



SURREY

**SURREY COUNTY COUNCIL
LOCAL COMMITTEE EPSOM & EWELL
6 March 2017**

PUBLIC QUESTIONS AND STATEMENTS

**Question 1 – Mr Nigel Hawkes
Re: Parking in Wheelers Lane**

Will the Council urgently take action to address the intolerable and potentially dangerous/conflict situation in Wheelers Lane (Stamford Ward) where the surely predictable result of extending Residents Parking Zones (RPZ) has led to non-resident vehicles double parking all the way up to and beyond the Common, parking partly and sometimes completely on pavements, parking across tactile "pram ramps", preventing residents parking, causing residents considerable difficulties in accessing and leaving their off-street driveways, not only by the aforementioned double parking but also by sometimes partly blocking private driveways; causing emergency, delivery and refuse vehicles, amongst others, difficulties in making safe and reasonable progress. Does the Committee have cognisance of the Conservation status of Stamford Ward and does the Committee have a view as to the long-term implications and desirability of affording free, unbridled parking to Rosebery School, Epsom Hospital (these two having existing and potentially more parking facilities on their sites), Enterprise Cars, Viceroy Cars, Clock Tower Cars, Ashley Centre workers and general commuters?

Officer Response:

The parking team has only received one complaint about parking on Wheelers lane as part of this year's parking review, and that refers to the north-eastern end, nearer to West Hill. We have taken this request into consideration and it is included as a proposal in the parking review (Item 9).

SCC does not pro-actively look to implement parking restrictions - we rely on members of the public, councillors, Police etc to notify us of any issues they may have with parking, so that we can log them and investigate them as part of a parking review. We have been asked to look into providing a residents permit scheme in the past, but this has been unsuccessful, due to lack of interest.

Blocked accesses and pedestrian dropped kerb obstruction, should be reported to Epsom and Ewell Borough Council on 01372 732000 who can enforce this by issuing a penalty charge notice. From 1st Jan 2017 to date 25 penalty charge notices have been issued in Wheelers Lane for contraventions such as these or parking on the double yellow lines so enforcement is being carried out here on a regular basis. Any obstruction of the highway (including footway), should be reported to the police.

We cannot prevent vehicles parking along wheelers lane or on the footway unless there are restrictions in place - any vehicle may park on the public highway, where there is no restriction (assuming that they are fully insured/taxed etc) as long as they are not creating an obstruction.

If you wish to report a parking issue, you should do so via the website, at this address so that it can be considered in future parking reviews:

<https://www.surreycc.gov.uk/roads-and-transport/parking/parking-reviews>

Question 2 – Graeme Cole

Re: Request for Residents Parking Zone (RPZ) in Woodcote Side

Surrey County Council states that it has three criteria for introducing a permit system in the Borough, none of which I believe are met for the proposed scheme in Woodcote Side:

Firstly “There must be a need for residents to park on the streets. If residents have lots of off street parking, there is no point in introducing a permit system, as it will simply result in an empty road and may cause problems in the street through displacement.” In Woodcote Side all of Yew Tree Gardens has drives and garages, there are about 9 garages in a block on Barn Close that are owned by the residents and all of the South end and some of the rest of the road has garages or off street parking on their front gardens in Woodcote Side. On the west side of the road the student block has a large car park of its own and the new Ryebrook development has its own allocated parking. This means there are probably less than 25% of the road that has no off street parking and it seems that these residents want their own designated spaces. It appears that many of the other owners of the other properties prefer to park on the street than in their own drives or garages. Therefore this criteria for an RPZ is not satisfied, does the committee agree that this criteria is not fulfilled?

The second criteria is that 70% of the residents must be in favour. The official Atkins survey in September 2015 only showed that 18% of the residents were in favour of an RPZ. The second unofficial survey cannot be relied on for many reasons, primarily that it is not known what was asked or promised. There were I believe 90 signatures on this second unofficial survey whereas there are only 48 residential properties in the road! In the official survey only one signature per property was allowed. There are only 4 permanently occupied flats and there were 11 signatures from flat owners. These others must have come from the temporary students that have their own car park, and in any eventuality move on after several months. Is the committee giving any weight to this discredited unofficial survey that does not fulfil Surrey CC’s criteria for an RPZ?

