

Proposed Waiting Restrictions  
St Martine Avenue / Downs Hill Road

SURREY COUNTY COUNCIL  
Sustainable Development

Project No. 23  
Drawing No. 23  
Revision  
Classification: COMM



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

North Point

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 Checked by RH Slg. RH Date 02/22  
 Approved by DC Slg. DC Date 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Chalk Lane / Woodcote End

Scale: 1:1000

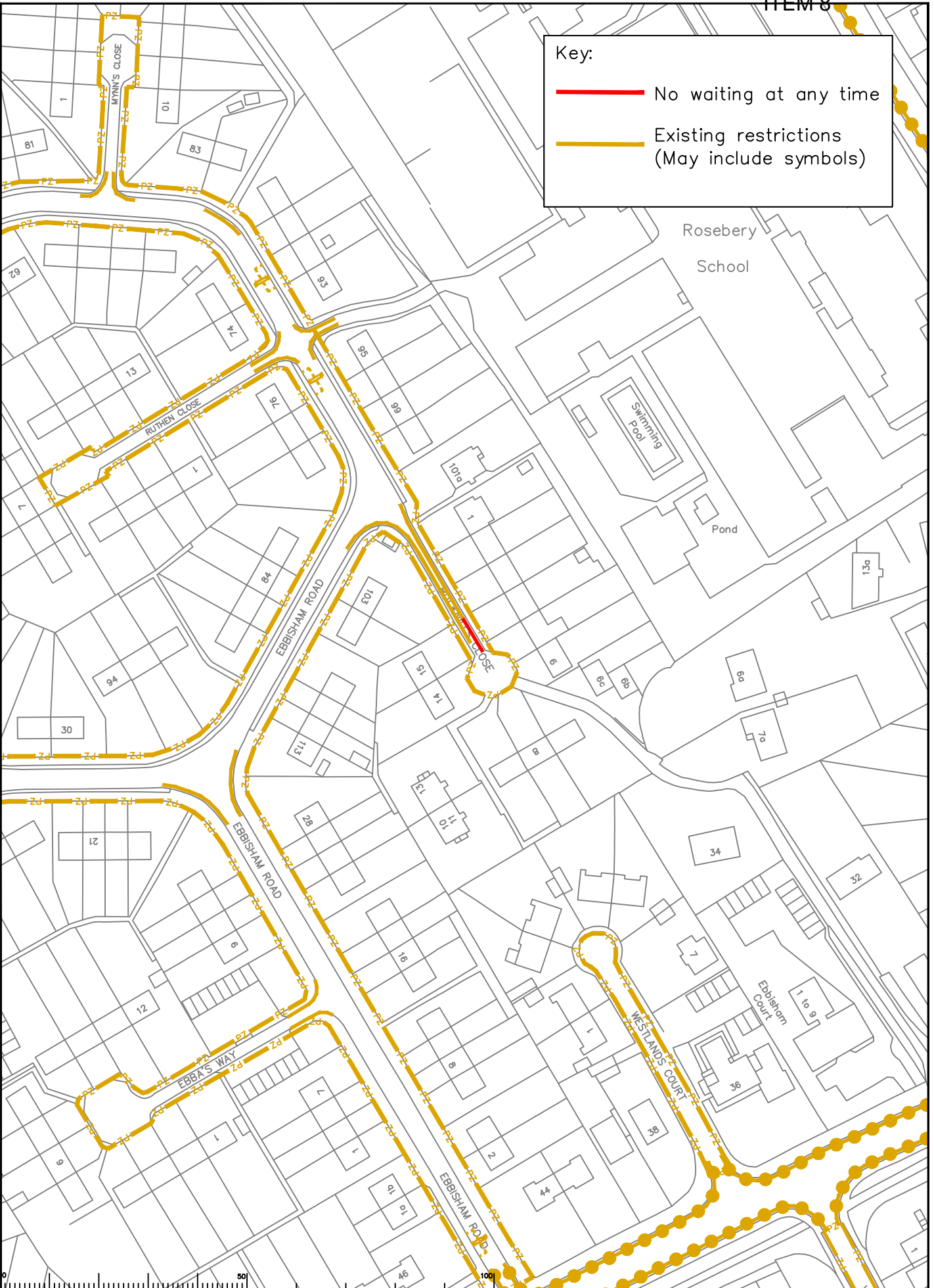
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Surrey County Council  
Sustainable Development

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 Drawing No. 24  
 Revision [ ]  
 Classification: COMM

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North Point

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 Approved by: DC, Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Bucknills Close

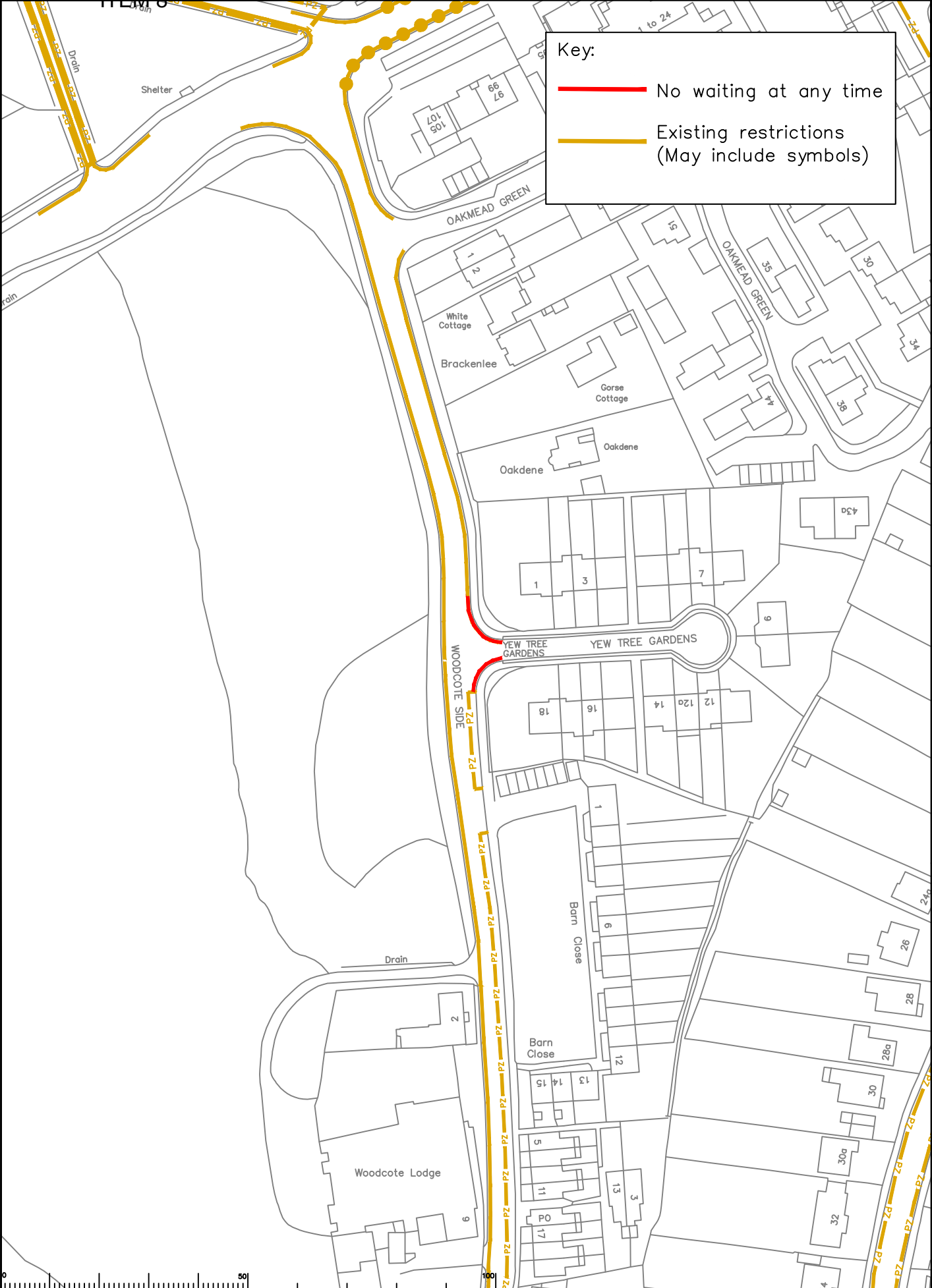
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SURREY COUNTY COUNCIL  
Sustainable Development

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 Revision [ ]  
 Classification: COMM

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North Point

Scale: 1:1000

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Checked by: RH, Date: 02/22

Approved by: DC, Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14

Sheet: 26

Proposed Waiting Restrictions Woodcote Side / Yew Tree Gardens

Surrey County Council  
Sustainable Development

Project No.:


Contract No.:


Drawing No. 26

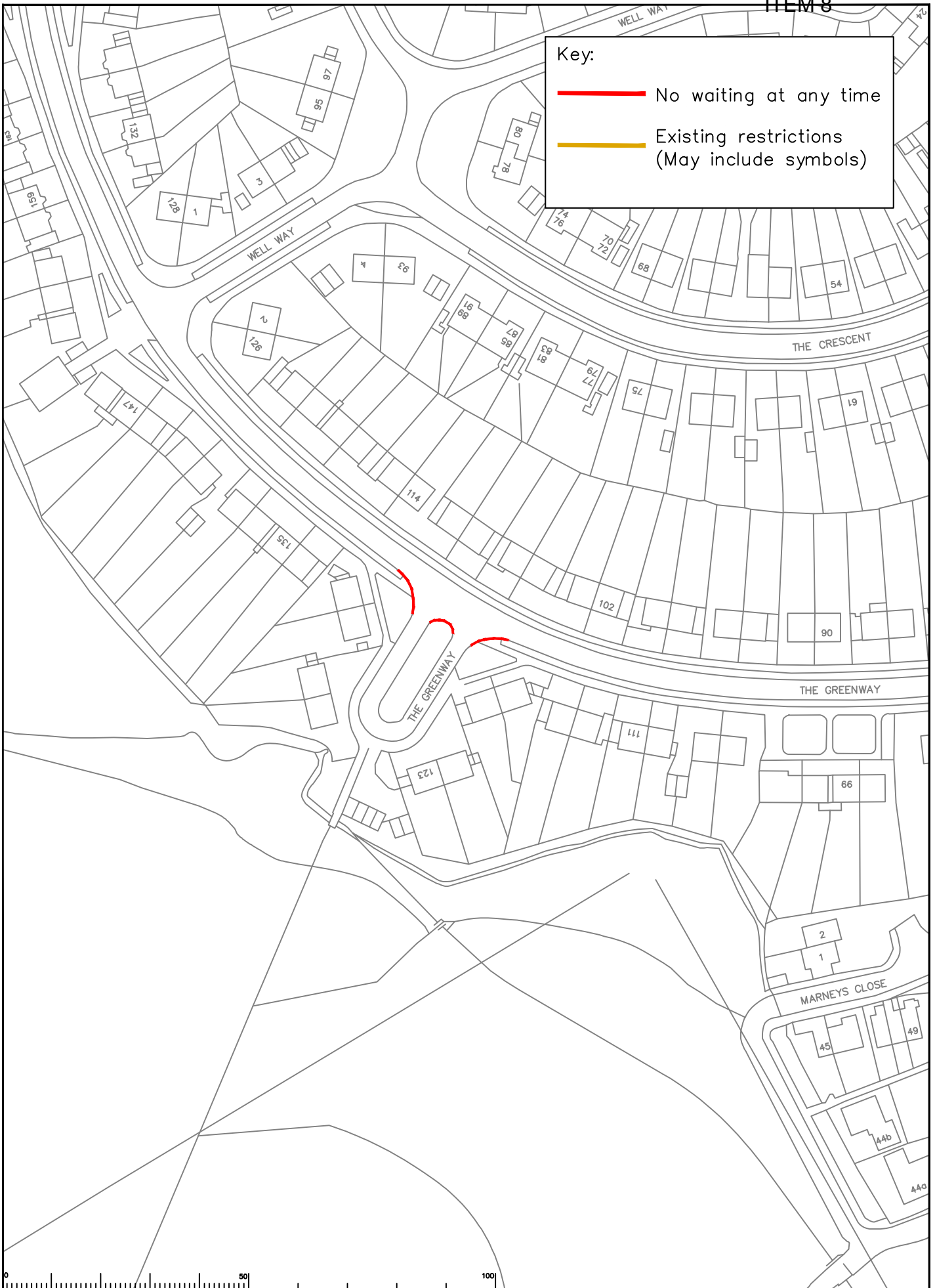
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(May include symbols)



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North Point 

Scale: 1:1000

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Checked by: RH, Date: 02/22

Approved by: DC, Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions The Greenway

Sheet: 27 of 27

Project No. 

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Project Name: Epsom and Ewell Parking Review Phase 14

Drawing No.: 27

Revision: 01

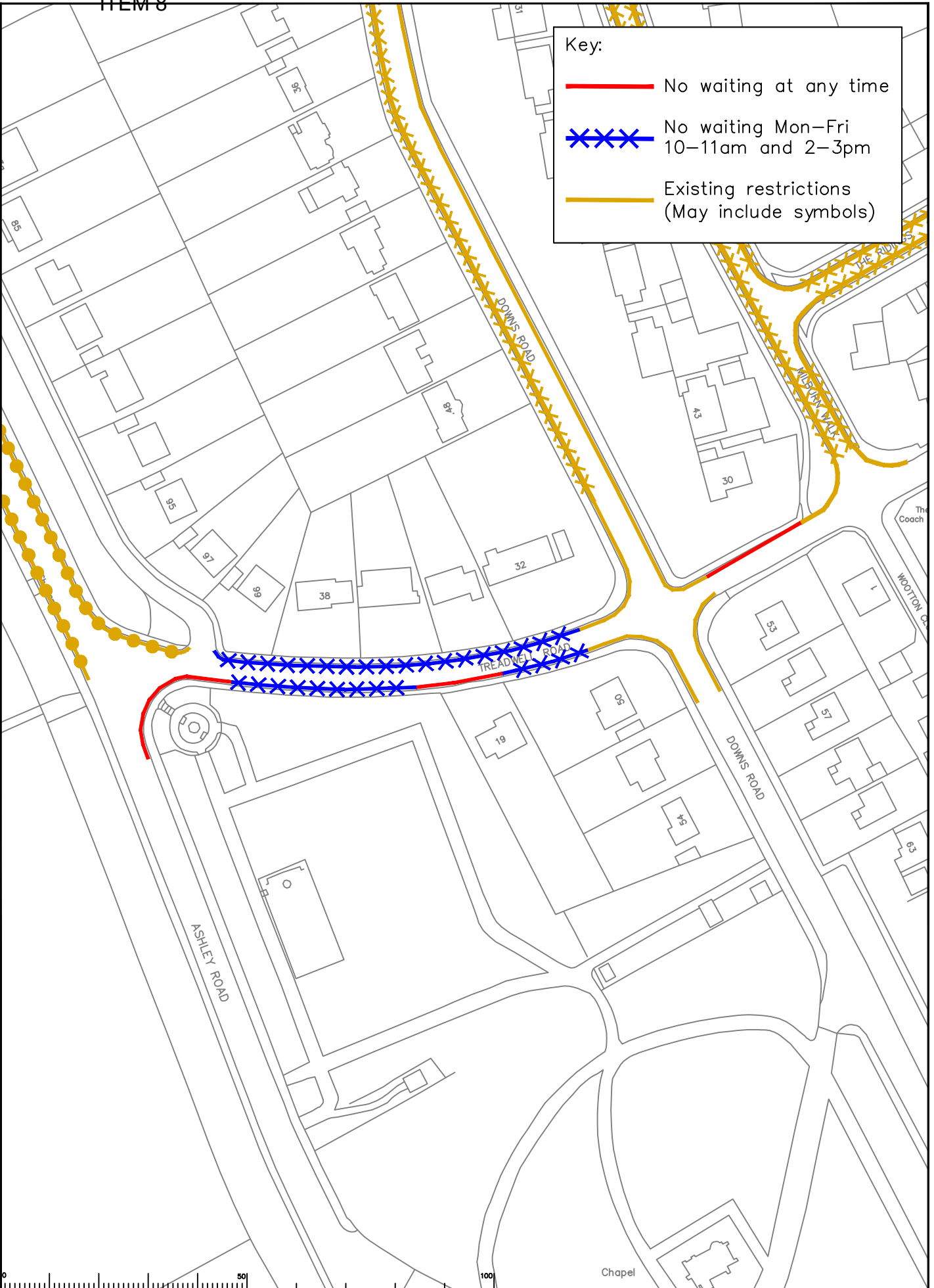
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- XXXX No waiting Mon–Fri 10–11am and 2–3pm
- Existing restrictions (May include symbols)



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Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Treadwell Road

Scale: 1:1000

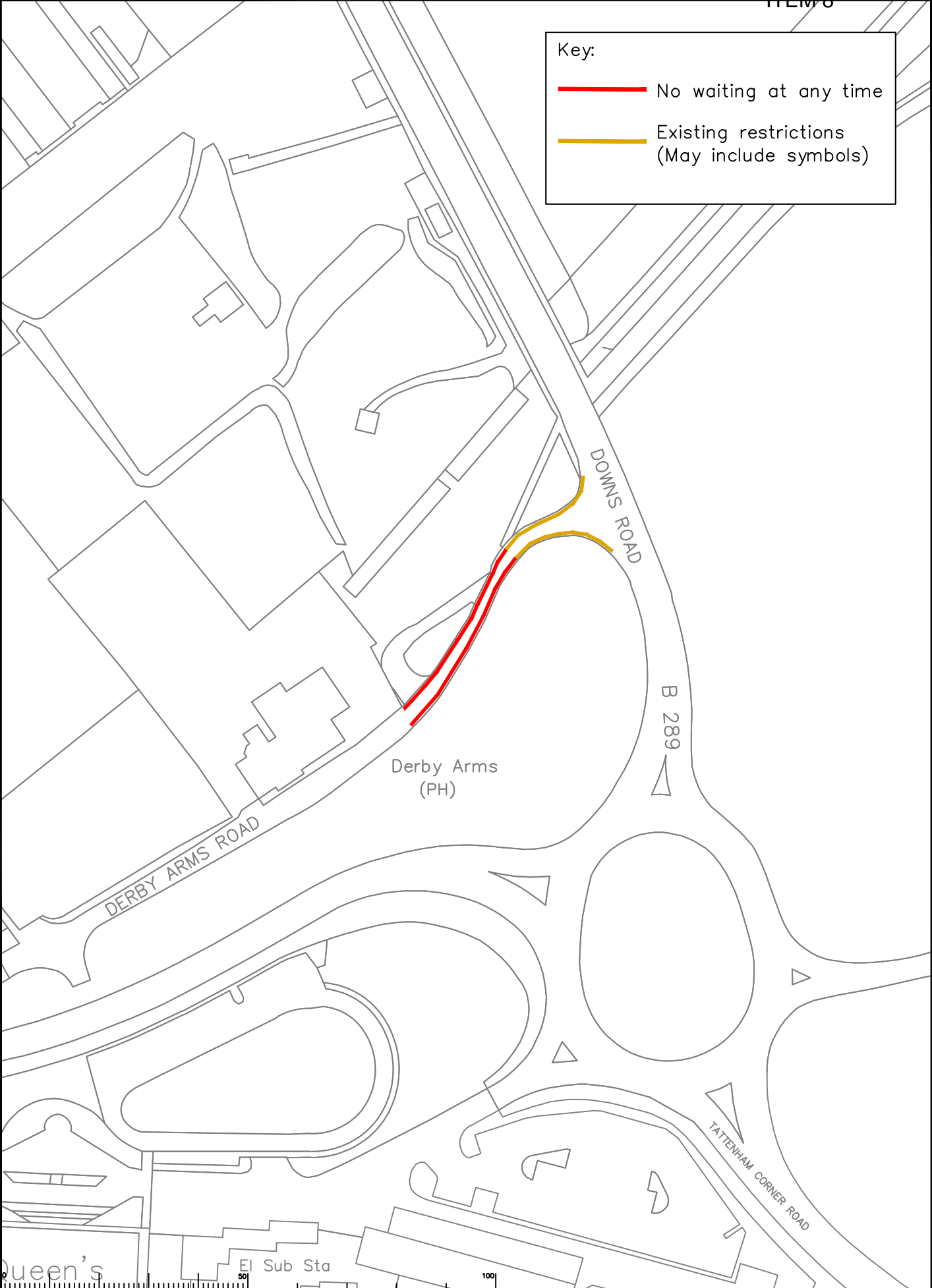
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Sustainable Development  
Surrey Highways

Project No. [ ]  
Contract No. [ ]  
Drawing No. 28  
Revision [ ]  
Classification: COMM

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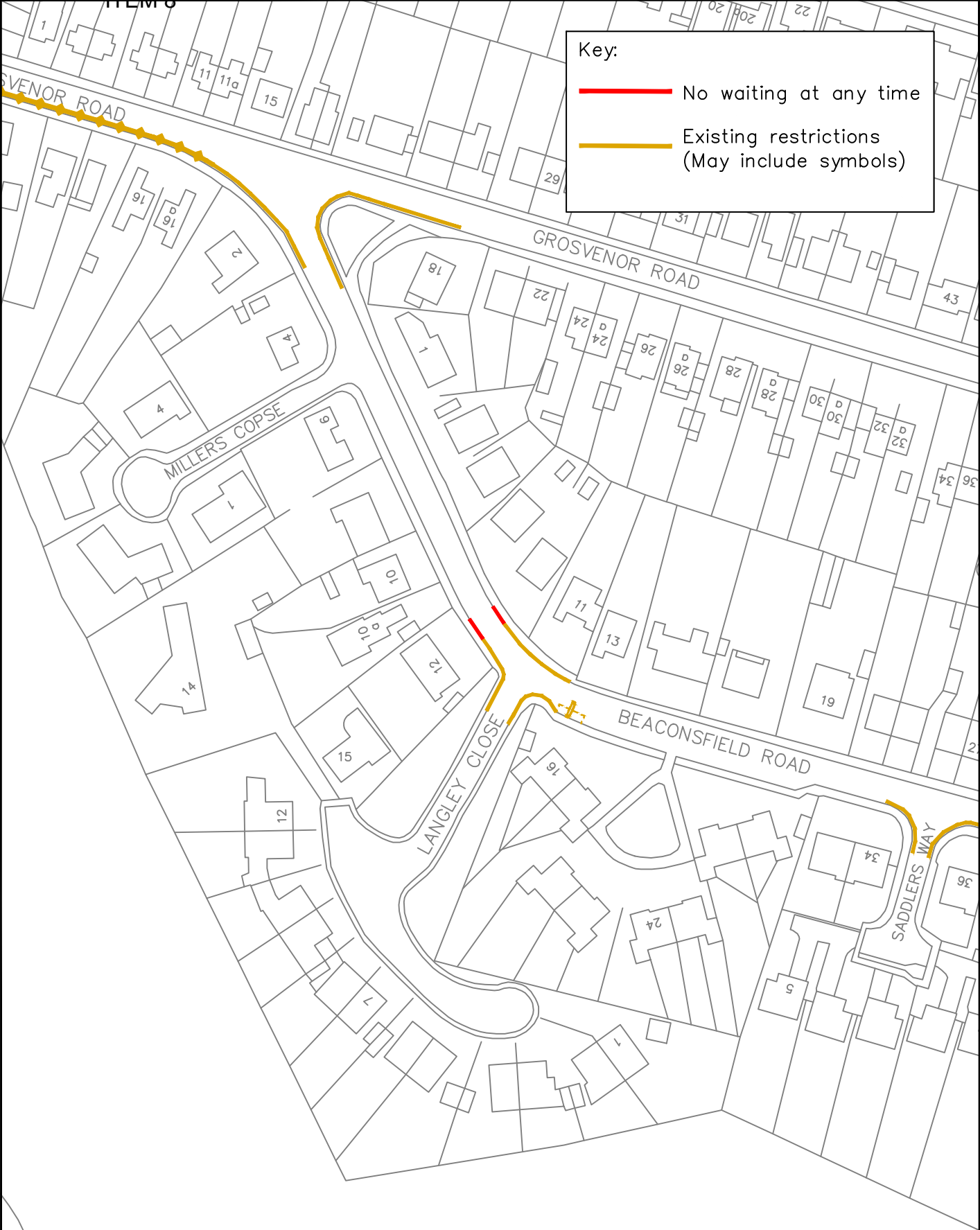
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- Existing restrictions (May include symbols)



