

**SURREY COUNTY COUNCIL
LOCAL COMMITTEE EPSOM & EWELL
10 March 2014**

PUBLIC QUESTIONS AND STATEMENTS

**Question 1 – Stuart Gee
Re: Access to Stoneleigh Station**

Question:

At present there is no disabled/pushchair friendly access to Stoneleigh station precluding disabled residents and those with pushchairs from accessing the platforms. I would like to propose that some of the stairs be converted to ramps, thus allowing all residents unrestricted access to trains.

Officer Response:

Stoneleigh Station is operated by South West Trains (SWT). SWT, as do all Train Operating Companies, work closely with the Department for Transport and Network Rail to improve passenger accessibility at rail stations and will bid against the Access for All and National Stations Improvement Programme schemes to secure funding to deliver these works. In addition, the Surrey Rail Strategy also sets out a short-term plan for Surrey County Council to lead the development of a station access and improvement programme across the county in partnership with the rail industry, noting of course that any scheme has to be delivered by the rail industry partners.

During 2012/13 over 1.1 million passengers used Stoneleigh Station, and it is in the top 20 most used stations across the 84 stations in Surrey. SWT have a prioritised programme of station improvements and these include locations which have higher footfall and are more geographically isolated than Stoneleigh. However SWT recognise that priorities can change, and opportunities for funding may arise resulting in some schemes becoming more feasible and indeed deliverable. External funding would assist with accelerating a station improvements programme.

**Question 2 – Graeme Hitching
Re: Communication between police and local authorities**

Question:

Is there any communication between SCC and EEBC on police, footpath and highway matters, if so, is it publicly available?
Particularly concerning dangerous roads and pavements, police patrols for negligent drivers / defective vehicles. Does Surrey police or London Metropolitan police service Epsom and Ewell?

Officer Response:

Officers from both SCC and EEBC are in regular contact with Officers from Surrey Police, some of whom are co-located in Epsom Town Hall, over matters of mutual concern. There are regular meetings between highway officers, the SCC Safety Camera partnership and the Police to discuss the Speed Management Plan. These take place every 3/4 months. There is also Casualty Reduction Working Group

Meetings every 6 months which are again attended by highway officers and the Police. These discuss problem roads and is a joint partnership approach to speeding issues. Education or engineering solutions are usually recommended and enforcement is used as a last resort. The Police carry out checks on phone use, seat belts, tax disc issues etc as part of their routine operations. Information from these meetings is not generally publicly available.

Highway officers also work closely with the Borough Ranger Service and Operational Services to co-ordinate work on the highway.

The Borough Community Safety Partnership which is a joint agency approach to safety issues within the Borough may also consider highway issues of particular concern.

In some parts of the Borough there are Neighbourhood Police Panels which members of the public can attend to raise issues of concern. Any highway issues arising are referred to the County Council.

Surrey Police are responsible for the Borough.

**Question 3 – Cllr Paul Arden-Jones
Re: Parking in Manor Green Road**

Question:

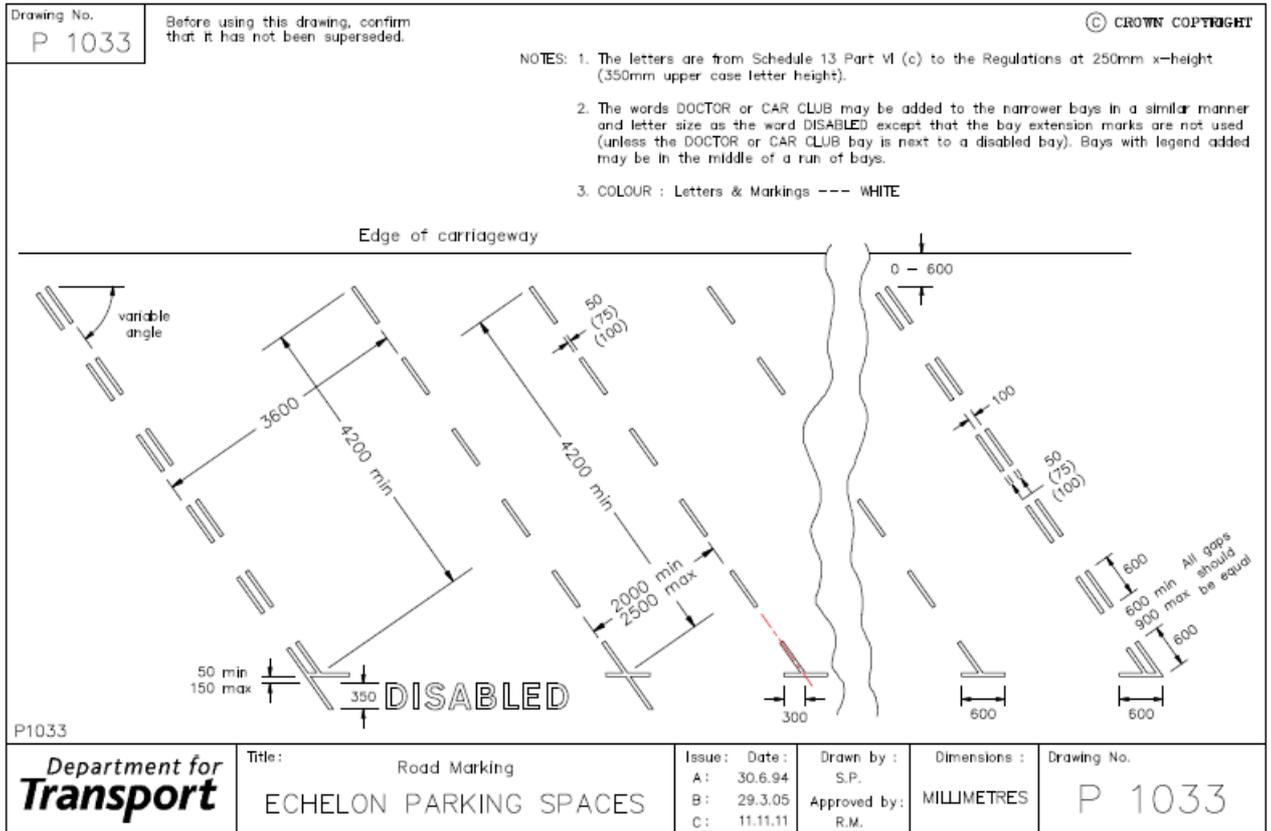
Could the possibility of chevron parking in the road opposite the new row of shops be considered? This should increase the parking provision by around 50%.

Officer Response:

To install echelon parking would mean reducing the width of the carriageway and consequently removing the parking from the other side of the road, thus defeating the object of the proposal.

An echelon bay requires a length of bay which is approx. 4.2m minimum, with additional length to take into account the angle of the bays - this is far greater than the available space from the front of the footway to kerb edge, which is approximately 2m.

See extract from the Traffic Signs Regulations and General Directions 2002 (Amended 2011):



This type of bay also means that vehicles are potentially reversing into oncoming traffic which increases the potential for accidents.

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