The third criteria is that “there must be a significant amount of non-resident parking as there is no point in installing a permit scheme in a location where nearly all of the vehicles currently parking there belong to the residents” There are nearly always spaces available in the day time in Woodcote Side, the majority of the lack of parking is when residents with multi vehicles per household return at night. Where is the evidence that the parking is caused by non-residents?

I request that these questions prove that none of the three Surrey County Council criteria is in any way met by the request for a residents parking zone in Woodcote Side.

Officer Response:

Yew tree gardens is not included in the proposed residents permit scheme. Although there may be 9 garages on Barn Close, it is often the case that these are not sufficiently big enough to accommodate modern vehicles and therefore cannot be used or considered to be viable off-street parking spaces.

If properties have an allocated number of parking spaces or can accommodate a number of cars, then this would be taken into account. The rules are that the number of permits you can apply for is, the number of cars registered to the address, less the number of off-street spaces. For instance, if you have three vehicles, but only two off-street spaces, then you can apply for one permit. If the flats have sufficient off-street spaces then they would not be considered for permits.

This still means that Barn Close and the majority of houses on Woodcote Side would require on-street parking. There seems to be about 26 properties that would require on-street parking.

If a resident permit scheme is introduced, you would not be compelled to buy permits if you have adequate off-street parking. You may require visitors permits, but only if you cannot accommodate them off-street.

Because the consultation carried out by Atkins was considered by some to not represent the views of residents due to the low response rate, it was agreed by the local committee that only 60% of signatures would be required by Woodcote Side and others that were consulted on by Atkins. We consider this 60% agreement to have been met.

I have been through the petition and checked which properties have more than one signature - it still favours a majority (31 properties out of 38 in agreement). The proposal is from Yew Tree Gardens, southwards and does not include any addresses north of Yew Tree Gardens. These figures do not include any properties on the west side of Woodcote Side.

Communications suggest that the problem from hospital workers is 24hr and will affect those who take their cars to work and want to park near their properties in the evenings. Commuter parking will also affect parents who may stay at home of individuals who work from home, or indeed do not work at all - these residents would like the ability to be able to come and go as they like without worrying about where they can park and what times they should leave their properties.

Question 3 – Joe Tufo
Re: Traffic Calming in Temple Road

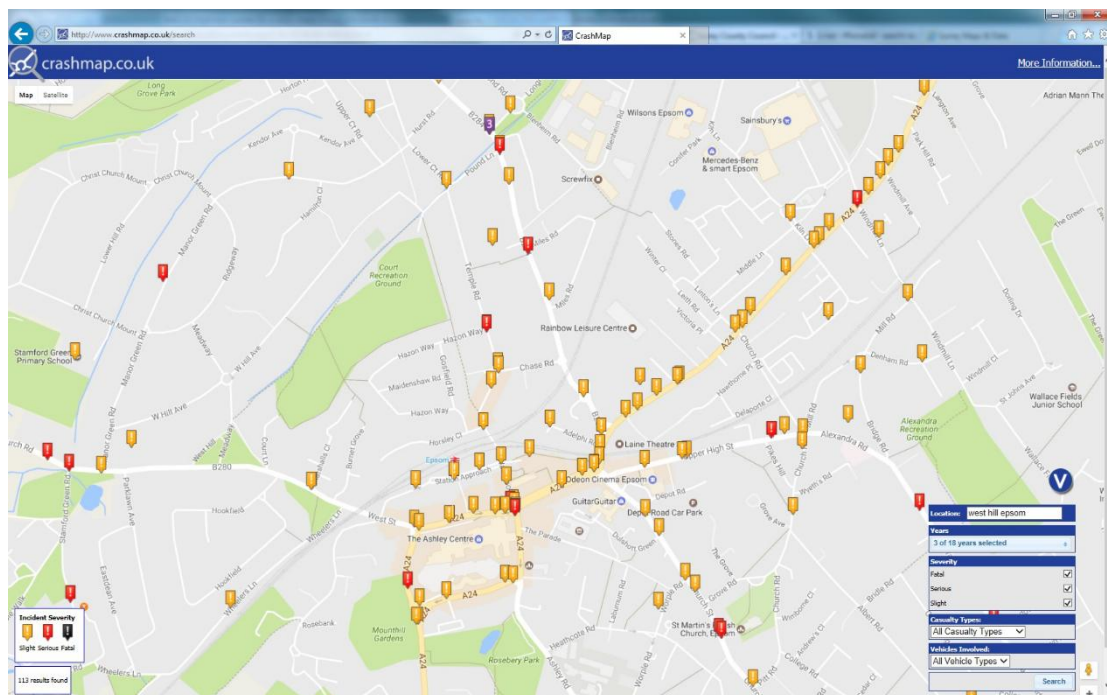
Having waited for some support and respite from inconsiderate and speeding motorists in Temple road and having had one fatality and several accidents including a pregnant mother rushed to Hospital (Strangely missing from the SCC's report and investigation). The petition was submitted in March 2015 and the committee accepted the petition with a commitment to assist with reducing the flow and speed of traffic, now that this report has been submitted what do you propose to implement to achieve the commitment made in 2015 and previously in 2007?