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- Existing restrictions (May include symbols)



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Epsom and Ewell Parking Review  
 Phase 14  
 Proposed Waiting Restrictions  
 Beaconsfield Road



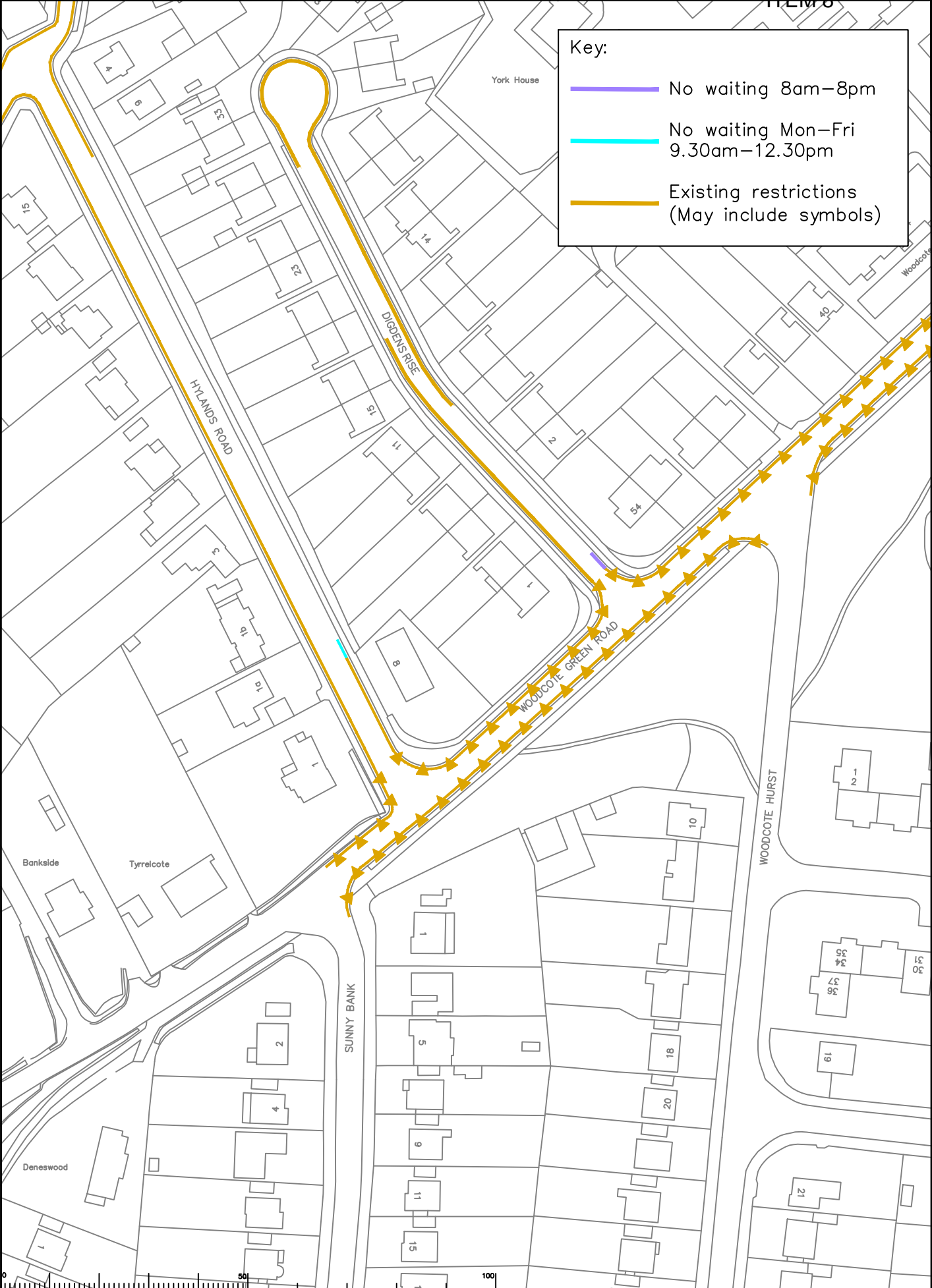
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Project No. \_\_\_\_\_  
 Contract No. \_\_\_\_\_  
 Drawing No. **30**  
 Classification **COMM**



Key:

- No waiting 8am–8pm
- No waiting Mon–Fri 9.30am–12.30pm
- Existing restrictions (May include symbols)



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Slg.: RH  
Slg.: DC

Date: 02/22  
Date: 02/22  
Date: 02/22

Project: Epsom and Ewell Parking Review Phase 14

Drawing: Proposed Waiting Restrictions Hylands Road / Dيدgens Rise

Scale: 1:1000

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Surrey County Council  
Sustainable Development  
Surrey Highways

Project No. 31  
Contract No. 31  
Revision: 1  
Classification: COMM



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

**EPSOM AND EWELL PARKING / WAITING  
RESTRICTION (PHASE 14) REVIEW**

*Annex 2*

## Electric Vehicle and Charging Points FAQ.

### What is an electric vehicle (EV)?

For our purposes an electric vehicle is defined as a passenger vehicle which can be recharged through an electricity supply, this could be fully electric (Battery Electric Vehicle) or a Plug-in hybrid electric vehicle (PHEV).

### What is an electric vehicle charging point?

An electric vehicle charging point, or charging point, is defined as a singular point of connection between an electric vehicle and the electricity supply. A single charging point can facilitate the charging of one vehicle at any one time. These chargers can vary in design or style depending on the setting.

### Where can I find publicly available charge points in Surrey?

There are already a number of publicly available charge points in Surrey, the majority are privately owned and operated. Their location are all on the National Charge Point Register and can be identified through the use of mobile phone apps. One example of this is [Zapmap.com](https://zapmap.com) which is the most widely used independent chargepoint locator. As chargers are installed in Surrey, these locations will be added to online directories.

### Will the charging points be compatible with all EVs and hybrids?

Yes, they are compatible with all models, but the maximum charging speed will depend on the make and the model of the vehicle.

### Can I request an EV charging location to be considered?

Yes, you can register an interest in a site on the following online form:

- [Suggest a location for an on street EV charging point in your area](#)

### Should I expect to pay to use a local authority charge point

The costs of the electricity to charge an EV should be expected to be borne by the EV user. In most cases, this is at a lower cost than fuelling a petrol or diesel car. It is reasonable to expect that electricity is provided at a commercial rate and where this is through an on street charger, then the economics of the costs of equipment, installation, maintenance, payment system and management means that this is likely to be higher than the costs of off street residential charging. The convenience of a faster than normal charge also bears a higher cost. Additionally review if there are parking fees associated with the bays.

### How can I pay for EV charging?

Publicly available charge points have either a payment software application or the ability to pay by contactless bank card. For the Surrey trial, charger users will be able to pay for charging sessions either by using the InCharge RFID card/fob or by an ad hoc payment. In the case of ad hoc payment, customers start a charging session by accessing a website, either by scanning a QR code or manually navigating to the operator's webpage, and then provide their payment details.

### Is the use of EV Charger parking bays be regulated?

The restrictions for each charging point will be signed at each location. Normally each parking bay will be reserved for an EV that is connected and charging. The duration of stay will be time limited and any parking charges may also be due in some locations. Outside of enforcement hours (e.g. overnight in many cases) any vehicle may park in the bay. Check signage at each bay to ensure you are following the regulations.

### How long can I park for?

Each charging bay has parking regulations. These will be signposted and detail time restrictions. These restrictions have been developed in accordance with any existing

local restrictions and EV charging suitability. Most sites see a maximum stay of 2-4 hours depending on the location.

**Are the parking bays accessible to disabled users?**

We will be ensuring that where possible at least one parking bay at each new charging site will be sufficient length for Blue Badge holders (6.6m as opposed to 5.7m standard spacing). These 'easy access' bays will not be reserved for Blue Badge holders for the duration of the two year pilot but it is our intention that once the level of electric vehicle use has reached a significant level in comparison to conventional internal combustion engine vehicles, the appropriate Traffic Regulation Orders will be updated to enforce Blue Badge only parking to prioritise those with mobility impairment. We have consulted with Surrey Coalition of Disabled People on this matter.

**Will the charging points obstruct the footpath?**

Sites are assessed against our criteria that 1.5m of footpath width is retained for pedestrian access. Where it is not possible to retain more than 1.5m, a 'build out' has been designed which extends the existing width of the pavement for the charging unit to be installed.

**Can I have an electric lead from my home onto the street to charge my EV?**

Surrey County Council do not allow for EV charging cables to trail across footpaths under any circumstances as it is a hazard to pedestrians and other highway network users. However, the council is reviewing best practices for charging from home onto the street and will publish a report based on these facts.

**What about lamppost chargers?**

During the early assessment and planning of the trial different options were reviewed in terms of on-street feasibility and suitability. While installing electric chargers into lampposts is a potential option for EV charging point provision, it has not been considered to be the preferred option for the Surrey on-street charging trial. A separate trial would be undertaken to review the feasibility of this option.

**Why should Surrey provide electric vehicle chargers?**

Surrey County Council has declared a climate emergency and since transport is responsible for more than one third of carbon emissions in Surrey, the County's Climate Change strategy has determined that one of its priority is to 'encourage uptake of zero emission vehicles amongst partners and residents for journeys that cannot be made on foot, by bicycle or public transport through innovative policy supported by adequate funding'.

Furthermore, the Government has stated that its intention to ban the sale of petrol and diesel vehicles by 2030 which means that there must be sufficient charging infrastructure in place to ensure Surrey's 'readiness' for this eventuality. This is especially important for residences without off-street parking and therefore cannot install home charging points.

Air Quality improvement is also a key national priority to protect public health. The improvements in air quality resulting from the reduced NOx emissions and reduced particulate matter (enabled by the transition to electric vehicles) will mitigate negative health implications leading to respiratory diseases which poor air quality is proven to cause.

**Does Surrey have an EV strategy?**

Surrey CC published its Electric Vehicle Strategy in late 2018. One important element of this strategy was to identify the need for On Street EV Chargers available to EV car owners without access to their own off street charging. The rapid evolution

of Government policy to bring forward the transition to electric vehicles has meant that Surrey is currently undertaking a review of its existing strategy to accelerate EV On Street Charger provision.

### **How is Surrey acting upon its EV strategy?**

The on-street charging infrastructure trials is the implementation phase of the Surrey's EV strategy. Through funding received from the Enterprise M3 Local Enterprise Partnership (EM3 LEP) and the On Street Residential Charging Scheme (ORCS) Surrey is undertaking a trial to deliver on-street charging points. <https://www.surreycc.gov.uk/roads-and-transport/sustainable-driving/electric-vehicles/electric-vehicle-charging-point-pilot-scheme>. The trial will help in our understanding of the different commercial models available, site design and selection, management of parking restrictions as well as understanding monitoring the response and take up of these chargers. The trial will deliver upto 200 charge points around the county.

### **What is Surrey's responsibility for EV charging infrastructure?**

At present there is no duty for Local Authorities to provide or invest in EV charging infrastructure. However, in order for Surrey to respond to the climate change emergency and move towards meeting their climate objectives.

Through delivering EV charging infrastructure, it is hoped the transitions towards electric vehicles will be supported and accelerated.

### **Can my local borough install chargers?**

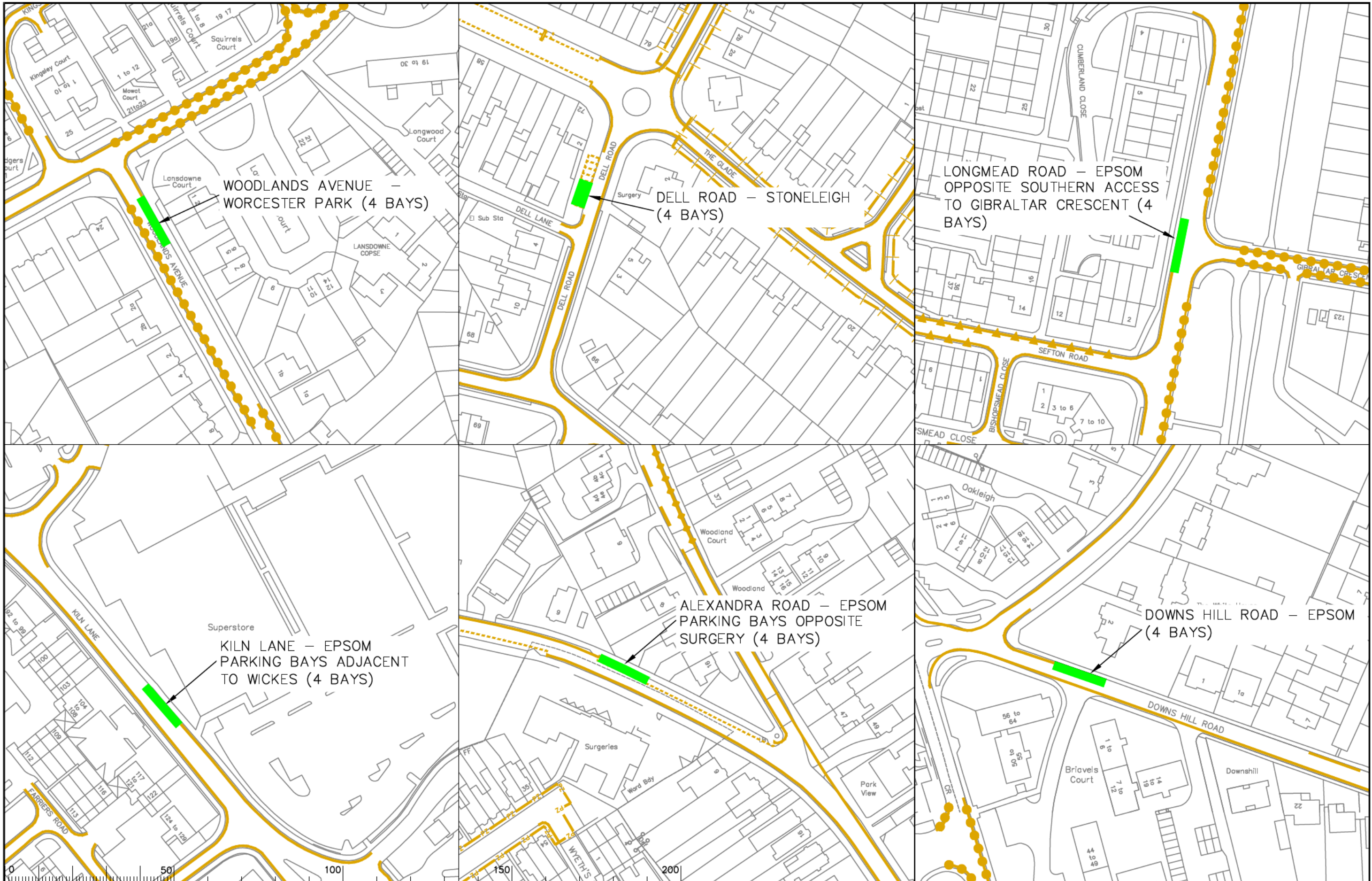
Many of Borough and District councils are installing or planning to install chargers in their car parks. The district and county councils are working collaboratively to promote a consistent approach.

### **How have locations for current EV charging installation been decided?**

Current on-street charging installation is being delivered as part of the LEP funded trial (<https://www.surreycc.gov.uk/roads-and-transport/sustainable-driving/electric-vehicles/electric-vehicle-charging-point-pilot-scheme>). Within these boroughs, a range of considerations have been applied to site selection. This has included; resident requests, trial objectives, power supply costs, site design and suitability as well as public responses from consultation.

Moving forward there could be a wider EV charger roll out based upon the learnings of the trials which is likely to see EV chargers delivered across the county. Resident requests will be considered when reviewing new sites.

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Notes

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

Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
SDC	SDC	02/22	RH	RH	02/22	DC	DC	02/22

North Point

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Project: EPSOM AND EWELL

Drawing: PROPOSED LOCATIONS FOR ELECTRIC VEHICLE BAYS

SHEET OF

Project No. -

Contract No. -

Drawing No. 01

Rev. -

Classification AS MADE

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**LOCAL COMMITTEE (EPSOM & EWELL)**

**DATE:** 28<sup>TH</sup> MARCH 2022

**LEAD OFFICER:** ZENA CURRY, ENGAGEMENT  
AND COMMISSIONING MANAGER

**SUBJECT:** OLD LONDON ROAD

**DIVISION:** TOWN AND DOWNS

**SUMMARY OF ISSUE(S):**

In July 2021 Committee authorised the advertisement of a prohibition of traffic order to enable the section of Old London Road (D2319) leading from Tattenham Corner Road to the Top Car Park on Epsom Downs to be closed overnight. The order was advertised early in 2022. A total of 234 representations were received altogether, of which 168 (72%) were objections. Committee is asked to decide the next steps for this proposal.

**RECOMMENDATIONS:**

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

- (a) Abandon the proposal, with minimal further cost implications.
- (b) Modify the proposal and authorise the advertisement of an amended proposal, for which Committee would need to identify £5,000 to draft and advertise a modified prohibition of traffic order.
- (c) Call a public inquiry to decide the outcome of the proposal, for which Committee would need to identify a budget of up to £40,000 to cover the likely costs of a public inquiry.

**REASONS FOR RECOMMENDATIONS:**

Regulation 9(3)(a) of The Local Authorities' Traffic Orders (Procedure) (England & Wales) Regulations 1996 states that where a proposed order that has the effect of prohibiting loading on and unloading from vehicles before 7am, between 10am and 4pm or after 7pm is advertised and objections are lodged, a public inquiry must be called to decide the outcome of the proposal. What this means is that to continue with the proposal as agreed in July 2021, Committee must call a public inquiry to consider the proposal, the representations already received, and any further representations that might be submitted to the inquiry once called. The inspector appointed to run the public inquiry would then decide the outcome.

## 1. INTRODUCTION AND BACKGROUND:

- 1.1 The section of Old London Road (D2319) leading from Tattenham Corner Road to the Top Car Park on Epsom Downs is Public Highway. In the late 1990s Epsom & Ewell Borough Council approved the advertisement of a prohibition of traffic order for this section of Old London Road. The prohibition of traffic order was intended to prevent motor vehicles entering this section of Old London Road overnight. At the time Epsom & Ewell Borough Council was acting as Highway Authority under an agency agreement with Surrey County Council.
- 1.2 Unfortunately neither Epsom & Ewell Borough Council nor Surrey County Council have any record that the intended prohibition of traffic order was sealed. Nevertheless Old London Road has been closed overnight since the late 1990s. During winter months the road was closed at 5pm; during summer months the road was closed at 9pm; the road was reopened at approximately 6am every morning. This arrangement seemed to be generally accepted by the local community as part and parcel of the operation of the Downs. In July 2021 Committee authorised the advertisement of a prohibition of traffic order to prevent overnight motor vehicle access into Old London Road from Tattenham Corner towards the Top Car park, with the hours of operation and exemptions as detailed in Table 1 below.

**Table 1 Proposed prohibition of traffic order for Old London Road**

Time of year	Days of operation	Hours of operation
1 <sup>st</sup> April to 30 <sup>th</sup> September	Sunday to Friday	7pm to 12noon (the following day)
	Saturday	7pm to 9:30am (the following day)
1 <sup>st</sup> October to 31 <sup>st</sup> March	Sunday to Friday	5pm to 12noon (the following day)
	Saturday	5pm to 9:30am (the following day)
<b>Exemptions</b>		
Anything done with the permission or at the direction of a police constable in uniform or in certain circumstances, for example ambulance and fire brigade purposes or the safeguard of life and property.		

- 1.3 The proposed hours of operation detailed in Table 1 were requested by the Epsom & Walton Downs Conservators following their meeting of 21<sup>st</sup> June 2021, and would be an extension of the hours that have been operating on the ground since the late 1990s. The report that was considered by the Conservators is available online here [Epsom and Ewell Democracy \(epsom-ewell.gov.uk\)](https://www.epsom-ewell.gov.uk), and includes information about the concerns that the Conservators would like to address in requesting extended hours.

## 2. ANALYSIS:

- 2.1 The prohibition of traffic order, as agreed by Committee in July 2021, was advertised early in 2022. We received 234 representations altogether, of which 168 (72%) were objections. A redacted version of all the representations is included in Annex A.

- 2.2 The issue we now have relates to the provisions of The Local Authorities' Traffic Orders (Procedure) (England & Wales) Regulations 1996. Regulation 9(3)(a) states that where a proposed order that has the effect of prohibiting loading on and unloading from vehicles before 7am, between 10am and 4pm or after 7pm is advertised and objections are lodged, a public inquiry must be called to decide the outcome of the proposal. It is quite a technical issue from a legal point of view but nevertheless Committee is bound by these regulations.

### 3. OPTIONS:

- 3.1 Committee has three options:

a) **Abandon the proposal.**

This would result in the road being left open 24-7.

b) **Amend the proposal.**

The rationale behind this option is that some of the objectors have objected specifically to the extended day-time hours, and so may withdraw their objections if the proposed hours of operation were exactly as they were pre-lockdown. However some of the objectors have made clear their objection is to any road closure – these may maintain their objections even if the amended hours of operation were to be amended. Still other objectors have not been specific; their motivation is unknown. Officers would suggest that an amendment to the proposal to the pre-lockdown hours of operation (as originally intended in the 1990s) may reduce the number of objections, but would not eliminate them all. A single objection is enough to trigger the public inquiry requirement. The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 provide that an order making authority may modify an order, whether in consequence of any objections or otherwise, before it is made and must then take steps as appropriate for:

- Informing persons likely to be affected by the modifications,
- Giving those persons an opportunity of making representations; and,
- Ensuring that any such representations are duly considered by the authority.

c) **Call a public inquiry to resolve the matter.**

In this scenario the matter would be taken out of Committee's hands. Funding would need to be identified for the public inquiry. An Inspector would consider the proposal, the representations already made, and any new representations made directly to the public inquiry. An Inspector would also consider the legal technicalities, which would include scrutiny of the reasons for the proposal, and the validity of those reasons in the context of the relevant legislation, in this case the Road Traffic Regulation Act 1984. There are weaknesses here which could play a part in an inspector's decision. An Inspector might recommend that the order be confirmed, modified and then confirmed or not confirmed. It is also theoretically possible that an Inspector may be unable to make a recommendation and would have to provide reasons. The view of Surrey County Council's Legal Team, having reviewed the proposal and representations already received, is that the most likely outcome of an inquiry would be that the Inspector would recommend an order should not be confirmed.

