

## Notice of Meeting

# Cabinet Member for Highways, Transport and Economic Growth Decisions



### Date and Time

Tuesday, 31 October  
2023  
11.30 am

### Place

Woodhatch Place, 11  
Cockshot Hill,  
Reigate

### Contact

Joss Butler  
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**Cabinet Member:**  
Matt Furniss

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If you would like to attend and you have any special requirements, please email Joss Butler on [Joss.butler@surreycc.gov.uk](mailto:Joss.butler@surreycc.gov.uk). Please note that public seating is limited and will be allocated on a first come first served basis.

## **AGENDA**

### **1 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.

### **2 PROCEDURAL MATTERS**

#### **a MEMBERS' QUESTIONS**

The deadline for Members' questions is 12pm four working days before the meeting (25 October 2023).

#### **b PUBLIC QUESTIONS**

The deadline for public questions is seven days before the meeting (24 October 2023).

### **3 PETITION: EWELL VILLAGE TRAFFIC EXCLUSION ZONE**

(Pages  
5 - 8)

One petition has been received requesting the withdrawal of proposals to exclude traffic from parts of Ewell High Street, and to maintain the current access for all vehicles. The full wording is attached with the Cabinet Member response.

359 people signed this petition.

**Joanna Killian**  
**Chief Executive**  
Published: 23 October 2023

## **MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE**

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## **QUESTIONS AND PETITIONS**

Cabinet and most committees will consider questions by elected Surrey County Council Members and questions and petitions from members of the public who are electors in the Surrey County Council area.

### **Please note the following regarding questions from the public:**

1. Members of the public can submit one written question to a meeting by the deadline stated in the agenda. Questions should relate to general policy and not to detail. Questions are asked and answered in public and cannot relate to “confidential” or “exempt” matters (for example, personal or financial details of an individual); for further advice please contact the committee manager listed on the front page of an agenda.
2. The number of public questions which can be asked at a meeting may not exceed six. Questions which are received after the first six will be held over to the following meeting or dealt with in writing at the Chairman’s discretion.
3. Questions will be taken in the order in which they are received.
4. Questions will be asked and answered without discussion. The Chairman or Cabinet members may decline to answer a question, provide a written reply or nominate another Member to answer the question.
5. Following the initial reply, one supplementary question may be asked by the questioner. The Chairman or Cabinet members may decline to answer a supplementary question.

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**Cabinet Member for Highways, Transport and Economic Growth Decisions**

31 10 2023

**TITLE: Ewell Village Traffic Exclusion Zone**

We the undersigned petition Surrey County Council to withdraw their proposals to exclude traffic from parts of Ewell High Street, and to maintain the current access for all vehicles.

**Justification:**

The desire for safer streets is understandable, but the three proposals for reduced vehicle access would lead to severe congestion and increased traffic pollution in neighbouring streets. They would also threaten the viability of High Street shops.

Submitted by: Alan Rogers – 359 signatures

**RESPONSE:**

*In light of the significant amount of research and engagement carried out in Ewell Village over the past 12+ months, and subsequent traffic modelling on proposed options, the Council does not wish to withdraw the current proposals. The democratic process undertaken to date will continue, and following analysis of feedback received during the June/July 2023 engagement period, a determination will be made at that stage on the most appropriate way forward.*

**Background**

In 2020, as part of the Covid-19 Emergency Space Measures, a proposal was set out to close Ewell High Street adjacent to the intersection of West Street/Church Street to all traffic except buses. This proposal was not favoured by many residents, fearing that local traffic would simply spill on to adjacent West Street and Staneway. SCC subsequently decided not to progress with this proposal.

This resulted in a number of local community groups becoming more active in discussions around what the future of the village could look like. Two community-led surveys were conducted in 2021 and numerous local clean-up events were held in conjunction with EEBC.

The main items of note that emerged from these two surveys (which had over 400 and 250 responses respectively) included: high traffic volumes through the centre of the village, poor levels of pedestrian safety and movement, a need for more pedestrian space and more crossings, poor air quality, and a desire for the return of an initial free period of parking in the village car parks.

A subsequent Facebook survey carried out in the village also displayed themes including the dominance of traffic and its detrimental effects, prohibitive parking charges in the car parks, support for pedestrianisation (timed or permanent) to enable more outdoor dining etc, a need to green the High Street, and calls for improving safety for pedestrians, particularly children walking to school.

**Further Research**

Additional qualitative research, led by SCC, was subsequently carried out in the village in mid-2022. This supplemented the data already collected in the community-led surveys, aiming to gain a greater understanding of what is attractive about the village as well as what issues exist that are stifling the village from reaching its full potential. The research

additionally gathered a greater understanding of how the High Street is currently used, and enabled a cross section of residents, businesses, and visitors to provide relevant feedback to influence potential proposals. The main themes that emerged from the research were:

- There is a cohesive voice regarding the negative impact that traffic is having on the village and that something needs to be done
- Parking was agreed to be an issue, with low usage of off-street car parks and high usage of on-street spaces
- Traffic calming and/or reduction is acknowledged to be necessary to bring back a village atmosphere
- More interesting and diverse businesses could be attracted to the village
- Feelings abound that the Councils (SCC and EBC) have favoured Epsom over Ewell for many years in terms of investment and support

This latter piece of research was placed online on SCC's commonplace website in late 2022 (for note rather than comment) and received over 100 further notes of support.

### Proposals

All of the above research fed into the commencement of designs for the village, which aimed to reduce the negative impacts of traffic passing through the village, improve pedestrian safety, and encourage a more thriving and connected centre. The proposals were:

- A) High Street traffic restricted to buses only between Reigate Road and Costa Coffee.
- B) High Street fully pedestrianised between Reigate Road and Costa Coffee.
- C) High Street open to all traffic southbound, with an additional road closure between Cheam Road and West Street.

In line with lessons learnt from the 2020 proposal (which did not include any measures on surrounding streets), all three proposals that were on display in June include protection measures on West Street and Staneway to prevent rat-running on these adjacent streets. Thus, none of the proposals would lead to increased traffic and pollution in these narrow residential streets.

### Traffic Modelling

Traffic modelling was undertaken on all three proposals, all of which indicate an increase in traffic along the A24 by-pass and in general a reduction in traffic in the centre of the village. Village streets in which the modelling indicated an increase in two-way traffic were London Road between the A24 and Kingston Road (in option C) and Reigate Road and Cheam Road between the A24 and High Street (in options A and B).

### Community Engagement

As part of the qualitative research carried out in 2022, a number of businesses participated (in addition to residents and visitors), many of whom shared concerns about the high levels of traffic passing through the village and the damage that this was doing. A recent meeting held by SCC with local traders (all were invited, approximately 1/3 attended) indicated mixed feelings about the traffic along the High Street, with some expressing concern that removal of passing traffic could have a negative impact on trade.

The community engagement carried out during the summer of 2023 was undertaken democratically, with each person entitled to express their opinion. Four in-person events were held in the village, which gave members of the public the opportunity to talk with the project team and ask questions about the proposals. Letters were sent in the post to over 2,700 properties in the village advertising the engagement, in addition to social media posts, notes in local newsletters, and posters being put up across the village. The engagement was very successful at attracting conversation, receiving over 1,200 responses in total.

Subject to the outcomes of the community engagement, which are currently being analysed, it may be necessary to hold a further round of engagement with revised proposals.

**Matt Furniss**

**Cabinet Member for Highways, Transport and Economic Growth**

**31 10 2023**

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