Officer Response:

Residents of Temple Road have been raising their concerns about the speed of traffic using Temple Road for some years. In considering how to respond Committee should consider what evidence is available to justify investing in speed management measures in Temple Road compared to other sites in Epsom & Ewell, the cost of any intervention, and the relative priority compared to other projects that the Local Committee promotes, for example maintenance schemes, pedestrian crossings, and so on.

There was a previous commitment to investigate traffic calming in Temple Road in the context of a wider scale study to explore a potential new one-way system in Hook Road. The traffic modelling assessment in the early stages of this study suggested that a new one-way system would be of limited benefit in terms of traffic congestion, and so the study came to a natural end.

In considering a response to a concern about traffic speed, the primary evidence would be measured traffic speeds that would be considered in the context of the casualty history. There is no up to date speed data for Temple Road. In practice having speed data is unlikely to have a significant influence on the priority for investment in Temple Road, as the casualty history for Temple Road is relatively good compared to other nearby roads. Surrey County Council has access to Surrey Police's database of Personal Injury Collisions. Only Personal Injury Collisions are used for comparison and assessment purposes because there is a legal obligation to report these to the Police. The Police collate and manage the database. In recent years the Police's database has been available through www.crashmap.co.uk. The screenshot below shows the last three years' data - three years is the normal period for comparison of different sites.



What this screenshot demonstrates is that there are relatively few Personal Injury Collisions in Temple Road compared to other roads nearby. The database only records a single Personal Injury Collision in the three years 2014-2016 - shown by the red flag by the junction with Hazon Way. In the same period there were three Personal Injury Collisions in the parallel section of Hook Road, which is approximately the same length as Temple Road, and five Personal injury collisions at the junction of Longmead Road and Hook Road. There are also clusters of casualties at the junctions on the town centre one-way system, which we are hoping will be ameliorated in part by the Plan E major scheme. The main conclusion to be drawn from this evidence, is that Temple Road is not the highest priority for investment to improve road safety, when compared to other sites nearby.

There is a suggestion that incidents witnessed by residents of Temple Road are missing from the Police's database of Personal Injury Collisions. If residents were

able to provide the date, time and locations of any Personal Injury Collisions that they believe to be missing, we would be pleased to pass this information to Surrey Police for them to verify.

There are a number of engineering interventions that could be considered by the Local Committee:

- Vertical deflections (road humps) are the most effective way to manage traffic speeds, but these are also the most expensive, and often the most contentious as residents' opinion is often divided on the negative aspects of these, for example noise and vibration. It may in theory be feasible to introduce vertical deflections into Temple Road, but very expensive. Road tables for example would cost £15,000 to £25,000 each; four road tables would be needed to make a significant consistent difference to traffic speeds.

- Horizontal deflections (chicanes and pinch points) can be effective when used with modest traffic flows that are reasonably well balanced. A fairly detailed feasibility study would be needed to assess whether formalised horizontal deflections might be feasible in Temple Road, as these would need to be designed carefully to avoid obstructing residents' driveways. If such a scheme were to be promoted, it may also require the removal of parking on the approaches to the deflections. Formalised chicanes and pinch points, if feasible, would cost approximately £10,000 to £20,000 per feature. It may be possible to create pinch points by introducing occasional parking on the opposite side of the road to the existing parking bays. However great care would need to be taken to avoid obstructing driveways. The cost of modifying the layout of parking bays would be £10,000 to £15,000, but the traffic calming benefit would be highly questionable. There is further detail on this in the Parking Review report on the main agenda.