- 3.2 It is recommended that Committee decide which option to take, which will determine the next steps for this proposal.

#### **4. CONSULTATIONS:**

- 4.1 The advertisement of the prohibition of traffic order constituted a formal, statutory public consultation. A redacted version of all the representations is included in Annex A.
- 4.2 The Jockey Club is a significant stakeholder in this proposal insofar as the land through which the subject section of Old London Road runs is owned by the Jockey Club. The horse racing industry is a major user of the Downs for training purposes. Horse racing trainers are represented by the Training Grounds Management Board (TGMB). A combined representation from the Jockey Club and the TGMB is included in Annex B.
- 4.3 A number of objections were received from members of the Epsom Downs Model Flying Club, including the Vice Chairman and Secretary. This are included in Annex A.

#### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 Option (a) carries no further financial implications, other than to remove the signs currently on site. The gates could remain to facilitate closure of the road on race days and preparation days in accordance with the Epsom & Walton Downs Regulation Act 1984.
- 5.2 Option (b) would require additional funding of approximately £5,000 to be identified to draft and advertise a modification to the prohibition of traffic order, and to consider any further representations.
- 5.3 Option (c) would require additional funding to be identified to pay for the public inquiry. We would need to pay for an inspector and a suitable venue. We would also appoint Counsel to represent Surrey County Council in this context, which in and of itself would cost between £10,000 to £20,000. The costs would tend to be proportional to the length of the hearing, and the number and nature of representations that an inspector would have to consider. The total cost of this option could lie in range £20,000 to £40,000. It is a somewhat open-ended process.

#### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 A number of the representations raise concerns about access to the Downs for less able members of our communities, were the proposal to go ahead. The Downs are highly valued by the local community, who are entitled under the Epsom & Walton Downs Regulation Act 1984 to access the Downs for air and exercise. A number of respondents specifically suggest that if access to the Downs via the subject section of Old London Road were to be restricted as proposed, that less able members of the community would be excluded from certain areas of the Downs.
- 6.2 Disability is a protected characteristic under the Equality Act 2010.

#### **7. LOCALISM:**

- 7.1 The vast majority of representations have been received from local residents of Epsom, Ashted, Banstead and Tattenham Corner. A very small minority of representations were received from people who live further afield.

**8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	Some stakeholders suggest have alleged antisocial behaviour in the subject section of Old London Road. Surrey Police have said that a closure is not necessarily an appropriate response to this. The Road Traffic Regulation Act 1984 does not list prevention of antisocial behaviour as a valid reason for making an order. Some respondents assert that the closure of the Top Car Park during lockdown led to inconsiderate parking elsewhere.
Sustainability (including Climate Change and Carbon Emissions)	If the subject section of Old London Road were to remain open to motor vehicles, it is possible that residents will be encouraged to drive to the Downs. On the other hand if the road were to be closed residents may choose to drive further to access open space.
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	If disabled residents were to be excluded from certain areas of the Downs, as has been suggested by a number of respondents to the consultation, this could have a detrimental affect on their health if these residents were to be discouraged from taking exercise as a result.

**9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 Given the nature and number of representations, it is unlikely that Committee would be able to promote a prohibition of traffic order for the subject section of Old London Road – either the current or an amended proposal – without calling a public inquiry.
- 9.2 It is suggested that the proposal in its current form is unlikely to be recommended for confirmation by an Inspector.
- 9.3 There is no guarantee that a modified proposal would be successful.

**10. WHAT HAPPENS NEXT:**

- 10.1 Subject to Committees decision, and identification of funding if option (b) or option (c) were to be preferred, officers would make preparations to deliver the preferred option.

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**Contact Officer:** Nick Healey

**Consulted:** See above.

**Annexes:** Two.

**Sources/background papers:** None

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Village or Town	Please let us know what you think about the proposals - How would you classify your feedback?	Please let us know what you think about the proposals - Please enter your comments below
<b>Objections</b>		
EPSOM	Objection	I appreciate that there may be an issue with race horses being spooked by cars, but I have only ever seen people driving slowly and carefully, especially if there are horses around. The car park is a good base to start walking, and it seems unnecessary to close the road. Please consider the fact that there has been access here for many generations. We have too much interruption on other roads from horses.
EPSOM	Objection	closing over night is fine but not during race training hours
Epsom	Objection	As a member of the Epsom Downs Model Aircraft Club, until recently (pre pandemic) we have enjoyed the ability to drive to and from the Top Car Park up till 9pm in the summer months. We have been able to fly until dusk or 8pm whichever is later. The 7pm cut off time curtails our flying facility, especially for those of us who have daytime jobs. We have a legal right to fly models on the Downs and I believe that right extends to 8pm in the summer months. This change of hours seems to have been slipped in without any real discussion. To ratify the practice of closing at 9pm would, I believe, not cause any controversy at all but the current proposal is a further restriction that requires proper discussion.
Ashtead	Objection	I cannot agree with the proposals put forward to close access the car park for a large part of the day. This has been a place to park for many years and has always been a popular place to start a walk on the Downs. Covid may have increased use of the Downs but it does appear that the Jockey Club would prefer to keep everybody away from the course when for many many years it has been easily accessible. 50 years ago you could drive right across the downs to Walton on the Hill on the Old London Road, not any longer.
Epsom	Objection	I object to the part closure as it will restrict access to the top of the downs for people with mobility issues It will also put pressure on the lower car parks which could it cope with the volume of cars when the top car park was closed in lockdown The Downs should be accessible for everyone It works perfectly well as it is
epsom	Objection	they represent a severe curtailment of the access the public has hitherto enjoyed for many years (60 in my personal case) to this unspoiled stretch of countryside. In that time in weekly or fortnightly use I have never seen unruly, let alone dangerous, behaviour of the kind cited by advocates of restriction of access. They will certainly be a severe restriction of my own experience.
Epsom	Objection	I believe it shouldn't be done. I am not in favour for the following reasons: - It's difficult to park in the area. The parking over the far (Tatenham Corner) side is inadequate. - It will Make traffic and parking on the verges between the grandstand and the roundabout at tattenham corner worse than it is. We saw that when it was closed over the lockdown periods -it will adversely affect the local residents with parking spilling out.
Ewell	Objection	If the proposal to close the road us to impede public access across the downs, then this will fail. Anyone wanting to walk will simply park elsewhere and access the downs from the B289. People will park even more in considerately than they do already. While not publicly owned space it is a public amenity and should be freely maintained as such.
Epsom	Objection	The plan seems like an unnecessary restriction. I value having access to the car park as the Downs is a great place to take the kids.

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Epsom	Objection	<p>The recommendation put to the Conservators and then to the Borough and County Councils is not argued convincingly:</p> <ol style="list-style-type: none"> <li>1. The Old London Road car park has been de facto closed for 30 years, though without either Council apparently having any record of authorising this. This de facto closure is not a justification for authorising it now, still less for extending the hours of closure, as this proposal requests.</li> <li>2. All the argumentation relates to the problems during the pandemic, when extraordinary steps were taken to close the Old London Road and other car parks. These were not typical times.</li> <li>3. The incidents alleged involved health and safety matters relating to pedestrians on the Downs. Closing the Old London Road car park will not stop pedestrians getting onto the Downs, either on foot or from the other two car parks near Tattenham Corner. If there is a danger from the presence of pedestrians and racehorses on the Downs at the same time, should there not be a strategy for managing that problem, rather than extending the hours during which traffic cannot get to the top car park?</li> <li>4. There is no evidence presented to justify closing the Old London Road car park two hours earlier at night during the summer. Fly tipping is alleged but the Conservators do not say what measures they have taken to stop that. The long summer evenings provide opportunities for recreation on the Downs which should not be curtailed without powerful justification.</li> <li>5. If the case for closing the Old London Road until noon relates to racehorse training, cars which will not be able to use the top car park will be displaced: should the Conservators not undertake to provide additional parking space, perhaps alongside the Conservators hut?</li> </ol> <p>The Downs are an important public amenity, enjoyed by local residents in this heavily-populated borough and those from further afield. The pandemic was an unusual period, which increased pressure to get access to the Downs. The Conservators were quick to close the car parks, but less constructive about managing the problems arising from the conflicting and greatly increased needs for exercise of people, and of racehorses.</p> <p>I hope the Council will reject this proposal and seek a better-argued case with constructive suggestions for managing these competing needs without closing access to a vital open space.</p>
Epsom	Objection	<p>I wish to strongly object to this proposal. The section of road affected provides accessibility for many residents of Epsom to the far side of the Downs. Expecting elderly or disabled people to be able to walk the additional distance from either the Tea Hut or Keepers Hut car parks is totally unreasonable.</p> <p>This appears to be a follow on from the Horse Racing community attempting to restrict use of the Downs before noon on any day. The notices recently posted implying that runners and dog walkers should not be on the Downs in the morning comes across as confrontational and not in the spirit of the 1984 Act that covers public use of this area.</p> <p>Horse racing is a tradition that is part of Epsom's heritage, but public access to the Downs is equally important.</p> <p>Regards</p>
Epsom	Objection	<p>Closing the road and the car park would cause congestion in other parts of the Downs; as it did during lockdown.</p> <p>Cars parked on the road by the Grandstand are more likely to cause road traffic accidents and congestion.</p> <p>I do not support the closure of the road.</p>
Walton on the Hill	Objection	<p>I want to take my dog for a walk in the morning. After 12 is too late for both my dog and myself. The Downs used to be a lovely place for walks, but restrictions over the past 35 years have made it the opposite.</p>



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Reigate	Objection	<p>I object very strongly to this proposal. I lived in Epsom for over 40 years, and still enjoy returning to the Downs for exercise and the wonderful views and fresh air. Access to the Downs by members of the public has been cherished for many many years.</p> <p>Closure of the road leading to the Top Car Park overnight is accepted. But not during the morning.</p> <p>People are already well aware of the use by racehorses during the morning and take care to avoid any problems.</p> <p>This is quite unwarranted to shut off access to cherished green space, especially at this time when we are all needing and encouraged to get exercise and fresh air.</p> <p>It prioritises the racing fraternity - a minority with other opportunities for exercising, over the many people who may have few other options.</p> <p>The Downs are well-loved and part of historic open spaces available to local people during others who make the effort to get here.</p>
Epsom	Objection	<p>I do not agree with closure of the road during the day apart from Derby Day or other race meeting. I have lived in Epsom for many years and use the Downs to walk my dog always parking in the top car park. I did not understand why it was shut during Covid and felt this was an excuse to stop future access. There was a delay to it re-opening and I feel only re-opened due to public pressure which shows people want it open all day. I feel asking for closure in the morning is a step towards stopping all access. I appreciate there have been some reports of problems with racehorses and the public and the stables are a big part of Epsom however for years there were more stables and horses using the Downs and all the while the car park was open it is not necessary to shut the road apart from at night it sets a dangerous precedent, I feel, and pushes more cars to park at side of road etc I object to this part of closure during the day.</p>
Epsom	Objection	<p>The health and well-being of the population is a major public health priority. Having accessible space to exercise is essential. I therefore think this road and the car park should definitely be open on a Saturday from ideally 8am. Ideally for all days in the rest of the week. From 9.30 would be a reasonable compromise. Keeping it closed every morning will cause traffic build up at other points that the horses cross so will not add to horse and rider safety. This is/was a public highway and public access should be restored.</p>
Epsom	Objection	<p>These proposals are an over reaction based on what happened during the covid lockdowns.</p> <p>Now that we are getting back to normal there is not any longer a significant problem being caused by the use of the top car park via the old london road. What would be more sensible would be a review of the signage relating to the use of the downs.</p> <p>All that closing Old London Road would do is transfer the cars that park there to park in the bottom car park and occupants to walk across the road to the downs. It would also discriminate against any disabled person who would not be able to walk up the hill having access to the upper part of the downs.</p> <p>As it is the closing of the Old London Road during the covid lockdowns caused chaos.</p> <p>A very bad idea.</p> <p>Do not allow,</p>
Epsom	Objection	<p>I think it's unnecessary and seems to be a way to force traffic to circulate in a manner that will cause traffic problems and frustration for those wishing to access the downs during the evening especially during spring and summer months and then a Sunday morning when there is no horse training.</p> <p>There is no justification given in the proposal as to why the hours should be extended - the old orders not being sealed is not a reason to extend the hours at inconvenience to many.</p>
Tadworth	Objection	<p>Unacceptable. Were residents who live here. Last time the roads were closed it caused havoc with traffic and parking also. We moved here and chose this area for the freedom of the Downs.</p> <p>Totally against!</p>

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Epsom	Objection	<p>I strongly object to the closure of The Old London Road and the top car park on the Downs.I understand the closure overnight which is in already in operation. But to close it until 12noon on the next day is unreasonable and totally unnecessary</p> <p>This I imagine is to accommodate the new stables expected in Epsom. So why don't you just publish a letter to all residents and visitors to EpsomDowns, telling them that You are no longer welcomed to Epsom Downs to take excercise, Although the Government keeps telling you to get out in the fresh air and excercise.</p> <p>You had the audacity to close that Road in lockdown, Well that just about sums up</p> <p>Just what is important to the rule makers in this Town and County.</p> <p>You have'nt made the public very aware of this intention, where are the notices, Does our MP know about this?</p> <p>You have the audacity to ask on your next page of this survey where I heard about it</p> <p>Where has common decency gone</p>
Epsom	Objection	<p>We have already experienced the road being closed during the pandemic and the existing parking at the bottom near the hut was packed with residents from surrounding areas which spilled over to the roads nearby..</p> <p>Surely at this time when we are encouraged to go out in the countryside this will prevent many from accessing the upper part of the racecourse area..</p> <p>Responsible dog owners already keep their pets on a lead until lunchtime and avoid horses at all times.</p> <p>Most walkers will be restricted to a smaller area and there will not be the possibility of going for a relaxed walk with the increase of people starting from the same place.. especially the elderly.</p> <p>We find the whole idea of restriction of parking detrimental to the area which we see becoming a car park at the crossroads at the London Road with the possibility of future accidents with car drivers using the road by the Downs to go to Epsom having to cope with all this congestion which will most definitely occur.</p>
Epsom	Objection	<p>I consider this to be a totally unjustified restriction on the access and use of Epsom Downs upper car park by members of the public. Current daytime opening times include mornings throughout the week, and has done so for many years.</p> <p>The reasons and justification for the prohibitions on morning daylight access is not stated. If, as I suspect, this prohibition follows pressure from the Jockey Club, this should immediately be opened up to public discussion.</p> <p>Epsom Downs access by car is a very important resource for residents from a wide area, and the withdrawal of the car park is outrageous. The Borough Council, should in my view be encouraging greater use of the Downs by their residents.</p> <p>The way this prohibition has been proposed without widespread public consultation is, in my view, a serious matter. The Borough Council and the Conservators need withdraw this and start a public consultation.</p>
EPSOM	Objection	<p>I think the road should be kept open. It would impact on the local area and local people to use the downs.</p>
Epsom	Objection	<p>I think it unwise to close the access to the top car park. Last time this happened the number of cars parked irresponsibly on the surrounding areas and roads was quite worrying. The numbers of people using the Downs has increased considerably during the last couple of years and parking facilities need to be maximised, not reduced.</p>
Epsom	Objection	<p>I regularly walk on the Downs and as I have limited walking ability, I prefer to start my walk from the car park, as the ground is more level. I have severe arthritis and try not to walk uphill, on doctors advice. Also there are seats in that area where I can sit if I need to. Closing the road until midday would restrict my daily exercise, which I prefer to do in the morning when I'm at my best. I'm [over 70] years old ... so need to keep as mobile as possible.</p>

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Epsom	Objection	<p>While I recognise that the Downs are private land, I consider the proposed changes to the closure of the access road to the Top Car Park an excessive reaction to the highly unusual circumstances during the various recent lock-downs. The permanent prevention of parking at the Top Car Park would necessarily continue the damage to verges and overcrowding at other parking places around the Downs, such as by the kiosk and the Rubbing House. It is obviously important to respect the views of the racehorse industry, but in this instance I consider the proposed permanent changes will lead to significantly reduced benefit for many of our community for marginal benefit to a few. Further, I consider that SCC needs to consider the equality and diversity implications of the proposal since it is those with reduced mobility that most appreciate and need the benefits of parking at the Top Car Park. Hence I urge you to reject this application.</p>
Epsom	Objection	<p>Object. Epsom Downs is a place for all. People park to walk to the Millennium Woods and to enjoy both Epsom and Walton Downs. The top car park was not closed at all years ago. I can understand it being closed overnight and would support an 8am opening and 8pm close 7 days a week.</p>
EPSOM	Objection	<p>The closure of the access road to the upper car park is a continued erosion of access rights to the downs. Especially in current times, access to outdoor space is becoming more important to nourish mental health and wellbeing. By making it more difficult to get to a location where it is possible to enjoy nature, the needs of a few (racehorse operators) are being prioritised over the wellbeing of the many (the overall population around the Epsom Downs).</p> <p>It is already the case that the access road is being closed earlier than advertised during the day while temporary measures were in place. On several occasions I have observed that cars got stuck in the upper car park and had to use the dirt path to get back despite moving prior to the advertised closure times.</p> <p>The suggested provisions also seem to be contradictory to those stated in the Epsom and Walton Downs Regulation Act, section 17 (7), which I believe is an act of parliament and can't be changed without parliament itself.</p>
Epsom	Objection	<p>Closure of the Old London Road during the morning is not welcome. There is a limited amount of parking at the perimeter of the racecourse which has resulted in visitor parking along a busy road and in residential areas. The car park at the top of London Road is an ideal base from which to start many walks in the local countryside without having the initial trail from perimeter parking up to the crest of the Down .</p>
Surbiton	Objection	<p>this is common land and so should be open to all at any time.</p>
London	Objection	<p>I support the closure of the route at night, but in my 20 years as MP have never been aware of any issue around the car park being used by walkers in the mornings. I am therefore unconvinced that keeping the route closed for as long as being proposed is necessary and would instead support a closure only until around 9am.</p>
Epsom	Objection	<p>The Top Car Park on the Downs is a useful facility for walkers and pet owners. I have no objection to the car park being closed overnight. However, keeping it closed until 12 noon 6 days a week would only transfer parking to other car parks and roadside verges, thereby doing virtually nothing to resolve any perceived issues while potentially causing problems elsewhere. I therefore object to this proposal.</p>
Tattenham corner	Objection	<p>I would object. There is no need for access to the car park to stop at dusk. It restricts the use of the space. Curtails evening walks and takes away access for those with small children or in wheel chairs.</p>
Worcester Park	Objection	<p>I do not see the point of closing this road in the mornings, during daylight hours.</p>
Ashtead	Objection	<p>I agree with the proposal apart from the time the road closes in the evening once the evenings are light - ie May to July I think closing the road by 9 pm would be more reasonable.</p>
Epsom	Objection	<p>Please do not close the car park during the morning. As a user of disability aids, one needs whole day access to the upper car park.</p>
Banstead	Objection	<p>Why not let overnight vehicles park there and charge a fee for doing so? A simple pay by text system should suffice.</p> <p>If you have to continue with the prohibition I would suggest an earlier re opening time of circa 08:00 days</p>

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Epsom	Objection	Prevention of access to the Downs car park will cause unnecessary congestion and parking on the verges of nearby roads. There are plenty of other areas for horse training after 9am. Please leave the downs available for local residents to walk and exercise on in the morning everyday.
Epsom	Objection	<p>There seems little reason now to be utilising COVID-19 as an any excuse for restricting access to outside areas and to this car park given the Government has decided to end pretty much all COVID requirements - you don't even need to wear masks indoors anymore. So please lay to rest COVID as a reasonable justification for these proposed restrictions. It's a lazy and inadequate argument, assuming of course that we can trust the present Government level of concern and restrictions in regard to COVID-19.</p> <p>As we saw when the car parks were closed previously during COVID-19, all that happens at busy times is that people leave their cars all over the place, e.g. along the Grandstand Road. This is a significant safety issue for other drivers, pedestrians and cyclists trying to use the cycle lanes - to say nothing of being a nuisance to those of us who live nearby. All it did was shift parking to dangerous areas, it didn't stop people arriving by car or using the area - and the previous closure very adequately demonstrated the proposed solution will not work but will put others using the roads nearby in greater danger. Having received this in writing in a formal consultation response please rest assured the Conservators and all others involved in making and implementing these decisions cannot in future say they were not made aware of the public harm they may cause - notably when the worst happens on local roads as a result of what they are trying to do.</p>
Epsom	Objection	<p>I appreciate &amp; agree with closing the road up to the top carpark on Epsom Downs overnight. This will prevent nuisance, fly tipping etc. However, I think it should re open every day from 9.30am. Many locals- myself included, walk our dogs, run or exercise on the Downs regularly. It is a beautiful place to go, so why restrict it? When this carpark has been closed recently (within the past 18mths), the lower carpark was full &amp; vehicles were parked along the road towards the Grandstand- which surely is very dangerous &amp; caused some congestion.</p> <p>Thank you for taking time to read my comments, and I hope the right decision is made.</p>
epsom	Objection	<p>The road to the upper carpark should return to the pre pandemic opening time. These were largely accepted by all. The pandemic should not be an excuse to further curtail this access. Nor should the process of fixing previous administrative errors reduce the access times either.</p>
Epsom	Objection	<p>I disagree with the proposal. The road in question is a public road and the public should be able to use it as much as possible. The proposal is particularly unfair to people who are disabled who need to be able to drive along this road to enjoy the countryside views.</p> <p>The proposal seems to be in the interest of saving costs more than anything else.</p>
Bookham	Objection	<p>I have no objection to the Road to the Top Carpark being closed overnight bit I do object to it being closed in the mornings</p>
Epsom	Objection	<p>I do not agree with the proposed closing times for the Old London Road. Access to the road throughout the daylight hours is essential for equality of access for the local community and the proposed restrictions would hit the less mobile users particularly hard. At the very most, access could be restricted overnight, between 8 PM and 8 AM, but no longer.</p> <p>Access to the downs plays an important role in encouraging healthy lifestyles for both young and old and should not be restricted unnecessarily.</p>
Epsom	Objection	<p>Keep the car park open. It is completely needless and unnecessarily inconvenient. Other car parks and surrounding roads will be overcrowded, especially in summer. This is an opportunistic move to crystallise a chance they took using covid as an excuse. Don't be fooled. The public has the rights set out in the original act of parliament and this is a bid to frustrate the use of those rights. The intention of the gift of the land was for use of local folk, and this move does nothing but restrict and discourage that use</p>

