



SURREY

**SURREY COUNTY COUNCIL  
LOCAL COMMITTEE EPSOM & EWELL  
21 September 2015**

**PUBLIC QUESTIONS AND STATEMENTS**

**Question 1 – Mr Martin Olney  
Re: Parking in Wheelers Lane**

**Question:**

What is the Local Committee doing to relieve the congestion and commuter parking on Stamford Green? We need a solution to this problem so that residents can park close to their homes during the day.

We have to deal with two types of commuter. The first group are the train users. They fill up the part of Wheelers Lane with no houses early in the morning. Although this narrows the road it doesn't cause residents much concern. The type of commuter that does cause concern is those that arrive later and park outside our houses. I assume these are local workers at the hospital, Rosebery School and the town centre.

At the last meeting of the Local Committee the residents of Wheelers Lane rejected a Pay & Display scheme as a means to end commuter parking. It was thought that the commuters would simply move further into Stamford Green.

Most residents do not wish to pay for the privilege of parking close to their house. A RPZ was therefore rejected by the majority. However, there is still a sizeable minority, me being one, that use their cars during the day. At the previous Local Committee meeting I was told that the use of grasscrete on the greens outside the houses in Wheelers Lane was too expensive. I was also told subsequently that a RPZ had to be economic. The implication here is that the six to eight car owners that would welcome some sort of designated parking was too small a number. However, I note that outside the Epsom Town Hall there are three RPZs that accommodate a total of nine cars. Why is that economic?

My remarks are addressed at Wheelers Lane. However the same congestion and parking by commuters happens on Stamford Green Road, Parklawn Avenue and Eastdean Avenue. This is because Hookfield and Rosebanks have had RPZs installed and has pushed the commuters further out.

**Officer Response:**

No further RPZs in the Epsom town centre area will be considered in the next parking review to allow those currently being considered to be put in place if appropriate and to monitor their effectiveness. In addition, in future, we will require 70% of residents in a road to want a resident's permit scheme before we consider implementation.

It is not possible to allow 6 to 8 properties to apply for a permit and not the rest of the residents - these schemes apply to stretches of, or entire lengths of roads, not one or

two households within this road - this would be tantamount to supplying parking spaces for named householders, which is not allowed on a public highway.

The bays in front of the Town Hall are part of a much larger scheme, referred to as the 'Town Centre' RPZ - this consists of the entire length of The Parade, Laburnum Road, Heathcote Road and Hereford Road.

We have supplied smaller areas, such as Clayton Road, where 3 or 4 spaces have been supplied for 3 or 4 households, but these are the only residents in that road.

**Question 2 – Mr Martin Olney**  
**Re: Traffic Calming in Stamford Green**

**Question:**

Several residents have complained to me about the speed and irresponsible behaviour of motorists in Stamford Green. A resident was very upset when her cat was killed by a speeding motorist, who did not even bother to stop. Can the committee look into introducing some type of traffic calming measures in Stamford Green.

**Officer Response:**

The Stamford Green area is an area with very little through traffic. The majority of traffic movements are made by local residents, apart from deliveries and some commuter parking in Wheelers Lane. There are also many sections of roads in the area which have parked cars which help reduce speed.

There are no personal injury accidents within the main Stamford Green area. There are some accidents at the side road junctions of Stamford Green Road, Parklawn Avenue, Hookfield and Wheelers Lane, which is expected. A scheme to provide road tables across these side roads is currently under construction with completion by the end of October. Officers would therefore not consider traffic calming measures over the Stamford Green Area which would be expensive and could not be justified.

**Question 3 – Mr Martin Olney**  
**Re: Entry/exit to the Wells Estate**

**Question:**

At a recent surgery I was asked if SCC would look into making it easier to get out of Wells Road. It is the only entry/exit to the Wells Estate and during the morning rush hour it is almost impossible to turn right towards Ashtead.

**Officer Response:**

Residents who live on the Wells Estate are aware of the limited access to the estate. The only engineering measure that would make it easier to exit from Wells Road would be traffic signals. This was looked into many years ago, but was dismissed on the grounds that it would involve taking some common land. The cost of providing traffic signals now would be high and given that there has only been one slight personal injury accident in the past 3 years, it would be difficult to justify. There is a right turn lane for traffic turning into Wells Road and many motorists turning right out of Wells Road often take up a position across the right turn lane until there is a gap in

the traffic flow. It would not be suitable to make this arrangement more formal as there is very limited space available.

**Question 4 – Teresa Cass**

**Re: Langley Vale Village - Grosvenor Road/ Langley Vale Road Junction**

**Question:**

In view of the many concerns of local residents regarding the future traffic problems that they believe will be caused by the considerable reduction of the road width, along with the pictorial evidence previously submitted to Surrey Highways showing some of these problems actually occurring, please can I request that the Local Committee ask the officers to halt this scheme to allow further investigations to take place.

In addition can I have answers to the following questions?

Who requested this scheme?

What is its main purpose?

Please provide the accident statistics of this junction

Where is the funding coming from?

Were local residents consulted?

Were Epsom Racehorse Trainers Consulted?

What assessment and observation of this junction was undertaken before the plans were drawn up?

There will be an impact on the village shop – has this been taken into consideration?

**Officer Response:**

A petition was received from local residents at the Local Committee in September 2013. The petition was asking for various measures to reduce speeding in the village. It was agreed that a further discussion should take place and a meeting was arranged with the petitioner, County Councillor Tina Mountain, The Police and a SCC Officer to discuss options.

As a result of this meeting it was agreed that build outs at the Langley Vale Road junctions and gateway signing would be considered. The proposed scheme has been designed to reduce the entry width thereby reducing the speed at which vehicles enter Grosvenor Road from Langley Vale Road. The build outs will also reduce the distance which pedestrians have to cross the road. The larger area of footway will accommodate the gateway signing.

There have been no personal injury accidents at the Grosvenor Road junction in the past 3 years but there have been 2 collisions at the Rosebery Road junction which is also part of the proposed scheme.

The scheme is being funded through a developer levy (Planning Infrastructure Contribution). Local residents were not consulted as the overall impact of the

completed scheme on the immediate local residents is low. The Local County Councillor has been involved in the process from the beginning. Epsom Racehorse Trainers were not consulted.

The treatment of the junction is a standard engineering technique to reduce the speed of vehicles turning into the side road from Langley Vale Road. When the scheme is complete there will be gateway signing to the village which will give a different feel to motorists entering the village and thereby encourage motorists to drive at an appropriate speed.

There will be no detrimental impact on the village shop. There are existing double yellow lines at the junction so there should be no change once the scheme is complete.