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Epsom	Objection	<p>I am old enough to remember a time before the road was regularly closed off, and how this was one of those restrictive changes put in place that made my mother and grandmother sigh and despair. I can understand why some people were in favour of it (along with introducing the one-way system in town, and changing the roundabout at the bottom of the Upper High Street for a set of traffic lights, but for the majority of ordinary Epsomians, these changes have had no positive outcome and have served only to make Epsom a more miserable place to live.</p> <p>It is a near universal truth that, once restrictions are put in place, they almost never get rescinded. There is an opportunity, here, to finally put things right on the Downs and reverse this unnecessary restriction that was imposed upon us for the limited benefit of a small proportion of users.</p>
	Objection	<p>I can understand closing the access road overnight but I strongly object to it's not being open in the morning. There are not many places where you can drive and walk from your car on a relatively flat surface. If we have to wait until the afternoon there will be far too many people using the area. If this closure is allowed how long before access is permanently closed?</p>
Epsom	Objection	<p>The car park should be available to use later than 7.00pm, especially in the months May- Sept when many residents wish to visit the Downs in the pleasant summer evenings.</p>
Worcester Park	Objection	<p>I'm wondering where the reason for this closure extension is stated in the statement of reasons, as it is missing. You say who requested but not why.</p> <p>However, it appears to be draconian and unnecessary. You will affect dog walkers, particularly those who are less able and who may need easier access rather than walking the bridleway. It appears to unreasonable in both its requirement and the time of application.</p>
Ashtead	Objection	<p>The current road closures work perfectly well in my opinion. It is important to protect horses that use Epsom Downs, however surely having horses walk/ ride on the actually common is the idea and leave the road for others to access the car park.</p> <p>A step before excessive road closure might be the visible markings/ signs restricting vehicular movement to say 10MPH?</p> <p>I often park up in the upper car park and go for an early walk or run and sometimes dog walk - respecting the rule that dogs before noon need to me on leads.</p> <p>At the risk of repeating myself I feel the current restrictions is sufficient, with more signs directing drivers to maintain maybe 10MPH.</p>
Epsom	Objection	<p>I am very upset that it is being proposed that Old London Road to car park is to be closed in mornings .</p> <p>I have mobility problems and cannot walk very far , but do enjoy to exercise for short distances on the race course and really missed it when the gate was shut during the pandemic . If this gate is shut I cannot drive my car to the car park to enjoy the lovely walk and views over the downs . There are no other car parks in the vicinity where one is able to do this . I will therefore be denied this opportunity , where the able bodied will not as they can walk from the lower car park .</p> <p>Therefore this proposal is very unfair , and even discriminatory, on myself and other people in a similar situation who will be denied a morning walk in an beautiful area.</p> <p>Please re think you proposals .</p>
Epsom	Objection	<p>I agree that the top car park should be closed to vehicles overnight, but do not agree that it should be closed in the mornings. It's a valuable green space for walkers. Perhaps there should be more prominent signs warning of race horse training.</p>
Epsom	Objection	<p>I am not in favour of any further closures to the access to the Downs. It has long been an area for public use and should not be ruled by the horse racing industry except for race days.</p>

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Epsom	Objection	<p>In relation to the Epsom racecourse [by which I mean the common land/the Downs the racecourse is built on], there has been a determined 'creep' of restriction to use by the local population (and aimed in particular at dog walkers) in the 20 years I have lived in the borough. A most recent drastic example is the restrictions imposed on dog walkers to keep dogs on leads till 12 noon every day except Sundays and holding dog walkers responsible for 'guessing' when a horse &amp; rider are unexpectedly going to gallop past. I have not complained (I have witnessed badly behaved dogs disrupting unexceptional rides).</p> <p>However, for a democracy to thrive governing by consent is needed, and for this fairness is critical. There is a requirement for you as 'our Council' to limit the degree to which you unfairly impose restrictions firstly on dog walkers and then - as in this case, on dog walkers and anyone else, from free use of our common land.</p> <p>There is absolutely no reason for not allowing dog walkers and anyone else to drive to the upper car park in the morning and walking over the back of the down (as I walk my dog, on an extending lead). In addition to arguments focusing on the fact that we the people 'host' the racecourse our common land, the Council also has a Public Health responsibility to maintain as much access to the racecourse as possible by resisting pressure from the racing fraternity and [internal Council] budget-holders* looking to save costs of managing access to the upper car park. This is because good public health depends on making local green spaces as accessible and welcoming as they can be - including choice/availability of car parking and access for people who cannot walk far to the back of the downs. As more &amp; more houses are built and more people move into the area, more not less, flexibility is needed for access to the racecourse.</p> <p>The legal road closure times should be dusk to dawn every day and no more than that.</p> <p>* Cost cutting here will just shift costs to public health, health and policing measures to address the impact of the creeping restriction of the local population's opportunities to exercise &amp; relieve stress in the green space afforded by access to the racecourse, including the back of the Down.</p>
Epsom	Objection	<p>I HAVE WALKED MY DOG ON THE DOWNS FOR DECADES AND I TOTALLY DISAGREE WITH THE PROPOSAL TO CLOSE THE TOP CAR PARK UNTIL NOON EACH DAY. I NOTE THE REASON IS SAFETY. DURING LOCKDOWN WHEN PEOPLE WERE DESPERATE TO WALK IN A GREEN SPACE MANY CAME WHO DID NOT UNDERSTAND THE TRAINING SCHEDULE. BY CLOSING THE TOP CAR PARK I THINK THIS WAS FAR MORE DANGEROUS BY THE ERRATIC AND PROBLEMATIC PARKING ON THE SURROUNDING ROADS. THE CONSERVATORS PERHAPS ARE USING THESE EXTRAORDINARY TIMES AS AN EXCUSE. ONCE THE COVID RULES AND LIMITATIONS CEASE THE HUGE CROWDS WILL GO ELSEWHERE TO PLACES NEARER TO WHERE THEY LIVE. THE LOCAL PUBLIC UNDERSTAND THE RULES OF THE GALLOPS. IS IT NOT POSSIBLE TO ERECT A NOTICE WARNING OF THE SAFETY CONCERNS? WITH THE LIMITATIONS ON OUR FREEDOM OVER THE PAST 2 YEARS WE DO NOT NEED A CONTINUATION OF A VERY DANGEROUS MEASURE ie CLOSURE OF THE TOP CAR PARK UNTIL NOON WHICH WILL INEVITABLY ENCOURAGE DANGEROUS PARKING.</p>
	Objection	<p>I can understand the overnight closure, however, I disagree with the closure in the mornings. This restricts access to a public space for recreational purposes and seems to be biased towards horse riders (the stables). A possible compromise would be to close the road and car park access between sunset and sunrise (taken from official sources).</p>
Banstead	Objection	<p>Happy for the overnight closure, not happy with the hours. Noon is too late to open. My elderly dad who cannot walk a lot benefits by being driven to the heart of the downs and then being able to meander about, he would not be able to walk there. Suggest latest opening time to be 8.30 am.</p>

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Epsom	Objection	<p>I do not agree with the proposals. I have used the Downs since I was a child and I am now [over 60] years of age. I do not see that any further restriction is necessary and I have not seen any rationale that provides a sound reason for the additional measures to be introduced. My wife is disabled and we often go out in the morning to use the upper car park as she has most of her energy at that time. We are able to sit up there and see across the country side, There is also a path for her to use her mobility scooter or I can push her along the road in her wheel chair. It is not an easy push for sure but would be a lot harder from the bottom and I have health issues as well.</p> <p>We also have a dog and there are already restrictions in place for when the dog can be off the lead so I do not see that any further extension is necessary. When my wife's mobility is good again in the mornings we would not be able to have a short walk together with the dog across the top.</p> <p>Other car parks on the down do not offer the same safety or ease of use in order to enjoy the full opportunities of the Epsom Downs.</p> <p>So on disability and accessibility grounds I do not support proposal at all.</p>
Epsom Downs	Objection	Ridiculous proposals. Object
Epsom Downs	Objection	Object to the proposals.
EPSOM	Objection	<p>Sadly I think in some instances the Downs Conservators and indeed The Woodland Trust are already having too much impact on what I can legitimately do on the Downs, in what appears to be a move to full privatisation and control of the Land.</p> <p>In what is a small part of the land, they are proposing another restriction to the access which will provide them with very little gain/advantage.</p> <p>Sadly it just appears to be another flex in control and I sadly would not support this.</p>
Epsom	Objection	I do not agree with the overnight closures of this road and believe it should be open to traffic
Banstead	Objection	<p>I think the hours of closure do not take into account how well used this car park is.</p> <p>It is a far better car park from a walking point of view as it is a larger area to cover.</p> <p>The hours suggested for the summer have such an early closing time and in some cases, ie weekends, late morning open.</p> <p>In summer it is possible to have a good walk down towards centenary wood etc even as late as 7pm.</p> <p>It is a far safer area for families with children to park and for the elderly.</p> <p>In fact for the elderly it is such a lovely aspect towards the Grand Stand that we don't need necessarily to walk.</p> <p>Please give all ages a reasonable closing time over the summer months.</p>
Ashtead	Objection	I have no objection to the car park being closed after sunset but opened up the following morning. But it should be available for people to park up during the day.

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Epsom	Objection	<p>Being a walker on the Downs during the mornings and regularly passing the Top Car Park, I have seen no evidence of it being heavily used at that time and therefore see no justifiable reason to keep it closed beyond 9am. However, I do agree that the Car Park should be closed overnight between 5pm to 9am.</p> <p>Clearly there will have been more people using the Downs during the many various stages of "Lock Down"; such exercise being encouraged by the Government. As restrictions are now being lifted people will return to normal life and less will use the Downs. Your proposal to keep the Car Park closed during the morning seems therefore to be overly hasty and I would suggest you defer any decision for six months and check the position then.</p> <p>Also the closure of the Car Park won't stop people visiting the Downs for exercise (which should be encouraged) and/or dog walking. They will just park elsewhere. Better safety notices might be helpful particularly about controlling dogs and the safety of young children.</p>
Worcester Park	Objection	<p>My wife and I both object to the closure. We are both in our eighties and used to enjoy parking of a morning in the car park at the top of Old London Road. We cannot walk very far but we enjoyed sitting in the car and watching people walking, playing with their children or exercising their dogs. From memory the road has been closed since the start of Covid. It would be nice to be able to do that again rather than travel all the way to Newlands Corner. It would be nice to be able to enjoy local scenery again rather than travel afield. Yours sincerely,</p>
Epsom	Objection	<p>I totally agree with closing the road at 5pm in winter &amp; 9pm summer which was what happened pre Covid. I do not agree with closing the road in the mornings. Why change something that wasn't broken in the first place?</p>
Epsom	Objection	<p>It is completely unnecessary to close this vehicle section as suggested. Being a regular walker and a member of the Epsom Ramblers we use the car park situated by this road on a number of occasions and I could never recall a time when there's been a problem with the horses. There are obviously people there to regularise the position if necessary but it's complete nonsense to suggest that this road be closed. This is a public space and should be kept for the public and not be dealt with at the whim of the racing community</p>
Epsom	Objection	<p>I think that there should be access to the car park from 09.00 to allow access to the land for walking.</p>
Ewell	Objection	<p>Object to the proposal to close/restrict access to the Downs top car park at any time prior to closure at 7pm</p>
Epsom Surrey	Objection	<p>I would rather the car park was open in the mornings - I'm very happy that it is closed of an evening and think this is sensible.</p>
Epsom	Objection	<p>I can support the proposal for closing Old London Road overnight but not the proposal to close the road and car park in the mornings til 12 noon. Most of the comments in the Conservators report relate to the unprecedented use of the Downs during the lockdown pandemic. Also it is not at all clear that the use of the Upper Car Park was the reason for the public safety issues referred to in the report. We have been in unprecedented times and the balance between the publics use of the Downs and the Racing industry use needs to continue as it has when we return to more normal times. Everyone understands why the Conservators would want to close the road and car park at night. However, it is the thin of the wedge to use the unparalleled example of Covid to try and reduce the publics use of the Downs in this way. If when we return to normal times the Conservators can show that it is the Upper Car Park that is causing specific public safety issues each morning then they can obviously present those arguments at a later date. Nothing they have said to date convinces me this is anything other than the Racing Industry using Covid as an excuse to increase their controls. It is essential as I say to get the balance tight.</p>
Epsom	Objection	<p>This should not be closed. The rights of residents have been sorely eroded over the years</p>



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Epsom Downs	Objection	I particularly have issue with closing the road until 12 noon . It is unnecessary and presumes that the horse riders have priority over any other member of the public since the gallops close at 12 noon . I would suggest 9.30am or even 10.30am through out the year would be fairer to all who wish to use it and have the right to .
Epsom	Objection	I would like Old London Road to remain open everyday from 7.00am to 7,00pm. I think it is very important for everyone to have the benefit of the downs, all day.
Epsom	Objection	I have no objection to the road and car park being closed overnight. But I do object to the closure being extended into the day. There is no necessity for this. Such closure would seriously curtail many people's enjoyment of the Downs. I don't think this "consultation" has been adequately advertised.
EPSOM	Objection	<p>This proposal deprives the public of a much valued amenity. Many, with limited mobility, enjoy driving to the upper car park to enjoy the views and fresh air and a short walk.</p> <p>Opening the road 12. 00 - 17.00 in winter would, in practice limits availability to 2 - 3 hours, as it is cold and dark by then.</p> <p>In summer closing at 19.00 is again depriving people of the chance to enjoy the Downs in the evening. The current arrangement of closing at dusk is much valued.</p> <p>Closing this carpark during the morning would have a major impact on local roads, one of which is a bus route. As demonstrated during the covid Pandemic, when this carpark was closed for over a year, cars will be parked on verges, residential roads etc without due consideration for other road users.</p> <p>There is a large residential area nearby, who do not have any representation, as they are covered by a different Borough. Please respect their needs, as this is their nearest open space.</p> <p>Surely there is room for compromise. Mostly racehorses exercise early in the morning. To close the road until noon is excessive. Perhaps continue as at present: close the road when there are horses on the course. To allow cars to use the road with caution if horses are not running would be much appreciated.</p> <p>We are all used to meeting racehorses on local roads, as they make their way between stables and the Downs.</p>
Ewell	Objection	I don't think these car parks should be closed at any time.
epsom downs	Objection	I am in generally in favour of the proposals, but would prefer the top car park to be accessible from 9.30 or perhaps 10.00 on all days year round. The area can be accessed easily from other available car parks outside the opening hours, but it is not unreasonable to want to walk down towards Langley Vale and back in the mornings and it is more convenient to park in the top car park. Most of the stables have been out by then so if the concern is to prevent dogs causing issues, that may occur at any time where ever one may have parked, it the owner is irresponsible.
Banstead	Objection	Please open the road before noon every day. I and my husband are disabled and can not walk all the way up to the upper car park. The afternoons do not give us enough time before the light falls from autumn to spring.
Epsom Downs	Objection	<p>I am strongly against this unnecessary and restrictive proposal.</p> <p>The top car park provides invaluable access to less mobile individuals and enables them to enjoy the centre of Downs. Without this car park, such access is impossible. The proposed opening hours, which eliminate access during the morning is hugely restrictive for disabled, dog owners and others.</p> <p>Indeed, the opening hours should be increased, not reduced. Similar hours to those enjoyed at Richmond Park would be appropriate. Open at 0700 and close at dusk - as late as 9pm in mid summer.</p> <p>I am local and have seen no evidence of abuse. Overnight closure is a good safety proposal, but the road and vehicular access should be permitted until dusk.</p>

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	Objection	Im totally against it. In summer nights its a beautiful spot to visit and watch the night sky from the safety of your car by closing the access road you are forcing people to walk from the main road car park and potentially put them at risk of harm from someone waiting in the darkness.
Epsom	Objection	While I appreciate the road needs to be closed I always thought it was around daylight saving and sunset/sunrise as the closed to traffic timings. I oppose the longer durations.
EPSOM	Objection	I oppose the proposals. The car park should be open in the morning (I have no objection to it being shut between dusk and dawn).
Ewell	Objection	Use the road all the time to get to daughter and help her
Crawley	Objection	I object because it's one more case of The Downs being made unavailable to The Public just to suit the authorities.  The top car park is used by walkers, dog walkers and others who wish to avail themselves of a great public open space.  These proposals are too restrictive in my view
Epsom	Objection	The upper car park is used by a large number of walkers and walkers with dogs who enjoy and have a right to enjoy this beautiful open area. If you are an elderly walker being able to park at the top and walk from there avoids the steep hill from the lower car park.  Closing access to the upper car park will create huge parking issues in the lower car parks and surrounding roads especially in the summer months, greatly impeding on many thousands of users. But for what benefit?  The proposal doesn't seem to give any clear reasons for closing the car park for longer, whilst it will impede on many thousands of regular users. What's next, what further restrictions of access are planned on the back door of this change?  As a local resident and a daily user of the area I strongly object to the change of closing hours and reduction of open hours.
Ewell	Objection	Disagree with proposal. The closure should cease at 9am and not 12 noon as proposed. At busy times closure until 12 noon, particularly on pleasant summer mornings will put more demand on the tea hut car parks, which can be very busy already and often oversubscribed. If these are full mid morning, drivers will have nowhere to park to safely access the downs.
Epsom	Objection	Generally I have no issues with the proposed closure times over the winter. However, it would be good if the upper car park could stay open until 8pm during the period mid April until mid September. The lighter evenings means that people are more inclined to walk their dogs in the evening when it is cooler and many dog walkers like to walk their dogs on the Gallops and Walton side of the grounds where there are fewer picnics. The lower car park can remain busy at this time.
Fetcham Leatherhead	Objection	I believe that if the TRO is granted it should only be for the hours that are currently accepted, overnight, for management of possible anti-social behaviour.  There's no reason to extend the hours to respond to the additional pressure of users that occurred as a result of COVID related increase in exercise. That situation is no longer relevant and the hours of closure should not be extended.
Epsom	Objection	I think longer hours are just a lazy cut back going to affect the disabled people once a again to enjoy the country side
tadworth	Objection	local residents have been able to use the top car park all for the last 40 years . I cannot see any reason to keep it close from 7 pm until 12.00 the next day . when the car park was closed during the lock down, the road around the area & along the verges were full of cars. this was a very unsafe area if you were driving . not opening the car until 12,00 will cause a major problem . on the roads in the area . the jockey club are again trying to stop the general public use this very popular area .

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Epsom	Objection	<p>It is understandable that a minority abuse the Downs and scare the horses in training and something needs to be done, but it would be good if a compromise could be reached.</p> <p>Please can you compromise and make it from 10.30 am which would give folk time for a walk in the morning.</p> <p>The changes proposed will be particularly hard for older people who enjoy a morning walk up on the Downs but can't quite make the long walk up there and need to take their cars to the central car park.</p> <p>It is public land and it's a shame for there to be such a tight window to walk up there, especially in the winter when it gets dark so early.</p> <p>On behalf of the old people up here who love our Downs and find them to be a healthy life force and a blessing, please please change these hours and introduce a new time frame which is a blessing to both the horses and the walkers.</p> <p>thank you</p>
Epsom	Objection	<p>Please can you compromise and make the proposed road closure from 10 or 10.30 am which would give folk time for a walk in the morning.</p> <p>So many of my neighbours here ... are quite elderly and treasure their morning walk on the Downs. They need to take their cars up to the car park.</p> <p>The proposed window is too tight especially in the winter when it gets dark so early.</p> <p>For older people the best time to walk is in the morning, afternoons are much harder and it will be a cruel blow to lose this local treasure.</p> <p>Please have mercy on us old walkers and change the proposal.</p>
Tadworth	Objection	<p>I think this is another case of the downs conservators and the Jockey Club trying to restrict the general public from access to the downs.</p> <p>The majority of users of the downs are responsible dog owners or walkers, who are fully aware of the ongoing use of the gallops by the race horse trainers.</p> <p>As has been shown before when this happened during the covid restrictions, the lower car parks were quickly filled and resulted in dangerous parking on the nearby roads and grass verges.</p> <p>This was a serious safety hazard for both other drivers and pedestrians.</p> <p>With all the car parks open, this spreads the parking over a larger area.</p> <p>I would therefore strongly object to any proposal to restrict the opening times for the top car park.</p>
Tadworth	Objection	<p>The road should be open to public for same hours as now</p>
Epsom	Objection	<p>I understand and agree with the rationale of shutting the Old London Road during hours of darkness as it would be undesirable for it to be used for overnight accommodation.</p> <p>However, it makes no sense why the carpark should only open at noon on weekdays and late on weekends - this just denies casual users of the downs access to what is the most convenient carpark - particularly for less abled people who wish to access more than the outside perimeter easily.</p>
Tadworth	Objection	<p>I see no reason to change or alter the present arrangements. Therefore I object to the proposal.</p>
Epsom	Objection	<p>I regularly use the top car park when taking my dogs to exercise them and myself on the Downs. As the bottom car park has been reduced in size quite often that has no spaces. The car park on the other side of the road is regularly used by vans and coaches and as the road is always busy that in itself can be quite dangerous to cross. The top car park is perfect for unloading dogs without the need then to cross or walk along any road. Avoiding the horses is also much easier making it safer for all concerned . The road closure overnight works well as it is.</p>
Epsom	Objection	<p>I object to the proposals because they significantly reduce public access to the top car park inside the racecourse.</p> <p>The other nearby public car parks are already heavily used and often full even on weekday mornings. Closing access to the top car park 6 mornings per week would greatly increase this problem.</p> <p>I propose that the road should be open from 9.30 on every day of the week, not just on Sundays as currently proposed.</p> <p>I do not think this change would significantly impact racehorse training.</p>

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<p>EPSOM</p>	<p>Objection</p>	<p>I object to the proposals most strongly.</p> <p>Before the introduction of road closures in the 1990s, the Downs were entirely for the public use.</p> <p>It used to be possible to drive across the Downs by car or motorbike from Ebbisham Lane to Tattenham Corner Road. Indeed, my local map still shows this as a public thoroughfare. The right to do so was taken by stealth and so I am not surprised to read that it was not established in law.</p> <p>Furthermore, the local stables are gradually taking over the use of the Downs and they have no rights to do so.</p> <p>The Downs are for the use of all people and at all times.</p> <p>Having said that, I appreciate the contribution the local conservators make to keeping and maintaining the Downs in good order. I recognise that the local stables need to exercise and train their horses and to use the Downs for this purpose.</p> <p>So a combined use of the Downs for recreational as well as equine use is required. It is important to educate all users of the Downs to be aware of the dangers to them from other users and to be appropriately cautious. The Rangers have an important part to play in this.</p> <p>Regarding this new proposed closure of the Old London Road: I am assuming this means the part of the road that follows the racetrack internally, and not the section of the - also public - road from the B284/B291 roundabout to the car park on Tattenham Corner Road. The closure of the internal road overnight makes good sense, in order to protect the Downs overnight. The closure of the internal road after the current earlier morning times is a theft of public rights and I object to any proposal most strongly.</p> <p>The Downs - both Epsom and Walton - should be open across the entire area during daylight hours for public use. They are a most important recreational feature of Epsom and the surrounding towns and villages, all of which have high density populations whose need for space in which to exercise and access to it during daylight hours remains significant and pressing. The Downs have never been cordoned off for the private benefit of a few. To close the internal car park until midday makes it very difficult for the public to access Walton Downs.</p> <p>Yet again, I say that I object to these new proposals to extend closure of the Old London Road most strongly.</p>
<p>Epsom</p>	<p>Objection</p>	<p>Whilst I fully support the closure of the access road to the top car park in the evenings, I cannot support the proposal to close it in the mornings.</p> <p>All that the access road does is to enable vehicles to park near the wooded area beyond the race course.</p> <p>As a frequent user of the wooded area for walking and cycling, I use the top car park to avoid having to take the badly maintained bridleway which crosses to it from the B290. This bridleway is often very muddy and flooded in winter, and is at all time uneven and in places dangerously uneven with exposed stones and flints. Closing the access road will have no effect on the number of people using the area. It will simply inconvenience users of the area.</p> <p>In lockdown, when the access road and top car park were closed, there was also a dangerous excess of cars parking on both sides of the road in Tattenham Crescent and on the grass verges on the B290. Closing the access road and top car park in the mornings will have the same effect on busy days, when the Hut and Tea Hut car parks become full.</p> <p>In conclusion, closing the access road and top car park will have no effect on the numbers of people using the Downs, but it will be an unnecessary inconvenience to them</p>

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Kingswood	Objection	I object to the proposal to extend the hours for which the road is closed. I agree that it is reasonable to close the road after dark on public safety grounds. However, it is not acceptable to close the road during daylight hours as this unnecessarily restricts public access to Epsom Downs both for those who wish to use the car park as a starting point for exercise (e.g. walking, cycling) and for those with limited mobility who wish to access the Downs. This proposal is an example of vested interests seeking to restrict public access in favour of their own narrow interests.
Tadworth	Objection	On summer evenings ie Apr -Oct a 7pm closure is too early. More importantly leaving the car park closed until noon the following day is absurd and creates a build up of cars lining the road between the roundabout and the grandstand as the other car parks are insufficient for the demand. Cars then block the cycle lane and increase the risk of injury to cyclists and pedestrians both from moving traffic and also from people in parked cars opening their doors to get out.  Whilst this is less of an issue in winter months, I see no reason to delay opening the car park until 12. Surely we should be encouraging people to take advantage of the space and fresh air, not reducing their ability to exercise? The Top car park should be opened by 8 am daily.
Banstead	Objection	I think the car park on the downs should remain open in the mornings as if not there are cars parked all over the place which is very dangerous . There are not enough car parking spaces elsewhere if this carpark is closed .
Tadworth	Objection	No reason why the request has been made. Access is imperative for the local community.
Adhteard	Objection	I think the times should be Dawn to dusk.  They should be waived on special days like NY eve and Firework night As the views are amazing and it would ease the congestion of over car parks
EPSOM	Objection	I am very much against the proposed restrictions on the grounds we are supposed to live in a free country but more and more I see creeping limitation of that freedom. Maybe curtailment of access to land may be made with the best possible intention but too often it is for expediency, vested interests, bureaucracy, and people that need to do something for the need to do something, the net result is further curtailing of being a country of the free. By all means close it when needed for specific events but not for general. This is not the committee's back garden but the peoples.
Tadworth	Objection	Gates should be locked at 9:00pm in the summer & 7:00pm in the winter
Epsom Downs	Objection	The Downs are a very important public amenity. Closing this road and car park in the proposed hours is a retrograde step. There may be issues about dogs being off leads etc but this will not make any difference to this problem. It will though deprive people of this amenity for longer periods of time than is necessary.
Epsom	Objection	I feel very strongly re the proposed change to the opening of the road up to the top carpark on Epsom Downs. It is already closed at 5.0'clock everyday instead of 9.00 in lighter evenings. This cannot cause problems to racehorses as they do not train then. I am a rider and well know the problems caused to horses by ignorant members of the public. Now you want to curtail the use of the road in the mornings. During the lockdown when the road was closed we saw how difficult it was to many LOCAL people. I would ask you to find a compromise, so that we can all continue to use the Downs in safety. One suggestion is to make the time earlier- say 11. O'clock.
Epsom	Objection	I can understand why the road is closed overnight to stop motors cyclists racing up and down and also parties etc Sunday mornings is the one opportunity we can walk our dogs off the lead after 9:30 a.m. as it's the horses rest day every other day no dogs allowed off the lead at 12. Sunday morning the downs is packed with people enjoying the walking etc children running around and various activities going on so why does the car park have to be shut until 12 mid-day? At the start of a pandemic the car park was closed and continue to be so for over a year during that time I'm people parked on the road and all around tattenham corner and it became very dangerous I felt I think if Jockey Club had their way Epsom Downs would be closed completely allowing horses only to use it this is a lovely place to live and it would be deprivation if the general public were not allowed to enjoy these lovely facilities

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Epsom	Objection	I object to any further restrictions to the public use . The areas involved should be accessible to every responsible person.
Epsom Downs	Objection	The proposed restrictions to close the top car park on Epsom Downs will make life difficult for elderly people who need their car to get to the central car park. Having walked on the Downs for over 40 years it will be a great pity to see these proposals put in place.  If you do go ahead it is going to put more pressure on the kiosk car park especially as we believe you have plans to close the public toilets nearby.  Please review the situation before you go ahead.
Cheam	Objection	I have no objection to night closures of the road to the upper car park in the middle of the downs, but I do object the closure on mornings, any morning. I use the middle car park with my granddaughters a lot, to flying kites walking over the downs and parking in the middle of the downs make the outings safer and certainly nearer to where we want to be. I feel the night closures should end at the latest 8am. I was born in Epsom many years ago now but have lived always in the area, we currently live in Cheam, we have always enjoyed the downs, public land, for everyone to enjoy and to have a ban parking in the upper car is another 'nail in the coffin'  Thank you
Epsom	Objection	I think it's important that the road is open in the mornings to allow access. It is going to open at 09.30 on Saturdays, so it should open at 09.30 every day.
	Objection	I would like you to leave the gates till 21:00 in the summer and chard the times to dusk do we can continue flying in the summer evening
Epsom	Objection	I disagree with the proposal to close the gate at 7pm on any weekday or at the weekend between the spring and autumn solstices. This is out with the arrangements that have been in operation for many years before the pandemic. The proposed closure time of 7pm is detrimental to anyone using the Downs for recreational purposes during the days when it is light well beyond 7pm. Anyone from the EDMAC model flying club will also be at a disadvantage as the bye laws state that flying can continue to 8pm or sunset whichever is earlier. Modellers use the upper car park to minimise the distance that they have to transport fragile and expensive models from the upper car park to the flying strip at the top of the Downs. If the closing time for the gate was left at 9pm as per the pre pandemic arrangement then the proposal would be acceptable.
Walton on the hill	Objection	I often walk my dogs over the downs and use the car park. I am a shift worker so I do not have regular time table for walking my dogs. I can see a reason to shut at night has I know in the past there was ASB, but can't see any reason to shut the car park during day light hours.
Ashtead	Objection	I would like to object to this proposal on behalf of my elderly mother who walks in the Downs every day and finds the top car park to be the safest and easiest route from which to do so.
Merstham	Objection	This proposal will limit the ability of model flyers to use the downs in the summer months.  You should be aware that this activity is a prime social contact for a number of older men, and constraining it in this way will have a detrimental effect on their mental health. Loneliness is a particularly mental health issue in men that find themselves alone through widowerhood and divorce in later life. This group have had great difficulty with loneliness through the pandemic and your proposal will add to that misery.  I therefore ask you to consider the deep social harm that this proposal will create and rescind this proposed change.

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Epsom	Objection	<p>I regularly use the Old London Road to access the Higher or Back car park on the Downs to walk my dog around the woods beyond the Racecourse both morning and afternoon and sometimes evenings in the summer when the access used to be available till 9.00pm. At required times I always have my dog restrained by a lead.</p> <p>The proposed limitations on access will prevent people from enjoying the Downs to the fullest extent. I do not believe this is in the spirit of the original owners of the Downs intention in opening them to the public. I suspect this is a plan to reduce the need for Groundsmen monitoring the public access during racehorse exercising.</p>
Crawley	Objection	<p>I thought you could not close any road permanently bye law ? Or has the law changed</p>
Wallington	Objection	<p>EDMAC members would lose the opportunity to fly in the late summer evenings after work</p> <p>The Epsom and Walton Downs bylaws allow EDMAC members to fly until 8pm in the summer evenings.</p> <p>Top car park access is essential due to the weight and amount of RC equipment. Disabled people rely on the top car park to enjoy summer evening walks on Walton Downs</p> <p>The current times have worked well in the past, allowing many people evening access for picnic's &amp; to enjoy the wonderful location.</p> <p>No reason has been given for the earlier closing time.</p> <p>Do not change.</p>
West Ewell	Objection	<p>I am against the proposals to shut the top carpark at 7pm in the summer. I consider that the carpark should shut at 9pm in the summer.</p> <p>EDMAC Model flying club members would loose the opportunity to fly late in the summer evenings, as they need to use the top carpark and they have permission to fly up to 8pm as per Epsom and Walton Bylaws.</p>
Cheam	Objection	<p>I propose that the closing time of the Old London Road gate should return to the summer closing time of 9pm, as it has for at least the last 30 years. The suggestion of not opening the gate until midday will deny morning access to the top car park for disabled people in general. Using the 'hut' car park will entail crossing a busy road to gain access to the popular part of the Downs.</p> <p>The Downs are important in many ways. Use of the top car park allows people to enjoy not only a great view over the countryside but also to find space outside of their own homes,</p> <p>Throughout the days people can be seen reading their daily paper, "people watching" many are on their own but also with company. I firmly believe these actions are very important to the mental health of so many.</p> <p>Incidentally I am not a dog walker but find the Downs a chance to get away to take the air in this unique environment.</p> <p>Of course in the heat of the summer morning access to the Downs for exercise would be preferable.</p>
Ashtead	Objection	<p>I strongly oppose the intended 7.00pm closure of gate to top car park on the grounds that evening is the best flying time, and 8.00pm would be more acceptable, thus providing more time for people who work, and owing to the fact that it takes at least half an hour to prepare for flying, and we would have to start packing up about 6.30 to clear site by 7.00</p>
Epsom	Objection	<p>The Downs are for the enjoyment and health of all people especially local residents who enjoy walking in the fresh air away from busy roads, it is not just for Horse Riders and Horse Trainers.</p> <p>I am disabled and need The London Road open up to the downs top car park during the day both to use my Mobility [scooter] and also Fir my wife to park her car which I have a blue parking Badge to enable me to have slow gentle walks and view the wonderful site from the top downs car park.</p> <p>What right to the Downs overseers have in try to restrict the Road use which has been unrestricted during the day for many years back.</p>
Epsom	Objection	<p>I wholeheartedly disagree with closing the Old London Road up to the downs top car park.</p> <p>I use this Road to take my disabled husband by car up to this car park so he can get a good view of the downs and also walk my dog up there. He also uses his Mobility [scooter] to get there too during the day.</p> <p>There are enough restrictions for local residents and visitors using the downs without trying to close the top car park during the day.</p>

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Epsom	Objection	<p>I agree that the gates need to be shut in the late evening in both the summer/ spring and autumn/ winter months, however I strongly disagree that the gates need to be closed until 12pm the following day. There are no contra indications that would force closing them this late in the morning. The users of the car park are predominantly locals who are incredibly respectful of the race horses and the trainers. I am up there every day in the week and have never seen anything that would reflect this proposed decision. I struggle with mobility and as such need flat land to get from the car and on a walk. I am aware of at least one other user that is in the same position. There will have to be rangers continually monitoring the gallops so there will be no change in ranger duties, as mentioned before no racehorse or trainer have been in any incidents on London Rd to the car park (may I also remind the panel this is a public right of way) and there will be no benefit as a result of keeping the gate shut until 12pm.</p> <p>I also think for other non locals the times are confusing and may cause incidents on the roundabout, and the times maybe confused with times allowing to let your dog off the lead, also leading to incidents.</p> <p>Thank you for Listening to my position in the matter and may I take this opportunity to say what a great job the rangers do.</p>
South Croydon	Objection	<p>I have 'on and off' since [the 1950s] been flying model aircraft on the Downs. I am now aged in my ... seventies and appreciate the current parking opening times and facilities which if reduced would seriously affect the pursuit of model flying by EDMAC members. Any reduction in parking availability would be especially problematic to any model flyer still working for a living and are restricted to evening flying, and those that suffer with physical disabilities, and struggle to transport aeromodelling kit across the Downs to the agreed flying location.</p> <p>Hopefully the new proposals can be reviewed in our favour as we are likely suffer most under car parking facilities?</p>
Tadworth	Objection	<p>I totally oppose to the closing of Old London Road until midday.</p> <p>This is nothing but a blatant attempt by the Jockey Club to exclude the public from there Right to exercise on the Downs. The council will pay a high price if they succeed in doing this. Thousands of members of the public exercise their right to enjoy the Downs which is far in excess of the amount of use from Horse Training establishments.</p> <p>Closure of the car park as we know through the pandemic adds to congestion and parking of vehicles in surrounding roads. The Jockey Club have no thought for residents just appear to be looking after their own interest.</p> <p>I suggest that you review the Trust agreement to ensure that the tenant is with in his right to propose this change. I fear he is not</p>
Epsom	Objection	<p>What a shame to want to stop me (I hold a disabled Blue Badge) from using the car park so that I can walk on the upper part of the Downs, as I did this week in the sunshine, on the track of the Old London Road going south towards Headley. Almost all other visitors were accompanied by dogs; where will they go?</p>
Epsom Downs	Objection	<p>I did indeed notice the increase in use over the Covid restriction period, however, I object to the car park being closed other than overnight as I would use the top car park in the mornings to walk my dog and in general to sit and look at the view as against using the other parking areas especially when I was unable to walk very far.</p> <p>I think a compromise is in order, reduce the time the gallops are used as well as the increase in times the car park/road is closed to 10.30 perhaps each day.</p> <p>It is a public space and the publics enjoyment of the area should not be impeded by the proposed restrictions.</p> <p>The Jockey club or the conservators may need to have more people around the gallops if the signage is being ignored to help warn people of the dangers of and to the horses using the gallops.</p> <p>The usage will reduce generally anyway once things get back to "normal" but compromise is the way forward.</p>



Reigate	Objection	<p>Dear Sirs</p> <p>I am greatly concerned about the proposal to bring forward the closure of the barrier on the roadway leading up to the Top Car Park on Epsom Downs from 21:00hrs to 19:00hrs.</p> <p>I am the Vice Chairman of Epsom Downs Model Aircraft Club (EDMAC), which has been in existence for 16 years but prior to that I have flown my model planes on this outstanding site for some 60 years. I therefore consider myself one of the longer established model plane fliers who continue to use this perfect site.</p> <p>My concern about the proposal that is currently being considered by E &amp; E BC is that we have long had the benefit of flying our planes in the Summer evenings when the air is normally calm, providing perfect flying conditions and to deny us that facility would be a considerable loss to the club. With the growth of our Sport (it is classified as such by the Sports Council) to mainly radio control we have seen larger models flying (the Epsom &amp; Walton Downs Bylaws allow us to fly models with an all up weight of 7kgs) and the back up equipment to ensure that our models fly safely and within current regulations has grown. We therefore need unfettered access to and from the top car park such that our planes and equipment can be taken to the top car park which is not too far from the flying strip. No radio control plane is allowed to fly from other than the designated flying strip so we need access to the top car park to ensure that we meet this Bylaw regulation.</p> <p>We strongly request that the proposal to close the barrier across the access road to the top car park at 19:00hrs is rescinded and that we are allowed to continue to have access to the flying strip to fly our planes up to 20:00hrs or sunset - a current Bylaw stipulation - whichever is the earliest before the barrier is lowered. This has been the case for two decades.</p> <p>EDMAC is a Club with over 130 members and although all do not fly during a summer evening a significant number do, so to reduce the gate closure time by even one hour will affect a significant number of us enjoying our sport.</p> <p>We have in EDMAC a number of flyers that are disabled and although they are not regular summer evening flyers many really enjoy the benefit of gently walking the Walton Downs away from noisy and smelly traffic and take considerable pleasure in the calmness of a summers evening. Not only will EDMAC disabled flyers be disadvantaged by the proposed closure time for the barrier, but also many many other disabled people will be affected by this unfortunate proposal. To bring forward the closure time of the barrier on the road to the top car park will deny all of them the pleasure of a gentle walk/exercise in what is effectively open countryside.</p> <p>Finally it is worth mentioning that another reason for the gate closure time not to be changed is that a number of EDMAC members will stop off at the Downs on a summers evening to fly their planes before going to their nearby home. The change in closure time will affect those evening flyers from enjoying a pleasant evening flying their planes up to 20:00hrs prior to going home. We firmly believe that our club and its flying activities gives much pleasure to many Downs visitors and it is not unusual for 6 members of the public to gather to observe and applaud when our models are flying especially during the late evening when visitors are taking an evening walk.</p> <p>There has not been much flying activity the past two years due to Corona Virus affecting our gatherings, but we should look back to previous years when a late summers evening flying session was well patronized by Club members - as well as disabled people - was a perfect occasion to fly our planes in almost perfect conditions.</p> <p>I trust that you will take careful consideration to the points that I make and your decision is based on realities not financial issues.</p> <p>Yours faithfully</p>
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Addlestone	Objection	<p>As a regular user of the top car park in the evening during the summer months changing the closing times from 21:00 to 19:00 would impact my ability to access this outdoor facility for leisure and relaxing during the summer months.</p> <p>As a member of EDMAC we are by bylaws allowed to fly until dusk or 20:00 which ever is earlier, by locking the gate at 19:00 this would stop many members from flying after work and into the early evening which has been happening since the 1960's</p> <p>On a more personal not my family have been enjoying evening pick nicks on the downs for over 30 years</p>
esher	Objection	<p>1/ As a model flyer at Epsom downs (and member of EDMAC) this is a change that will impact the late evening flying on the downs.</p> <p>2/ When flying model aeroplanes it is necessary to be able to transport the models and equipment to the site in a vehicle, and hence the early closure will mean that late summer evenings will no longer be possible.</p> <p>3/ Model aircraft flying on the downs is part of a long established tradition, and it would be a shame to change this history.</p>
Sutton	Objection	<p>I am a member of Edmac model flying club and in the summer regularly enjoy flying my model planes after work until 8pm as currently permitted by the Epsom &amp; Walton downs bylaws.</p> <p>As my hobby requires carrying model planes &amp; associated equipment in my car and parking to the top car park of Old London Road, a change to the locking time of the gate leading to this car park would prevent me from flying in the warm summer evenings which I very much enjoy.</p> <p>I would therefore kindly request that you review this decision to lock the bottom gate at 7pm in the summer months to allow members of Edmac and other visiting members if the community, able bodied &amp; the those with disabilities to continue using the top car park until 9pm.</p> <p>If this is not possible, then a gate closing time of 8pm could be considered.</p> <p>Many Thanks for taking my views into consideration when reviewing this proposal.</p>
Betchworth	Objection	<p>I would like to object to the new proposal on car park closing time.</p> <p>I've been a long term member of EDMAC model flying club. Covid has seriously impacted on our enjoyment of flying the Downs, a tradition that is decades old.</p> <p>The proposed earlier closing time will further impact our enjoyment of our favourite hobby, particularly longer spring / summer nights.</p>
Epsom	Objection	<p>As Secretary I represent approximately 150 members of Epsom Downs Model Flying Club (EDMAC) &amp; we are the only organisation permitted to use Epsom Downs for model aircraft flying.</p> <p>Our members strongly disagree with the proposal that the top car park "summer" closing time should be changed from 21:00 to 19:00 hrs.</p> <p>The summer closing time is an asset to not only EDMAC members, but also to members of the public, in particular those with mobility issues who would not be able to access the Downs if an early closure would be agreed.</p> <p>To my knowledge, the 21:00 closing time has been in force for many years &amp; we cannot see any reason for change.</p> <p>We hope our comments are noted &amp; that the existing arrangements can be maintained.</p> <p>Yours sincerely,</p>

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Ashtead	Objection	<p>As a member of EDMAC flying club and regular flyer at Epsom Downs, I can understand the proposal to close the road overnight and in the mornings until 12noon, in order to prevent night time vehicular access and help keep the race horses safer on the gallops in the morning. But it is nowhere explained in your online document entitled "Old London Road, Epsom - Prohibition of Vehicles Proposal" or any url links within, the reasoning behind bringing forward the summer closure by 2hrs</p> <p>The proposal will remove the existing ability of EDMAC members to fly on warm summer evenings after work, as it would not be possible to carry models and flight boxes of equipment for over 800m from either the Tea Hut or Rubbing House car parks. These distances increase to nearer 1km if the bridleways/footpaths are used. The current distance from the nearest parking is 200m</p> <p>The proposal is inconsistent with The Epsom and Walton Downs bylaws allowing EDMAC members to fly until 8pm in the summer evenings, by effectively preventing access, see above.</p> <p>The proposal will be contrary to Surrey County Council Policy towards disabled people by removing their access to that part of the Downs on warm summer evenings which they could previously enjoy, when the able bodied can walk the extra 1km to get there.</p> <p>Therefore, I would like to register my objection to bringing forward the summer evening closure of the road to 7pm</p>
Haywards Heath	Objection	<p>Having lived a large part of my life close to Epsom Downs I have noticed a change in attitudes from the authorities who introduce restrictions to the uses of this public space.</p> <p>During the sixties and seventies , the downs were thronging with people walking , picnicking, flying kites ,model aeroplanes and gliders. Since then there has been all sorts of restrictions applied to this wonderful space, most of which I imagine are for the benefit of the people responsible for looking after the downs rather than the public.</p> <p>The proposal to reduce the times at which the gates are locked to the top car park are the latest 'Insult to injury' measures which are a major inconvenience to all who enjoy an evening on the downs ,particularly in the summer months. I still use the downs having family nearby and I'm also a member of EDMAC so I would like to convey the strongest opposition to the early lockdown of the gates to the car park.</p> <p>I think we are all pretty fed up with lockdowns so please don't add to the misery.</p>
Crawley	Objection	<p>I think the closing of the road from 7pm will restrict the access for myself , and fellow Epsom Downs Model Aircraft Club members during the summer evenings, when I may wish to fly my model aircraft. If the road is closed at 7pm then I would need to stop flying earlier to pack the models away and leave the Downs.</p>
Ewell	Objection	<p>I can see the logic of restricting access to the Top car park while the race horses are being trained. I strongly object to the proposed gate closure time of 7pm during the summer months.</p> <p>The pandemic is virtually over, there are now far fewer visitors to the downs and the 12-noon opening time will more than likely reduce numbers further. Early closure will discriminate against the elderly and the disabled who need access to the top car park to fully enjoy the warm summer evenings over Epsom and Walton Downs. Why can't the gates simply be closed half an hour before sunset like many parks across Surrey?</p> <p>Sunset at the summer solstice is at about 9.30 pm, a good 2 and a half hour after the proposed gate closure time of 7pm.</p> <p>Regards,</p>

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Epsom	Objection	<p>I would like the gates to open earlier in the day preferably at 9.30 but certainly by 10.</p> <p>I enjoy walking in the morning. As I am in my seventies I don't have energy to walk up to the top footpaths which are easily reached from the top car park as well as walking when I've got there.</p> <p>It is much nicer to walk away from the road. That is my reason for going to the Downs and for the views from the top.</p> <p>People with pushchairs will be disadvantaged.</p> <p>Older people from care homes or living with carers will not have time to walk before their midday meal.</p> <p>In the summer when it's hot by midday it's too hot to walk comfortably especially for older folk.</p> <p>I realise that in lockdown the area was mistreated, often by incomers, but I think it's time now to revert to the previous arrangements.</p>
Epsom	Objection	<p>I object to the access and top car park being closed till midday as it is an ideal place to park and go for a walk. I am [in my eighties] and I can have a nice country walk on level ground from this car park.</p>
Epsom	Objection	<p>I strongly object to the planned closure of the road and car park from 7pm. The removal of the facility of this car park during this pandemic has been an inconvenience and the failure to reopen the car park sooner than was the case was unjustified, the only reason I heard of being financial. I find that unacceptable.</p> <p>For those of us who regularly use the Downs as a facility to walk (with or without dogs), the need to park in the car park by the entrance to this road or in the vicinity of the Rubbing House has been frustrating as it limits the range of walks one can undertake by adding the additional time needed to get that far into the Downs. Added to this, my wife is still nearly 6 months after being infected by Covid, suffering from "Long Covid" and any incline causes her breathing problems - the facility of the car park in the centre of the Downs is beneficial to her for that reason.</p> <p>When the car park did eventually reopen it was only until 5pm which was contrary to expectations and the indications given to me. In the summer the extent of the use of the Downs meant that last summer it could be difficult to find space in the other facilities, resulting in people parking on the verges which damaged these and created safety issues.</p> <p>To my mind the Conservators are taking unnecessary advantage of the pandemic to limit a facility which has been relied upon for as long as I can remember, and well used, this without any valid explanation for their doing so. I accept that the 5pm closing in the winter period is appropriate, but this only for the period when the clocks are linked to GMT rather than BST (i.e not from 1st October to 31 March). Because I walk with a dog I tend not to use the Downs until after 12 noon. While the closure of the road does not therefore impact on me, I still see it as unjustified and likely to be objectionable from the perspective of those who do use it during this time.</p>

<p>Banstead</p>	<p>Objection</p>	<p>My family and I have visited Epsom Downs for air and exercise and recreation frequently since [the 1950s], even when we were living in Battersea and Streatham, from which the Downs were accessible by train to Epsom Downs Station.</p> <p>As a scout helper in Banstead I helped with scout activities over Epsom Downs and adjoining countryside in the 1980s to early 2000s. We sometimes used as a base for such activities the car park accessed from Old London Road when that road was open.</p> <p>Old London Road, from Tattenham Corner Road to the Top Car Park is admitted by Surrey County Council, as Highway Authority, to be a public carriageway. As such it should be kept open to vehicular traffic 24 hours a day. Any closure, unless authorised by statute or by a statutory order, is illegal.</p> <p>When Old London Road was closed I did not object as I did not appreciate until recently that Old London Road is a public highway, specifically a public carriageway.</p> <p>I now object to the proposal to legally close Old London Road (by which I mean the road from Tattenham Corner Road to the Top Car Park) at specified times and especially on light evenings.</p> <p>The public have a right of access to the Downs for air and exercise. If people, through ignorance or otherwise, are abusing that right I cannot see how the abuse would be stopped by closing Old London Road. In any event it cannot be right that the law-abiding and considerate members of the public should have their rights restricted because of unlawful and anti-social behaviour by a very small, often thoughtless or arrogant, minority of people.</p> <p>I suggest that better signage and enforcement of the law, including the byelaws, if such are being broken, would help.</p> <p>Closure of Old London Road and hence access to the Top Car Park means that people have to park in the car park by the tea hut and cross Tattenham Corner Road. This can be hazardous, especially as many motorists negotiating the roundabout near the tea hut refuse to give timely signals or any signals at all.</p> <p>Even if closure of Old London Road would address the reported problems on the Downs, I fail to see why the closures would be for time periods longer than Racehorse Training Times. Reference is made to nighttime closures. In summer around the equinox night does not start until as late as about 10 p.m. Why should closure of the road long before that time be envisaged? In particular, during summer months closure from, say, half an hour after sunset would surely be more appropriate and less inconvenient to the public than closure at 7 p.m.</p> <p>One particular gentleman of limited mobility I know was delighted when the access to the Top Car Park was restored as he could then park and enjoy the Downs within easy reach of the car park. I know that on balmy summer evenings he would like to be able to use the Top Car Park.</p> <p>To test whether closure of Old London Road would actually decrease the reported problems could not the road be closed (on specified days and at specified times) for a trial period with a temporary traffic regulation order? Only then if the problems do decrease then a permanent order could be considered.</p> <p>Have not previous closures, whether lawful or not, of Old London Road demonstrated whether such closures address the reported problems? If there is no evidence of such closures addressing the reported problems, then there is clearly no merit in the legal closures now proposed.</p> <p>Much of what Surrey County Council state in their documentation is irrelevant and/or disingenuous.</p> <p>The Statement of Reason states that Epsom and Ewell Borough Council approved the advertisement of a prohibition of traffic order in the late 1990s but gives no reason why such advertisement was approved. No reason is given as to why the advertisement apparently did not occur. Perhaps Epsom and Ewell Borough Council decided not to proceed with the proposed order.</p> <p>The statement of Reason states that Old London Road has been closed overnight since the late 1990s. I think that this is being economical with the truth: I have seen the road closed in daytime, not just overnight.</p> <p>The statement of reason states that overnight closure of the generally accepted by the local community (whatever exactly this is) as part and parcel of the operation of the Downs. No evidence has been adduced to justify this statement. In any event, whatever acceptance, if any, there has been was no doubt at least in part because people did not realise that the closure was illegal.</p> <p>Furthermore the Downs are used not only by the local community but by people from further afield.</p> <p>References to Covid-19 are totally irrelevant. Whatever measures, legal or otherwise, were taken because of coronavirus/Covid-19 would only have been considered temporary.</p> <p>One wonders whether the proposed order is part of an unspoken objective to close the road permanently at all times and to discourage public use of the downs at least in the vicinity of areas used for racehorse training. Public use of the downs has already been discouraged by closure of the public toilets, initially purportedly because of coronavirus but now seemingly permanent.</p>
<p>Epsom</p>	<p>Objection</p>	<p>I think the overnight closure is a good idea, but do not think it is reasonable for the closure to extend through until lunchtime, as this precludes less able people from using the Downs for much of the day.</p> <p>Would it not be possible to open the road at 8am instead?</p>

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Leatherhead	Objection	I'am completely against this proposal. Once again my liberties are being cut. This is the thin end of the wedge, just like a trogon horse one little cut after another. And very soon the gate will be closed forever. That is the what is being attempted here yet again.
Epsom	Objection	I don't understand why this is being brought in now, when people are returning to work and lockdown was lifted months ago and there are far fewer people on the Downs in the morning. Its a bit like closing the stable door once the horse has bolted! When you closed the road completely last year it lead to considerable congestion in the bottom car parks and kerb sides and social distancing became even more difficult.  Apart from Saturday mornings when there may be more people using the top car park, I don't think the morning closures are necessary for weekdays. So I oppose these proposals.
Ewell	Objection	I am against the proposal. A large number of people use the parking space next to the tea hut on top of Old London Road on weekend morning. Families and friends going for walks, I have been doing it for years.  The car park would be inaccessible until 0930am, where many people get there earlier. Waiting until then will cause congestion and robb people of recreational activities!  The Downs are there for everyone!  Allow for traffic to resume by 8am!
epsom	Objection	I would like to see the car park open till 8.30pm during the Summer months. It is the only car park giving access to Six Mile Hill and is delightful place to be during the hot summer evenings. It is the only car park that is suitable for the elderly, disabled and wheelchair users to be able to access the Downs safely. All the other car parks on Epsom Downs are not suitable for the elderly and disabled. There is 50% less parking now then there was 25 years ago. There used to be three more car parks that were open to the public. The large car park that runs from the Grandstand to the Keepers Hut was open to the public during the Summer and the two car parks surrounding Tattenham Corner were open all year. round. For some reason The Conservators and The Racecourse seem to want to reduce the public access to the Downs instead of providing the parking that is required. Hence the Parking on the verges along the surrounding roads. I suggest one should read Epsom and Walton Downs A Strategy for their Management and Use. Published by The Epsom and Walton Downs Conservators 2006 . You will note that under Section 8 Car Parks it states The Conservators will keep under review the number and location of car park spaces required. Make available the number of spaces in appropriately surfaced car parks. This has not happened.  In Section 7 It states that they will maintain appropriate footpaths in a condition facilitating access by the disabled to a variety of locations on the Downs.  This has not happened  The only car park that is suitable is the one you are trying to limit access to.
Banstead	Objection	It is unacceptable to restrict vehicular access to the middle of the downs as individuals like myself with limited walking capacity will be unable to get to Walton Downs during these hours. I would like to think that us locals respect the privilege of being able to walk and enjoy this beautiful open space and treat it accordingly.

Epsom	Objection	<p>To whom it may concern,</p> <p>Since moving to Epsom almost four years ago, my family and I have enjoyed daily morning dog walks on the Downs. Being able to use the upper car park has been vital as it means all age groups can benefit from easy access to the woodlands and open spaces beyond. There are benches where people can enjoy the beautiful views, something my aged mother has enjoyed immensely and there aren't any in the open area near the lower car park.</p> <p>The morning visitors to the upper car park cause no trouble and I cannot see why closing it the mornings will be of any benefit, indeed, it will only limit the freedom we currently enjoy. However, I do understand that it would be a good idea to close the upper car park at 7 pm but then reopen from 7.00 am for public use.</p> <p>During Lockdown we were only able to use the Lower Car park. It became very full very quickly, especially in the summer months. My mother, myself and my grandchildren could no longer make it as far as the woodlands and it felt very restrictive and that meant we were unable to enjoy the uplifting experiences as before.</p> <p>In the interests of all users of the Epsom Downs, I therefore implore you to continue keeping the Upper Car Park open in the mornings so people can enjoy the beauty this area has to offer. It means so much to us.</p> <p>Yours sincerely,</p>
Leatherhead	Objection	<p>As a member of EDMAC flying club and regular flyer at Epsom Downs, I can understand the proposal to close the road overnight and in the mornings until 12noon, in order to prevent night time vehicular access and help keep the race horses safer on the gallops in the morning. But it is nowhere explained in your online document entitled "Old London Road, Epsom - Prohibition of Vehicles Proposal" or any url links within, the reasoning behind bringing forward the summer closure by 2hrs</p> <p>The proposal will remove the existing ability of EDMAC members to fly on warm summer evenings after work, as it would not be possible to carry models and flight boxes of equipment for over 800m from either the Tea Hut or Rubbing House car parks. These distances increase to nearer 1km if the bridleways/footpaths are used. The current distance from the nearest parking is 200m</p> <p>The proposal is inconsistent with The Epsom and Walton Downs bylaws allowing EDMAC members to fly until 8pm in the summer evenings, by effectively preventing the existing access, see above.</p> <p>The proposal will be contrary to Surrey County Council Policy towards disabled people by removing their access to that part of the Downs on warm summer evenings which they could previously enjoy, when the able bodied can walk the extra 1km to get there.</p> <p>Therefore, I would like to register my objection to bringing forward the summer evening closure of the road to 7pm</p>
Ashtead	Objection	<p>People need parking for walking as my wife is registered disabled &amp; sometimes it's nice to park &amp; go for a short walk</p>

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Epsom	Objection	<p>To whom it may concern,</p> <p>I am a new resident of Epsom. My wife and I have recently moved into the local area and what attracted us to Epsom was the convenience to London and the closeness of the countryside. We moved from a small terraced house with little green space to a house with a small garden. Having the beautiful Epsom Downs on our doorstep has made all the difference to us and our dogs during our time here.</p> <p>The morning closure of the top car park would have a significant effect on us as we walk our dogs before work. Our walk consists of the many acres of woodland next to the top car park and the fields leading down the Langley Vale. As a NHS nurse working in a trauma unit at a leading London hospital this start to the day provides my wife with a much needed contrast with what she has to face during the rest of the day. The morning closure would really limit our walk to just the open space opposite the grand stand because we won't be able to cover our usual walk in the time we have. Although the field is beautiful not having the option to walk from the upper carpark would really limit us and the walking possibilities we have.</p> <p>It is so uplifting to have that freedom and for that to be taken away from us would have a big effect on our mental health. When driving up to the car park in the morning we have complete respect for all the other users including slowing down or stopping completely to allow the racehorses pass. We all have a symbiotic respect for one another and the land which we use. I am sure I speak for many people and kindly ask for this motion to be rejected. We would hate to lose the freedom we currently enjoy and value so highly.</p> <p>Kind regards,</p>
Banstead	Objection	<p>I object to the proposed hours of the road closure.</p> <p>From around the year 2000 until the first covid lockdown the road has been closed overnight at 5 pm in the winter, and 9 pm in the summer. The road has opened early the following day.</p> <p>As a model flyer on the Downs I am able to fly until sunset, or 8pm, as per the byelaws. The byelaws also stipulate that we must fly (r/c models) from the strip near the top car park, so the only practical means to fly our models is by using the Old London Road as access.</p> <p>The summer closing at 9pm has never been a problem, but closing at 7pm will significantly reduce the times we can fly. Closure of the road at 7pm would effectively mean that we need to finish at the very latest at 6:45 pm to pack up and be off the Downs by 7pm.</p> <p>The 5pm winter closure is also an issue in late March and early October, when sunset is much later than the 5pm closure time - two and a half hours before sunset in the last days of March, and over one and a half hours after sunset at the start of October. I accept that this is unchanged in the current proposals, so is not a new issue.</p> <p>In the initial consultation in 1999 I suggested that the closure times should be linked to the time of sunset - maybe 30 minutes after sunset. I believe Richmond Park operated road closure hours on that basis back then, perhaps they still do?</p>



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	Objection	<p>As a model flyer using The Downs , the change to 7pm would be very restrictive although we can fly till 8pm after that we still have an hour to pack our models up and leave before the gates are locked. if it was 7pm we would have to pack up at least by 6.30pm.</p> <p>Flying after work in the summer evenings is some of the best flying weather and would be a shame to lose this for unconvincing reasons.</p> <p>The influx of people using the downs due to covid was temporary ,there seems a rush to change rules through out the country using the excuse of covid.</p>
Epsom	Objection	<p>I agree with the closing of the car park in the morning until the racehorses have finished training. However, 7pm closure in the summer months is too early. The summer time should be 9pm as people like to use The Downs in the evening.</p>
Leatherhead	Objection	<p>Prior to the pandemic, the top car park was open every day from early morning until 5pm in winter and 9pm in summer. This arrangement had been in place for many years. I understand why temporary changes were introduced during the pandemic because of the unusually high numbers of visitors. However visitor numbers have now reduced again to pre-pandemic levels, and I see no reason why the top car park should not revert to the previous opening hours.</p> <p>The top car park is an important amenity to visitors especially those who are disabled or have walking difficulties, and for parents with young children. It makes the centre of the downs accessible, and avoids the need for the long steep uphill walk from the car parks near the tea hut, which many visitors are unable to do. The current proposals represent a significant reduction in the hours that this car park is open, both in the mornings and in the summer evenings.</p> <p>I consider that there is no longer any operational reason for reducing the car park opening hours from those in place for many years prior to the pandemic. These proposals would significantly reduce accessibility to the most attractive area of the downs both in the mornings and in the summer evenings. It is regrettable that the committee appears not to have considered the needs and rights of the disabled, and of parents with young children when formulating these proposals and I would urge them to think again.</p>
Tooting	Objection	<ul style="list-style-type: none"> <li>- EDMAC members (which I am one of them) would lose the opportunity to fly in the late summer evenings after work</li> <li>- The Epsom and Walton Downs bylaws allow EDMAC members to fly until 8pm in the summer evenings, a must since we can only fly from 12:00pm onwards.</li> <li>- Top car park access is essential due to the weight and amount of RC equipment.</li> <li>- Disabled people rely on the top car park to enjoy summer evening walks on Walton Downs</li> </ul>
EPSOM	Objection	<p>Please could you reject the motion to close the top car park during the mornings. This car park is essential for those who wish to walk and enjoy the Epsom Downs and would be unable to do so if the car park was closed. It is entirely sensible to close the access to the car park at night but please ensure that it opens in the morning.</p>

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<p>Epsom</p>	<p>Objection</p>	<p>Firstly, in the absence of any notices or other communication to explain these closure proposals to users of the top car park, I do not see how this can be considered a valid consultation that meets due legal process. Many of those most directly affected by the proposals are likely to be completely unaware of them, so have not had the opportunity to review and comment on them. Those that are aware (mainly horse riders, trainers, racecourse owners and staff) have a vested interest in the outcome and are not representative of all stakeholders.</p> <p>Although the Downs is private land, access and usage are governed by the Epsom &amp; Walton Downs Regulation Act 1984 under which council tax papers contribute 60% of the cost of the Downs Conservators. The consultation period should therefore be extended and accompanied by a proper process to gain representative feedback from the general public (notices, leaflets, meetings).</p> <p>On the proposal specifically, SCC does not appear to have developed its own thinking on the need for a change in closure times, but instead refers to a request from the Conservators, itself based mainly on a request from the racehorse Training Grounds Management Board. The case made by the Conservators for longer closure of the Old London Road and top car park is not convincing. In particular:</p> <p>(a) the report quotes a letter from the Training Grounds Management Board (an interested party with a clear agenda) claiming that changes are needed because of a 'considerable increase' in public use of the Downs, but without providing evidence for that statement or quantifying the absolute numbers of public users involved. If there has been such an increase (outside of COVID lockdowns – see below), it needs to be evidenced by way of hard numbers rather than assertion, and demonstrated to be the source of the problems identified. The Conservators also need show that having Old London Rd open during training hours is a significant source of the increase in numbers.</p> <p>(b) the report quotes a 'Health and Safety Expert' as saying that the risks of the current arrangements are "high", but the report itself has not been produced to back up the assertion. Again, the link between the problem identified by the expert and access via Old London Rd has not been convincingly made.</p> <p>(c) a number of incidents and concerns (e.g. of the police) are cited, but they relate to periods of lockdown in 2020, when usage of the Downs was exceptional and Old London Rd was actually closed anyway using powers under COVID regulations. Those specific circumstances no longer apply, and the incidents referred to are therefore not relevant to the case for closure now. However, what they do show is that the proposed road closure arrangements will not solve the problems that have been cited (as they occurred despite the top car park being shut – and the other car parks as well for part of the time).</p> <p>It is clearly important that all users of the Downs act responsibly and keep dogs/children under control - at all times, not just when there are racehorses about. Since the Downs is an open area with many access points, the problem of dangerous and anti-social behaviour will need to be dealt with primarily through education, notices and on-the-ground policing by the Downskeepers. Road closure should not be the first choice option.</p> <p>Before SCC considers this case further, it should ask the Conservators to provide compelling evidence for their closure proposals based on</p> <ol style="list-style-type: none"> <li>1. census data covering usage (e.g. electronic data covering the number and speed of vehicles at relevant times of day); and</li> <li>2. incident logs (kept by the Downskeepers and/or trainers) showing conclusively that there are real health and safety issues that would be mitigated specifically by closing Old London Road to traffic during training hours. General statements, such as those in the Conservators' report noting "regular tensions" should not be accepted without factual corroboration.</li> </ol> <p>SCC should also review the potential impact of closure of Old London Road on other roads around the Downs, since it will displace parking into areas that are not well suited to higher volumes (e.g. Langley Vale, especially near to the primary school) and onto verges (as happened when it was closed for COVID reasons – as set out in the Conservators report). There is also the potential for congestion causing traffic delays through bunching of arrivals at noon when the road would be re-opened.</p> <p>Without such evidence and review, there is insufficient reason for SCC to overturn an arrangement that seems to have worked well for many decades previously (including periods when there were far more horses in training on the Downs).</p> <p>I am therefore OBJECTING to the proposal.</p>
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Epsom	Objection	<p>The numbers of people on the Downs during Covid was unprecedented as the report says but has returned to normal levels now. The car park was closed for approx 18 months while other parks and walking areas reopened after lockdown. It took public pressure to get the gates opened again (rumour said they were not going to!) but with a new restriction on the time to 5pm. Before covid, in the Summer months it was a 9pm close. The new proposal is for 7pm. If you restrict times in that way, all you do is make more people gather in a smaller area as was evident during the lockdown. The closure of the top car park made people park on the grass verges along the Grandstand Road and put pressure on the roads around it. It was a danger and a nuisance. Opening the top car park would have prevented that and allowed people to use the back of the Downs and spread out more. When the parking restriction in the Downskeepers car park was lifted, it was a joke and overcrowded; so much for social distancing! Hopefully we will never be in that position again. There was a comment from one of the trainers that he had to warn members of the public. Of course that's wrong but it was probably visitors not from the area and unaware of the training. The signage is not that good! There are also two Rangers focused on the training areas for that purpose from 6.30am to 12pm Mon-Sat and til 9.30 Sundays. I have seen them making people aware of their wrong doings. All this proposal does is penalise local residents and regular considerate users of the Downs and is unfair. Those abusing the rules should be asked to leave. During lockdown I heard of a disabled resident that was unable access the top of the Downs while the Old London Road car park was closed. He had a mobility scooter that could not manage the hilly track to the top to enjoy his usual route..... on a flat even surface! I agree with closing the gate at night.... 5pm Winter and 9pm Summer as has been the norm for many years; I dont think anyone would object to that, but I do object strongly to the new hours proposed. Ps. who elects the Conservators?!!</p>
Epsom	Objection	<p>I am a new to Epsom. My husband and I chose to move here [recently] because of the convenience to London and the close proximity of the countryside. Epsom Downs was one of the main attractions to the area, we have two dogs and enjoy taking them for walks at the Downs every day.</p> <p>The morning closure of the top car park would make it very difficult for us as we walk our dogs before work. Our walk consists of the many acres of woodland next to the top car park and the fields leading down the Langley Vale. As a NHS nurse working in one of the busiest emergency and trauma departments in London, my walks at the Downs are an extremely important distraction from the high pressure and difficult job I do. The morning closure would really limit our walk to just the open space opposite the grand stand because we won't be able to cover our usual walk in the time we have. Although the field is also lovely, not having the option to walk from the upper carpark would really limit us and the walking possibilities we have.</p> <p>We would be deeply upset to loose this freedom and time to enjoy the countryside each morning. When driving up to the car park in the morning, we have complete respect for all the other users including slowing right down or stopping completely to allow the racehorses pass. We also have a nervous dog so using the top car park which is slightly quieter really helps him to relax and enjoy his walk. We always have our dogs on the lead even at the times we don't need to as we respect the rules set by the jockey club. We ensure we are extremely calm and quiet when any horses are nearby and also when any horses are running, we stop in our tracks, keep quiet and ensure we are far away so as not to scare the horses.</p> <p>I am sure I speak for many people and kindly ask for this motion to be rejected. We would hate to lose the freedom we currently enjoy and value so highly.</p>
Epsom	Objection	<p>I oppose the proposals. Living here for over two decades and spending most mornings in the top car park on the Downs, watching horses train and being a responsible dog owner - it would be more than a shame to take this early morning experience away from anybody; those with limited physical capacity themselves or struggling with older dogs, being denied access, is quite frankly, appalling. We have supported the Downs, as have most local residents, for years and it is totally unjust to penalise us.</p>

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Neither objections nor messages of support		
Ewell	Other	I would prefer an earlier opening time if possible.
Worcester Park	Other	<p>I am all in favour of a ban relating to overnight use but would question the need to ban morning use on a permanent basis.</p> <p>The carpark involved is a useful starting point for access to the adjoining woods and for very enjoyable walks along the Downs and within the woods</p>
EPSOM	Other	<p>Support, including the extended hours.</p> <p>However, the proposal appears defective. First, the order would apply to Old London Road from its junction with bridleway 127 at either end. This would leave Old London Road between the junction with bridleway 127 and the mini-roundabout with Tattenham Corner Road (a distance of perhaps 30m) unregulated — why is this part left out? As the existing (illegal) barrier is maintained at the roundabout, it also would leave the barrier in the wrong place. There is a further barrier about 30m east of the junction with bridleway 127 on the southern side of the racecourse. Again, the order appears to leave that barrier unprovided for. What is the justification for excluding vehicles from this section of road if the order makes no express provision for it?</p> <p>Finally, the proposal refers to excluding 'vehicles'. However, it should refer either to 'motor vehicles' or to vehicles not including cycles. There is no justification to exclude cycles from either Old London Road or bridleway 127 at any time and no case has been put forward that they should be.</p>
Epsom	Other	<p>I appreciate the need to safeguard racehorses and their riders and consider it is a good compromise solution to keep the car park on the far side of the Downs and the access road to it closed until 12 noon each day when training finishes.</p> <p>However, I find the closing times proposed far too early, especially during the summer months when it is light until 9pm or later. This car park is by far the safest for dog owners and also horse boxes, being well away from the main roads, and offers visitors the best views of the Grandstand. Additionally, working people with or without dogs like to have evening walks during the summer months, particularly during the hours of 7-9pm.</p> <p>Why cannot the closing time for this car park be nearer to the time of sunset throughout the year?</p>
Carshallton	Other	<p>The proposed closure times are not the times which were unofficially accepted. In summer the road was closed from 9pm NOT 7pm. That 2 hours a day makes a huge difference to dog walkers who have enjoyed an evening walk on the downs be it either people who get home from work and walk the dog at the end of the day to unwind, people with restricted mobility who can park in the top car park and be in the middle of the downs with their on summer evenings watching the sun going down. I have been the former but now unfortunately am the latter.</p> <p>From 7pm to 9pm makes a huge difference. On weekday it is impossible to travel to the downs by car from 3pm to 7pm without getting stuck in a traffic jam from school pick ups to rush hours.</p> <p>I ask you to amend the summer opening times to close the road at 9pm, I feel this discrimination for people like me. I suggest you take a camping chair and walk 50 meters from the lower car park, sit down and admire the view, then do the same from the top car park, you will see the difference this makes. I feel this will impact on the mental wellbeing of many owners and dogs.</p> <p>Please make the downs closing hours to what it was before lockdown and close at 9pm</p>
Epsom	Other	<p>It's not clear if this applies to walkers? To many elderly around here their morning walk on the Downs is vital and it would be a great loss if we are all to be banned.</p> <p>Afternoons the energy often goes and it's not so good for walking.</p> <p>Thank you for clarifying</p>
ashtead	Other	<p>Being involved with horse racing (I own a small share in a horse) I know that the trainers have long been concerned with the increased numbers of joggers and dog walkers on the downs in the early part of the day since COVID and people working from home. I understand their worries but dont see why the road needs to be closed overnight? This seems excessive and is just making life more difficult for those who live towards Tadworth/Walton if coming from Ashtead as they have to go out of their way?</p>

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Banstead	Other	They should close the road until 6am. 12 noon is harsh on locals that like using the downs early in the morning. By all means close overnight I see the problems that occur in the hours of darkness. But don't punish those that use the area with respect.
Epsom Downs	Other	This seems a very short space of time to be allowed to use the car park. Does it mean that there will be parked cars all over the place, like earlier in the pandemic when the road was closed and the car park shut? I hope this has been thoroughly considered given how awkward it made driving around the area with potential for accidents and road rage incidents.
	Other	As a local of over 35 yes and almostly daily user of the downs I see now real issue
	Other	I am happy for the road to be closed overnight and until 9.30a.m. on each morning.I understand the rationale for this. I think it is very important to keep the road open during the day, and until 9.00 p.m. in the summer months for the following reasons; 1) For the elderly or those with a disability to be able to feel'part' of the downs by being able to reach (by being driven) the top of the downs to sit, easy access for a wheel chair or an aided walk to a chair 2). To have the safety of being close enough to grass and opening the car to let out dogs to go for a walk. The latter being a life line personally as I have arthritis in my hands and putting a lead on, walking two dogs to a safe place to let them off is near impossible at the bottom car park, at the top I can park within two feet of the grass and let pets out in total safety. My personal thoughts.
Epsom	Other	I do agree on restricting the top car park overnight. I do not agree to closing the car park during the morning.  If the decision is to close the top car park in the morning then it would only be right, to open the road linking the top car park later in the day to compensate the morning restrictions as it used to be prior to covid. This would give everyone the opportunity to enjoy the open space the downs offers and not to be restricted to only a few hours in the afternoon. I believe that if this is not allowed, the parking would be a problem. With too many cars and not enough spaces to park. I can for see people parking on the road and causing more of a hazard to both motorists and pedestrians.  I hope this of use for your consideration.  Regards
Epsom	Other	I am very happy that the road is closed from dusk until 10 a.m. the next morning on the day's indicated excluding Saturdays when it should be opened at 9 a.m. whilst people need to observe the regulations about keeping dogs under control while the racehorses are around until noon I feel it is important for people to be able to exercise as freely as possible in daylight hours.

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Messages of support		
Epsom Downs	Support	An excellent proposal, many motorists driving to the car park seem to use this section of road with no regard to speed restrictions, or to other users. During the pandemic lockdown when this road was not accessible the Downs were much more pleasant and safe for the race horses in training, hacks and for the general public. There is ample car parking by the Conservators hut and the tea hut at Tattenham Corner for users of the Downs within the time frame of this proposal. We fully support this proposal and hope it is passed and actioned ASAP. Thankyou.
Epsom	Support	I fully support the proposals. Racehorse training and the racecourse are a vital part of Epsom's history and economy. Safety is of paramount importance for training and for the public, and the proposed closure will help both.  Many people are now visiting the Downs from further afield, and do not understand the issues faced by the industry. The proposals will also stop antisocial behaviour.
Tottenham Corner	Support	I favour Closure of Old London Rd every morning. This would be the safest, easiest to control and most easy for the public to understand.
Epsom	Support	I am in favour of this proposal.  I walk on the Downs at least 2 or 3 times a week, but always after the horses have finished training. There are plenty of signs around informing people of the times that racehorses have priority. I think that if the top car park is closed it will make this even clearer.
Epsom	Support	As a regular walker on the Downs I fully support the proposal to close this section of road. During lockdown when the road was closed that area was as peaceful as the rest of the Downs and I regularly saw Kestrels hunting and perching near the furlong car park, and in spring of 2021 Skylarks were seen and heard in that area also. There is ample parking at Tattenham Corner by the tea hut and by the Downs rangers hut and this proposal must surely be welcomed by the racehorse riders, trainers and hacks.
Epsom	Support	I am in favour of the Old London Road being closed until 12.00 midday. This would increase the opportunity for horses to train on the downs, with possibly less harassment from dogs.
Epsom	Support	I support the proposals, which I regard as very sensible
Epsom	Support	I support the proposals
Epsom	Support	I support the application. It will reduce anti social behaviour in the top car park in the evenings .
Epsom	Support	I fully support the proposed closure as submitted. There is ample parking close by and there have been past instances of motorists endangering horses and riders who use the Downs.
Epsom	Support	I have previously submitted my support for this application. I wanted to add that there have been instances of flytipping at the top car park and an overnight closure will also help to prevent this.
Tadworth	Support	Comply support this proposal!! Irresponsible walkers and dog owners put the lives and safety of horses and their riders at risk through not following rules. That said, closing the car park access won't prevent people crossing towards the gallops, so it'll be pointless in the end.....
Banstead	Support	I would like to see the top car park permanently closed
Epsom	Support	I support the proposal to close Old London Road leading to the top (Seven Furlong) car park on Epsom Downs overnight and during racehorse training hours.

EPSOM	Support	<p>I think that this is a sound proposal.</p> <p>The Downs are private property (most visitors are unaware of this status) and racehorse training must have a priority, not least for safety reasons.</p> <p>Furthermore, since the Covid situation, and especially during the first lockdown, I have noticed increasing anti-social behaviour (BBQs-some on the course; hack riders on the lower parts of 6 Mile Hill; BBQs/drug-taking/"ghetto blaster" gatherings in the woods near the large interior car park, on 6MH and Juniper Hill; mountain bikes on 6MH; electric bikes on 6MH; "wheel-spinning" car activity in said car park; associated littering....).</p> <p>During the lockdown, the BBQs etc. on Juniper Hill were from groups coming from the Preston Howe Estate-the littering was appalling.</p> <p>The proposals may not address all the anti-social activity if it arises after the cutoff time (i.e. the PM).</p> <p>I am a resident/user since the 1960s...</p>
Epsom	Support	<p>I support the proposed restrictions of access for the following reasons.</p> <p>I use the Downs regularly for recreation (cycling and walking) and also as a driving route when travelling further afield.</p> <p>The historic Epsom Downs landscape is adapted by the needs of horse racing and provides extensive views with multiple view-points. This is unlike other parts of the un-grazed Downs where views are rapidly deteriorating due to the rise of scrub and trees. I support partial er-wilding but I believe we should also keep open downland for human benefit too.</p> <p>High quality research has confirmed the common-sense that access to distant views contributes to wellbeing in humans.</p> <p>I have noted the concerns of the the horse-training community and their important role in preserving this landscape. I have also noticed that the high numbers of Downs users has continued through the 2nd year of the pandemic and believe that this is likely to continue as people seek the refreshment from their increaaingly digitally-based worko lives.</p> <p>I saw the increased notices about social distancing , but this is now largely discredited/over zealous. Those relating to horse risks were insufficient to change behaviour in many with little real-life countryside experience or to deal with the H+S concerns of the horse trainers. Sufficient to meet these needs will end upin loss of visual amenity, costly fencing or uninsurable risks leading to the potential loss of training and its funding for the landscape.</p> <p>Sadly, I have concluded that ongoing access restriction to the highest risk area is needed .</p>
Epsom	Support	<p>I support the proposal. I walk on the downs regularly and have seen thoughtless driving first hand and the race horses and their riders need to be protected. Both car parks at the entrance to the Downs provide plenty of parking.</p>
	Support	<p>Just crack on</p>
Epsom	Support	<p>I fully agree with them as this will help safeguard the racehorses that train on the Downs, many of which use this road to return to their stabling yards at Tattenham Corner.</p> <p>Furthermore, the night time closure will help prevent nefarious activity, examples of which I probably do not need to elaborate on.</p>
Epsom	Support	<p>I am writing in support of the proposals. My road is within 200 yards of the Downs and we have recently been aware of motorcycles using this access road for "racing" purposes after dark. The motor vehicle traffic prohibition order will help to prevent this and other antisocial behaviour which seems to have been starting up recently at night.</p>

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EPSOM	Support	<p>I approve.</p> <p>As a runner, dog walker and horse rider on the Downs, I see how irresponsible so many of the users are on a daily basis. One of the major issues is dog walkers who have no recall and persist in allowing their dogs off leash; I have had two incidents where dogs have attacked my horse. It's dangerous.</p> <p>If this helps to discourage users during racehorse training hours, and to keep nighttime anti-social behaviour down, then I'm all for the night/morning road closures.</p> <p>There are two alternative car parks for use during these hours, and all of those who require the centre car park will still be able to access it when it's safer to do so.</p>
Epsom	Support	<p>Supported.</p> <p>The overnight closure has been in place many years, local people &amp; users of the Downs accept this position &amp; does not affect the use of the Downs as other parking exists. If anything it prevents use of the car park for other activities overnight.</p> <p>The extension of hours until after the horses have ceased training is reasonable to enable the horses &amp; riders to train more safely. Users who would have parked in the upper car park can use the parking near the Conservators hut or the car park over the road by the tea hut.</p>
Worcester Park	Support	<p>I agree with the proposals.</p>
Epsom	Support	<p>I support the proposal</p>
Epsom	Support	<p>I support them. We are fortunate to have this amazing space; the racehorses remind us of the rich tradition of racing and it would be sad day if the trainers were unable to train as required. But the horses need their own space and someone will be hurt if rules are not observed.</p>
Cheam	Support	<p>I am 100% in favour of the proposal and the times and days specified in the consultation. There is plenty of car parking otherwise available, and limiting vehicle movement at the times specified would be helpful for walkers and riders.</p>
Epsom	Support	<p>Although I would be personally disappointed with the extended closure of Old London Road (and therefore the car park), there are other ways to access the Downs during those times and the safety of the racehorses and trainers (and those who inadvertently can get in their way) must come first. I would therefore broadly support this proposal</p>
Epsom	Support	<p>I support the proposals.</p>
Epsom	Support	<p>I am in favour of the new suggested road closure times.</p>
Epsom	Support	<p>They are sensible</p>
epsom	Support	<p>I support the extended closing hours for Old London Road. By closing the road during at sunset hours, when there is no particular need to be over there it will help reduce any anti-social behavior.</p>
Epsom	Support	<p>I definitely think the top car park should be closed overnight. A very small number of individuals do not appreciate having full access to the Downs. I have personally watched vehicle's being skidded around on the grassed area near the Grandstand in the past leaving a churned up mess behind. I notice that this same section is now not used to park in ! In favour of sensible rules that protect the Downs.</p>
Epsom Downs	Support	<p>The road was closed all day during the first Covid crisis. This resulted in a better environment for walkers on the Epsom Downs. I would support the closure as planned but would prefer the road to be permanently closed to motor vehicles as part of the strategy to encourage walking and cycling.</p>
Epsom	Support	<p>In support of the road closures.</p>
ASHTEAD	Support	<p>Agree</p>



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Banstead	Support	I support them. One question. Does the wording need to mention that the times are BST or GMT depending on which is applicable?
Epsom Downs	Support	Excellent idea! I have lived her for over forty years. I loved using the downs but since lockdown I keep away and walk elsewhere. It has become like a local park full of dog walkers, business and private. Unruly public with no regard to anybody except themselves . I feel sorry for the horse racing community.
Ewell	Support	I totally agree with the proposals and in addition believe that when the road os open there should be a 10mph speed limit to reduce danger to pedestrians and dogs
EPSOM	Support	I personally think it should be closed at all times. The downs is a nicer place with it closed off, no worry with children or dogs being run over, less pollution etc, so I have no problem with the proposed changes, I'd go further and just have it closed totally.
Epsom	Support	I agree with the proposal of closing the road. I dogwalk on the Downs each morning. The number of vehicles parked at bottom of the Downs is always below the 2 car park capacity in my opinion. I don't therefore see the need to have the Road open, nor have the numerous walkers, cyclists and of course racehorses, to navigate cars unnecessarily.
Epsom Downs	Support	I agree the road should be closed. It would better to close the road permanently.
Epsom	Support	I totally agree with the proposed road closures and the schedules proposed.
Langley Vale	Support	As. Resident at the top of Rosebery Road I am aware that there is concern that the closure of this road will increase parking at this end of Rosebery Road for access to the Downs. I do NOT share this view and agree with the closure of the road to the central car park during the morning when the horses are training.  With the new visitor centre under construction to the Centenary wood anyone wanting to walk south from the Downs car park will begin to park there.  We have always had a few dog walkers parking here and I do not see this will increase. More important that the horses and their riders are safe on the Downs.
Epsom Downs	Support	Fully support the proposal, making the following observations :  Making The Hill a safer place for racehorses training and other riders in the mornings, as it should be. Improving Epsom Downs attraction to horse trainers. Preventing unsocial behaviour during the summer evenings, litter and noise (racing cars). Making evening walking, family outings/activities and dog walking safer for everyone to enjoy.  Complications may be similar to those experienced when The Hill was closed during COVID lockdown: parking overflowed the one car park by the Rangers Hut, onto the main road from Tattenham Corner to the Stand. With families parking up against the rail and then accessing their vehicle on the roadside, causing impact on the flow of traffic and numerous opportunities for a serious collision to occur. Propose an extension of the current carpark, to the west, with a new entrance, away from the round-about, with a pay and display?
Epsom	Support	I would be extremely happy for the road to be closed permanently; Safer for walkers, horse riders, cyclists.  Although I feel there should better Road crossing facilities from the car park at the Sandwich box, and yellow lines marked on all surrounding roads to discourage people parking in the marked cycle lanes.
Epsom	Support	I fully support the proposal.

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TADWORTH	Support	<p>Broadly support.</p> <p>For Winter hours this works ok For Summer hours the prohibition to 12:00 next day (and 09:30 on a Sunday) are accepted.</p> <p>However in Summer time, closing at 7pm would appear too early as there are often several hours of daylight after this. At the end of April dusk is already later than 7pm.</p>
Banstead	Support	<p>I think the proposal to close the top car park at Epsom Downs racecourse while horses are training is sound. I have been leading walks on Epsom Downs and I always warn walkers that horses have priority. None of our walkers have ever walked on the gallops, but I understand other people have. Doing this while horses are being trained is very stupid. Not only horse and rider could be injured, but the walker could be killed.</p> <p>There should be signs up saying walking on the gallops is prohibited even at times the top car park is open.</p>
Epsom	Support	<p>I agree with these proposals. As a frequent walker on the Downs I am horrified at the speed and callousness of some drivers - as if they own the road. The horses frequently get spooked but the drivers don't slow down!!</p>
Epsom	Support	<p>I agree with the proposed restrictions having witnessed many incidents with horses over the years.</p>
Epsom	Support	<p>I am a resident in Tattenhams since [the 1980s]. I regularly walk the downs and know them well. I support the proposals on the grounds of community safety. We already see drug dealing in Royal Drive and the car park opposite the BR station. This gives the immediate residents a fear of crime. I am a retired police officer and there have been times when I have felt threatened by the presence of young males sitting in parked cars in Royal Drive while I was walking to the downs. The smell of cannabis is overpowering at times. If access hours are extended into hours of darkness the problem will grow along with other forms of crime. I seem to remember the body of a murdered man being found at the car park in 2006. It was dumped overnight. In addition to night closure it makes absolute sense to prohibit traffic while race horses are exercising. Cars and racehorses do not belong anywhere near each other; watch the race horse's that walk on the road in the dip at Langley Vale. They shy away from cars and the riders are put at risk, usually when drivers rev engines, drive too fast or show too many lights. Drivers often use excess speed on the road to Mile Post car park which could cause a horse to bolt or throw its rider. I am sure that people will object to the increase of closure until 12 noon on the grounds that it is excessive. In my experience safety measures are always excessive until the day when they are not enough. Let's remember that the use of the Downs by horses generates money for the Conservators and upkeep of the area. CThe Downs are a wonderful resource. Let's keep them safe for everybody.</p>
Epsom	Support	<p>Support. There is sufficient parking elsewhere on the Downs, therefore I agree with this proposal</p>
Epsom	Support	<p>No issues with the proposed closure . This road was closed during 2020 and the height of the pandemic which wasn't an issue so it has shown to not be a problem</p>

WH/383/40/1

2 February 2022

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Submission by Email

Dear Sir/Madam

**Re: Old London Road, Epsom – Proposed Prohibition of Vehicles Order – Representations on behalf of The Jockey Club**

We act on behalf of The Jockey Club and the Training Grounds Management Board ('the TGMB') and have been instructed to submit representations in support of the proposed Prohibition of Vehicle Order ('The Proposed Order') in order to ensure both the continued overnight security of Epsom and Walton Downs ('The Downs') and the safety of all users during the hours when racehorses are being trained in the morning.

**Background**

The Jockey Club is the owner of The Downs (which includes the Racecourse and racehorse training grounds) via the freehold of Epsom Downs and the leasehold of Walton Downs. It also manages the TGMB. The racehorse training grounds extends to circa 100 hectares and is the third largest racehorse training centre in the UK. Whilst The Downs are private property owned by The Jockey Club, they are governed by the local Act of Parliament - the Epsom & Walton Downs Regulation Act 1984 ('the 1984 Act') - which in turn is managed by the Epsom and Walton Downs Conservators ('the Conservators'). Epsom & Ewell Borough Council has six of the seats on the Conservators, The Jockey Club has three, and the Horserace Betting Levy Board has one.

Under the 1984 Act, the Conservators' principal obligations are:

- to ensure the training of racehorses; and
- to preserve The Downs in their natural state of beauty as far as possible.

Notwithstanding that The Downs are privately owned, the 1984 Act gives a right of access to the general public 'for free air and exercise on foot'. The Act and the associated bye-laws stipulate that the public's right of access on foot only exists where such access 'does not interfere with the training of horses' (i.e. the training of racehorses takes precedent over the public access if it results in any interference with the training). Over the years, the Conservators and The Jockey Club have worked to ensure the safety of *all* users of The Downs. In this regard, the Conservators previously put in place a Code of Conduct on the Epsom & Ewell Borough Council website informing that racehorses are being trained during the morning hours until noon all year

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round and asking the general public to avoid exercising/accessing adjacent to the gallops when horses are being trained.

The 1984 Act requires the Conservators to make car parks available to the general public other than around race days, but it does not specify where on The Downs these should be. There are three car parks on The Downs, a small one behind the Tea Hut, a larger one beside the Downskeepers' hut, and The Top Car Park (also known as the 7 Furlong Car park) which is accessed via the Old London Road. The two car parks adjacent to Tattenham Corner are available for the public to use all year round, with the exception of race days, in order to encourage access to The Downs.

The Top Car Park has for many years been made available to the general public throughout the daytime. It was closed between 5.00pm and 6.00am in winter and between 9.00pm and 6.00am in British Summer. The night time closure was deemed necessary in order to address repeated anti-social behaviour issues owing to the location of the car park being more remote and furthest away from the built complex of the Racecourse. The shutting of the Top Car Park was facilitated by the closing of the section of Old London Road from Tattenham Corner Road by a Traffic Order (the same section as the Proposed Order). The relevant Order to regularise the night time closure was authorised by Epsom and Ewell Borough Council and there had been no issue or objection raised about the Order in the many years that it has been in place. However, when it was challenged in early 2021, it was discovered that the Order had not been completed as there was an administrative omission by the Local Authority to seal it. The Order was technically invalid, but it is a matter of fact that the night time closure of the road and the Top Car Park have long been established.

### **Serious Concerns over the Safety of Users during the Racehorse Training**

When the pandemic related lockdown measures came into force, The Downs saw an unprecedented number of people accessing them for exercise, with many people travelling from afar by private cars. If local knowledge was reasonably strong, the majority of the people who had never visited The Downs prior to the lockdown, particularly those from outside the Borough, were unaware of the regulations regarding public access; that The Downs are not the common land that many perceive them to be; or even that racehorse training taking place on The Downs. With the combination of more people and the wider lack of awareness, there have been a number of incidents which could have resulted in a serious accident on the training grounds, causing injuries to members of the public, racehorses and/or their riders. This problem has not been fully resolved, despite the efforts of the Conservators, the TGMB, The Jockey Club and the Local Authority to inform and educate the public when accessing The Downs. As examples of this, the Borough Council allocated staff from the theatre in Epsom during lockdown to 'meet and greet' visitors, whilst the Racecourse has embarked on an awareness campaign via leafleting, social media, signage and other means. Yet the volumes of visitors to The Downs in the training hours continue to pose a serious risk to the safety of all users and is undermining the principal use of The Downs for racehorse training purposes as regulated by the 1984 Act and the Bye-Laws. The Act gives all users rights and obligations. The racehorse trainers have very specific and very clear primary rights during the training hours, and they need protection in order to maintain safety for all.

The Conservators did initially take action by approving the closure of the Old London Road crossing during the day as well as at night time. This did reduce the footfall around the training areas, but importantly it did not prevent the public from 'free air and exercise on foot', as is their right, as not only are there pedestrian access points but also the two car parks at Tattenham Corner remained open. In hindsight, it is acknowledged that the Conservators' belief that they could extend the closing hours was not backed up by the existing ( and flawed by lack of the seal) traffic Order.

### The Proposed Extension of Hours for the Closure of part of Old London Road to the Top Car Park

The restrictions that made a visit to The Downs one of the few places to enjoy air and exercise may have been lifted after the first phase of total lockdown was relaxed, but the reality is that The Downs have been discovered by more people and the footfall during the training hours is greater than it was prior to lockdown. Following the reopening of the Top Car Park after discussions with Surrey County Council in May 2021 last, it is clear that the increased access by the general public appears to have now been established and will continue to pose a safety risk during the morning racehorse training hours.

The Conservators discussed a number of options, including seeking permanent closure of Old London Road and the Top Car Park, but concluded that a compromise whereby the road and car park were open outside of night time and the training hours was the fairest solution for all users of The Downs. There was discussion in particular about the summer evenings, and a balanced view that a 7.00 pm closing time was fair for both users and the Downskeepers, even if it had previously been subject to a 9.00pm closure. Hence the current application to seek the Proposed Order was made.

The proposed extension of the closure hours to include the morning hours when racehorses are in training will undoubtedly help alleviate the serious safety issue by limiting the number of people entering the training grounds. Therefore, the Proposed Order is vital in order to keep all users of The Downs safe and to ensure that racehorse training is not undermined.

It should be noted that the racehorse training industry and the Conservators' absolute priority is to ensure that racehorse training can continue safely during the morning hours while facilitating the public to enjoy The Downs safely as much as possible. As such, The Jockey Club and the TGMB would not object if Surrey County Council decided to retain the change of the summer months closure hours to start from 9.00pm instead of the proposed 7.00pm (7.00pm being the recommendation of the Conservators) for the members the public to access the Top Car Park, so long as the Proposed Order covers the closure the road/Top Car Park during the morning hours when racehorse training is taking place.

The Jockey Club, as an integral member of the Conservators, is committed to ensure that the public can continue to access and enjoy The Downs 'for free air and exercise on foot'. Therefore, The Jockey Club has no plan to seek Conservator consent to limit or close the other car parks to the public with the exception of race days, or limit the public's access on foot. For the avoidance of doubt, the existing two car parks at Tattenham Corner will remain open for the public and there is no planned closure/restriction any time of the day. However, The Jockey Club supports the Proposed Order dealing with access to the Top Car Park in order to ensure that racehorse training can continue in a safer environment for all and as governed by the 1984 Act and its bye-laws.

It is respectfully requested that our representations are fully taken into account as part of the consultation.

Yours sincerely,

*Wakako Hirose*

Wakako Hirose (Feb 2, 2022 11:14 GMT)

**Wakako Hirose**

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**LOCAL COMMITTEE (EPSOM & EWELL)****DATE: 28 MARCH 2022****LEAD OFFICER: ZENA CURRY, HIGHWAY ENGAGEMENT & COMMISSIONING MANAGER****SUBJECT: DRAFT HIGHWAYS FORWARD PROGRAMME 2022/23****DIVISION: ALL****SUMMARY OF ISSUE:**

This report seeks approval of a programme of highway works for Epsom & Ewell funded from the Local Committee's delegated capital and revenue budgets.

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

- (i) Note that the Local Committee's devolved highways budget for capital works in 2022/23 is **£464,195**, as agreed by Cabinet on 22<sup>nd</sup> February 2022.
- (ii) Agree that the devolved capital budget for highway works be used to progress both capital improvement schemes and member capital allocation as detailed in section 1.
- (iii) Authorise that the Highway Engagement & Commissioning Manager in consultation with county members, to be able to reallocate budget to reserve schemes should there be a need to change the programme.
- (iv) Authorise that the Highways Engagement and Commissioning Manager in consultation with county members, be able to allocate any additional funding for schemes, in accordance with any guidance issued surrounding that funding.

Capital Improvement Schemes

- (v) Agree that the capital improvement schemes allocation for Epsom & Ewell be used to progress the Major Integrated Transport Schemes programme set out in **Annex 1**.
- (vi) Authorise that the Highways Engagement and Commissioning Manager be able to vire money between the programme of schemes agreed in Annex 1, if required.
- (vii) Agree that Highways Engagement and Commissioning Manager, in line with the Scheme of Delegation, is able to progress any scheme from the Major Integrated Transport Schemes programme, including consultation and statutory advertisement that may be required under the Road Traffic Regulation Act 1984, for completion of those schemes. Where it is agreed

that a scheme will not be progressed, this will be reported back to the appropriate county member.

#### Member Capital Allocation

- (viii) Note that, **£50,000** is allocated to each divisional member. Up to **£15,000** of this could be allocated to minor ITS, or all **£50,000** on capital maintenance (recommended option). The schemes are to be agreed by county members in consultation with the Stakeholder Engagement Officer.

#### Revenue Maintenance

- (ix) Note that the members will continue to receive a Member Local Highways Fund (revenue) allocation of **£7,500** per county member to address highway issues in their division.
- (x) Agree that revenue works are to be managed by the Highway Maintenance team on behalf of and in consultation with county members.

### **REASONS FOR RECOMMENDATIONS:**

To agree, a programme of highways works in Epsom & Ewell for 2022/23, funded from budgets available to enable schemes and works to progress.

#### **1. INTRODUCTION AND BACKGROUND:**

- 1.1 In the 2022/23 financial year, Epsom & Ewell will receive a devolved capital budget of **£214,195** for their major ITS priorities. Each county member will also have **£50,000** of county member Capital Allocation; of which up to **£15,000** may be used for minor ITS or all **£50,000** on capital maintenance (recommended option).
- 1.2 The proposed major ITS Forward Programme for 2022/23, derived from the ITS Prioritisation List, is in Annex 1 of this report.
- 1.3 The ITS Prioritisation List, ranked using the county council's CASEE scoring process (as guidance for members) is in Annex 2. Schemes that have had feasibility design may be prioritised for funding from committee budgets, central road safety budgets where available, or external funding sources such as the Community Infrastructure Levy (CIL) collected by Epsom & Ewell Borough Council.
- 1.4 **Capital:** the Epsom & Ewell Local Committee's budget for capital works for 2022/23 is **£464,195** with **£214,195** for major ITS improvement schemes and **£250,000** for county member Capital Allocation.
- 1.5 The Stakeholder Engagement Officer will assist county members to ensure the best use of the county member Capital Allocation and enable commissioning to the Highway Maintenance team.
- 1.6 **Revenue:** County members will continue to receive an allocation of **£7,500** per county member to address maintenance issues in their division.
- 1.7 Table 1 summarises the various funding streams together with the budgets, for 2022/23. It also refers to the relevant parts of the report which set out how it is



proposed to allocate this funding and the recommendations relating to each funding stream.

<b>Funding Stream</b>	<b>Level of Funding 2022/23</b>	<b>Relevant sections of report</b>	<b>Relevant recommendations</b>
Major Integrated Transport Schemes (ITS) – <b>Annex 1</b>	£214,195	Paras. 2.1 – 2.4 Annex 1	(i), (ii), (iii), (iv), (v), (vi) and (vii)
County Member Capital Allocation	£250,000	Paras. 2.5 – 2.6	(i), (ii) and (viii)
Revenue Member Local Highways Fund	£37,500	Para. 2.7	(ix) and (x)
<b>Total</b>	<b>£501,695</b>		

**Table 1 – Summary of Epsom & Ewell Funding Levels 2022/23**

- 1.8 It is proposed that delegated authority be given to the Highway Engagement & Commissioning Manager to enable the highways programme to be delivered in a flexible and timely manner.
- 1.9 In addition to the Local Committee’s devolved budget, there are Countywide capital budgets which are used to fund major maintenance (Operation Horizon), surface treatment schemes, footway schemes, drainage works and safety barrier schemes.
- 1.10 Countywide revenue budgets are used to carry out both reactive and routine maintenance works. The maintenance team manages a centrally funded revenue budget to carry out drainage investigation and small repairs locally.
- 1.11 The Road Safety Team manages a small Countywide budget to implement small safety schemes which are prioritised by the collision savings they provide. They also hold a small budget for the maintenance of Vehicle Activated Signs and Wig Wag signs at school crossing patrol sites.
- 1.12 The Road Safety Team have two additional countywide budgets to address the highest priority backlog of Road Safety Outside Schools and Road Safety schemes. Suitable schemes from the current ITS list will be put forward for consideration for this central funding. If a scheme on the Major ITS Forward Programme is prioritised for this Road Safety funding, then it is proposed to progress schemes on the reserve Major ITS list shown in Annex 1.
- 1.13 Contributions collected from developers through S106 agreements or Community Infrastructure Levy (CIL) Contributions can be used to fund, either wholly or in part, highway improvement schemes which mitigate the impact of developments on the highway network.

- 1.14 This report sets out the proposed programme of highway works for Epsom & Ewell.

## **2. ANALYSIS:**

### **Major Integrated Transport Schemes (ITS)**

- 2.1 The Major Integrated Transport Schemes (ITS) budget, aims to improve the highway network for all users, in line with the objectives set out in the Local Transport Plan.
- 2.2 The Major Integrated Transport Schemes (ITS) budget is **£214,195** and is to be used to progress capital improvement schemes. The proposed Major ITS Forward Programme to be delivered from this budget is shown in Annex 1. The schemes have previously been prioritised and promoted by committee, with funding allocated for feasibility.
- 2.3 It is proposed that the Highways Engagement and Commissioning Manager be able to vire money between the schemes agreed in Annex 1.
- 2.4 It is proposed that the Highways Engagement and Commissioning Manager, in line with the Scheme of Delegation, is able to progress any scheme from the agreed forward programme, including consultation and statutory advertisement that may be required under the Road Traffic Regulation Act 1984, for completion of those schemes. Where it is agreed that a scheme will not be progressed, this will be reported back to the appropriate county member.

### **County Member Capital Allocation**

- 2.5 The capital maintenance budget is used to carry out capital maintenance works that would not prioritise highly under the Countywide prioritisation process for capital maintenance, but the condition of which are of local concern.
- 2.6 Each county member has a delegated budget of **£50,000** to spend in their divisions, which should be sufficient to progress either one larger or two small capital maintenance schemes. However, up to **£15,000** of the **£50,000** available to each divisional member could also be used to fund a minor ITS scheme such as the installation of dropped kerbs. It is proposed that the schemes to be progressed will be identified by the county members in consultation with the Stakeholder Engagement Officer and commissioned to the appropriate team.

### **Member's Local Highway Fund (Revenue)**

- 2.7 Members will continue to receive an allocation of **£7,500** per county member to address highway issues in their divisions. It is proposed that the Member Local Highways Fund be managed by the Highway Maintenance team on county members' behalf.

**3. OPTIONS:**

- 3.1 The Local Committee is being asked to approve a forward programme of highway works for Epsom & Ewell as set out in this report.

**4. CONSULTATIONS:**

- 4.1 Appropriate consultation will be carried out as part of the delivery of the works programme.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The highways budget for Epsom & Ewell for capital works in 2022/23 is **£464,195**.
- 5.2 The highways budget for Epsom & Ewell is used to fund works which are a priority to the local community. A number of virements are in place or suggested to enable the budget to be managed, so as to enable the programme to be delivered in a flexible and timely manner.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

**7. LOCALISM:**

- 7.1 The Highways Service is mindful of the localism agenda and engages with the local community as appropriate before proceeding with the construction of any highway scheme.

**8. OTHER IMPLICATIONS:**

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

- 8.1 Crime and Disorder implications  
A well-managed highway network can contribute to a reduction in crime and disorder.
- 8.2 Sustainability implications  
The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

## **9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 The report sets out the proposed programme of highway works for Epsom & Ewell for 2022/23 to be funded from the capital and revenue budgets.
- 9.2 The Local Committee's devolved highways budget for capital works in 2022/23 is **£464,195**, consisting of: **£214,195** for major ITS priorities; **£50,000** per county member (£250,000 in total for five members).
- 9.3 It is recommended that the Local Committee agree the programme as set out in section 2 and **Annex 1** of this report.
- 9.4 It is recommended that the **£50,000** allocated to each divisional member be used to deliver capital maintenance schemes.

## **10. WHAT HAPPENS NEXT:**

- 10.1 Officers will progress schemes and deliver works for 2022/23.
- 10.2 It is proposed, that the Principal Traffic & Commissioning Engineer will support county members to promote one Major ITS scheme for a formal technical assessment funded by central feasibility to assist with future years Major ITS scheme submission decisions. County members will also be supported with engagement with the local community to assist in these decisions.

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### **Contact Officer:**

Peter Shimadry, Senior Traffic & Commissioning Engineer, Highway Engagement & Commissioning Team, 0300 200 1003.

### **Annexes:**

Annex 1: Major Integrated Transport Schemes Forward Programme 2022/23

Annex 2: Major Integrated Transport Schemes prioritisation list

### **Sources/background papers:**

Medium term financial plan 2021-2024

Cabinet Meeting 22<sup>nd</sup> February 2022 – Item 12

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<b>EPSOM &amp; EWELL LTP SCHEMES RANKING - 2021</b>		
	<p>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.</p> <p>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.</p>	
<b>Rank</b>	<b>Scheme / Title</b>	<b>County Division</b>
<b>Schemes with feasibility or detailed design complete</b> These are schemes that Committee could consider for construction next Financial Year 2019-20, subject to funding being available.		
1	Pedestrian crossing facility near new Priest Hill Close development on east side of Reigate Road <b>(Design complete - next stage is to progress crossing to access Nature Reserve)</b>	Ewell
2	Waterloo Road - Zebra crossing (Concerns about 4 car park spaces and sight lines of crossing point) <b>(Design complete.)</b>	Epsom West
3	London Road bus stops opposite Briarwood Road and Anne Boleyn Court - improve pedestrian accessibility <b>(Feasibility in progress)</b>	Ewell
4	St Joseph's RSOS <b>(Design in progress.)</b>	Epsom Town and Downs

5	Aldi, Kingston Road, Ewell - developer funded <b>(Design in progress.)</b>	Auriol, Cuddington, and Ewell Court
<b>No feasibility or detailed design to date</b> 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. <b>(Feasibility study due to start in 2021-22.)</b>	Ewell
2	The Parade - improved pedestrian crossing facilities at the Ashley Road end - request from partially sighted resident via Cllr Neil Dallen <b>(Feasibility study due to start in 2021-22.)</b>	Epsom Town and Downs
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 <b>(Feasibility study due to start in 2021-22.)</b>	Town and Downs
4	Chalk Lane - measures to restrict access to legitimate users (would require external funding such as CIL)	Epsom Town and Downs
5	Danetree RSOS (links to School Travel Plan)	West Ewell
6	Ewell Village 20mph Zone (links to Placemaking Team)	Ewell
7	Signalise Chessington Road junction with Longmead Road (very high cost expected and unlikely to prioritise - issue with CRC booking system)	West Ewell
8	A240 junction with Cheam Road - remodelling / revalidation to improve capacity (Constraint of Railway Bridge /bus stops) low priority	Ewell
9	East Street jw Church Road - signalise junction (high cost unlikely to prioritise)	Epsom West

**Cycle/Walking route Schemes (to be considered for the LCWIP)**

	Cycle Link Scotts Farm Road to Ruxley Lane adjacent to the school – plus upgrade Ruxley Lane pedestrian crossings to Toucan Crossings <b>(Outline design complete)</b> <b>(To be constructed as part of Epsom &amp; Ewell High School development.)</b>	West Ewell
	East Street Cycle Path - <i>just northwest side of East Street, excluding Toucan Crossing at Hook Road</i> <b>(Construction expected to be completed in 2020-21.)</b> (request for traffic island funded from development contributions S106)	Epsom West
	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) <b>(Design complete)</b>	Epsom West
	Fair Green Cycle Link	Epsom West
	New cycle link from Sparrow Farm Road to Nonsuch Park entrance Suggested by Epsom & Ewell Cycle Forum	Ewell
	Reigate Road Cycle Route - High Street to Bypass	Ewell
	Cycle Link along Chessington Road – Ruxley Lane to Bonesgate	West Ewell
	A24 Dorking Road - new (improved) cycle route connecting Ashted and Epsom	Epsom Town and Downs, Ashted
	Old London Road pedestrian / cycle track	Town and Downs

	<p>Flush kerbs to create new cycle connections.  <b>These were constructed in FY 2019-20:</b>  - Bones Gate path to Chessington Road  - Longmead Road carriageway to Green Lanes (west side)  <b>These are for future consideration:</b>  - 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</p>	Various
<b>Removed</b>		
	<p>Pedestrian Crossing of Cheam Road near Bramley Road  <b>(Feasibility complete; scheme deferred as low priority.)</b></p>	Ewell



# 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 16/03/2022).

- 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	8/10/21 - Substantially complete, pending road safety audit stage 3. 11/03/22 – Pending additional measures, as recommended in Road Safety Audit stage 3.
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	8/10/21 - Officers have been monitoring the area and have not observed any significant issues. 8/11/21 – AHM asked local member to provide photos of puddles. 11/03/22 – No further information received. No related reports received from residents/community via SCC reporting system.
3	5 October 2020	Implement options 2, 5 and 6 of the feasibility report on St Joseph's School road safety in a	Open	Area Highways Manager	8/10/21 - Whitehorse Drive measures complete. Dropped kerbs completed in

Ref no.	Meeting Date	Decision	Status (Open/ Closed)	Officer	Comment or update
		future Financial Year, at an estimated cost of £42,000.			Rosebank, but remedial works needed. Widened footway into school site to be completed during October half-term. 11/03/22 – Rosebank remedial works substantially completed during February 2022 half- term. Final snagging yet to be completed.
4	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	8/10/21 - Final decision made, signs to be installed by beginning of November 2021, and lines at a later date (work has been ordered with contractor). 14/03/2022 All signing work is complete – lining work is still ongoing.
5	22 March 2021	<ul style="list-style-type: none"> <li>The Area Highway Manager to advertise a Traffic Regulation Order for a change to the parking provision outside St Joseph's School in Rosebank and to resolve any objections that may arise.</li> <li>The Area Highway Manager to advertise a change to the parking provision in College Road, residents in Longdown Lane North &amp; South be notified of the advertisement, and to resolve any objections that may arise.</li> </ul>	Open  Open	Area Highways Manager  Area Highways Manager	8/10/21 - With TRO team to progress. 11/03/22 – TRO due to be advertised from 24 <sup>th</sup> March 2022.  8/10/21 - With TRO team to progress. 11/03/22 – TRO due to be advertised from 24 <sup>th</sup> March 2022.
6	22 March 2021	That the intention to make an order under the Road Traffic Regulation act 1984 for Scotts Farm Road be advertised and, if no objections are maintained, the order be made. If objections are received officers can try and resolve them and decide whether the order should be made, with or without modifications.	Open	Transportation Planning Officer	8/10/21 - The proposal is being prepared for advertisement. 8/11/21 – Cllr Mason asked to be involved in considering any objections that are raised. 16/03/2022 - Objections were received hence the need for changing the

Ref no.	Meeting Date	Decision	Status (Open/ Closed)	Officer	Comment or update
					proposed parking restrictions. Cllr Mason was involved.
7	21 July 2021	Chairman to write to the Cabinet member regarding the removal of the booking system from the Epsom Community Recycling Centre and asking for feedback on the evaluation of the trial.	Open	Chairman	E-mail sent and response received from Cabinet member circulated to the Committee. The Cabinet member would be happy to consider reinstating the booking system at the CRC if there is consensus that this is the best approach. 8/11/21 – Committee asked to see the post-trial report.
8	21 July 2021	Advertise a legal notice for a new Puffin Crossing on the A240 Kingston Road, between Aldi on one side of the road and Timbercroft on the other, and to resolve any representations that are received.	Open	Area Highways Manager	8/10/21 - Detailed design nearing completion. Scheme on course for delivery this Financial Year 2021-22. 11/03/22 – Works due to begin 21 <sup>st</sup> March 2022
9	21 July 2021	Advertise a permanent prohibition of traffic order to prevent motor vehicles entering the section of Old London Road between Tattenham Corner Road and the Top Car Park on Epsom Downs overnight, as detailed in the report and to resolve any objections that may arise	Open	Area Highways Manager	8/10/21 - With TRO team to progress. 11/03/22 – Report to be presented to local committee on 28 <sup>th</sup> March 2022
10	08 Nov 2021	Circulate information about HGV Watch to members.	Open	PCO	15/03/2022 - The recruitment process is nearing the end for the third time and it is hoped there will be a number of applicants to interview.

Ref no.	Meeting Date	Decision	Status (Open/ Closed)	Officer	Comment or update
11	08 Nov 2021	Confirmation to Cllr Dallen on status of bus 467 and its route by the station.	CLOSED	Passenger Transport	PCO emailed update to Cllr Dallen 11/11/21. <b>Recommend remove from tracker.</b>
12	08 Nov 2021	Report to Cllr Kington on status of planned TRO re. parking outside Auriol School	Open	Highways Engagement and Commissioning Mngr	11/03/22 – Works order for additional parking restrictions has been raised. Waiting for implementation.

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

Details of future meetings			
<p><b>Dates for the Epsom &amp; Ewell Local Committee 2021/22:</b> 8 November 2021, 28 March 2022</p> <p>The Committee meeting commences at 7pm. 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
<b>Decision Tracker</b>	For information	Partnership Committee Officer	ALL
<b>Forward Programme</b>	Review the Forward Programme and consider further themes for Member briefings	Partnership Committee Officer	ALL
<b>Highways Update</b>	To consider the Committees local highways programme for 22/23	Area Highways Manger	November 21
<b>Parking Review</b>	To consider the advertisement of changes to on street parking restrictions	Parking engineer	March 22

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