- Vehicle Activated Signs (VASs) would remind law abiding drivers of the speed limit. The costs of a VAS starts from £2,000. Experience suggests that where the speed limit is obvious to drivers, as it would be in any obviously urban residential environment, that VAS have a very limited effect on drivers' choice of speed. In short, any driver speeding in Temple Road is very likely to be doing so consciously, and so a reminder of the speed limit would serve no purpose.

Looking at Temple Road from a purely technical point of view, it is not recommended to prioritise investment in a speed management or road safety scheme in Temple Road at the present time. If Committee felt that road safety were a priority, there are other sites nearby and elsewhere in Epsom & Ewell that would be higher priorities.

Question 4 – Joe Tufo
Re: Temple Road Resurfacing

Why was street resurfacing undertaken in Temple Road when we had no Potholes, no residents had flagged this as an issue, when there are other Epsom roads with major Potholes including Downs Road have not been resurfaced because the council claims to have spent their entire budget for this. The roads ironworks that had dropped more than 50mm (because of the type of surface coating added) , then took over 4 months after completion to rectify with half the drains left completely tarmacked over until the 21st February?

Officer Response:

National best practice in highway maintenances advocates an approach of preventing roads deteriorating as well as fixing those that have already deteriorated and Surrey Highway Asset Strategy, approved by cabinet in June 2016, advocates this approach. For roads, this means we have a programme of Major Maintenance works to fix roads that have deteriorated to a significant extent and we have a preventative programme whereby we will carry out lower cost treatments such as surface dressing and microasphalt to roads that have only minor signs of deterioration or where experience tells us that they will deteriorate within a period of time if prevention is not carried out. In practice we review schemes that have had major maintenance after 7 years and depending on the type of treatment used and the known deterioration model of that treatment we will determine whether to add them to the preventative maintenance programme.

In terms of Temple Road, major maintenance was carried out in 2009 and therefore it was reviewed for preventative treatment in 2016. Following the review it was determined that preventative treatment would be of benefit in this location and therefore a microasphalt treatment, was carried out. Microasphalt treatments are carried out by a specialist contractor as part of a countywide programme which in 2016 comprised of 50 schemes which were carried out across Surrey. The time delay between the microasphalt works being carried out and the ironworks being raised is because the Surrey engineer has to check all of the countywide microasphalt schemes before the iron work is raised and then our term maintenance contractor, Kier have to carry out the work. The size of the microasphalt programme and other works around the county that Kier also have to do, led to the delay described, however residents were kept informed of the reasons for the delays.

**Question 5 – Cllr Martin Olney
Re: West Hill area Traffic Calming**

There is a blue sign next to the railway bridge at the bottom of West Hill that says 'traffic calming area' – it isn't working. Many residents are complaining about the speed of drivers. This includes West Hill & Christ Church Road up to the Malden Rushett Traffic lights.

The speed limit along the road up to the roundabout at Horton Lane is 30 MPH. Going up West Hill there is a vehicle activated speed sign. It is activated by about 99% of vehicles that pass it. Coming down West Hill there is a speed camera. These items do not deter speeding motorists. It has been reported to Councillors on several occasions that buses and lorries are going so fast towards Epsom that they fail to stop at a red light on the Pelican Crossing near Manor Green Road. This is particularly important on school days when many pupils of Stamford Green School use the crossing.

What measures does the Committee suggest to slow the traffic down? Would you train volunteers to operate The Community Speed Watch scheme? I will not use the hackneyed phrase it is an accident waiting to happen. I'll just point out that the road will soon meet your criteria for action by recording a fatality.

Officer response:

There is no traffic calming to speak of in West Hill or Christchurch Road. The only features that we would expect to have a significant influence on driver behaviour would be the environment presented to the driver - that is the gradual change from

rural to urban character of the road - and the safety camera. There are a number of speed reducing features - the two roundabouts, the pedestrian crossings (when operated), and the daily congestion, but these do not constitute a scheme of traffic calming for West Hill or Christchurch Road. There are road tables across the entrances to side roads between Marshalls Close and Manor Green Road, and in this sense there is a traffic calmed area, highlighted by the signs just to the west of Station Approach and just to the east of Chertsey Lane. If it were not for these signs, advanced warning signs would need to be provided on both approaches to each side road. The traffic calming features at the entrances to the side roads would not be expected to influence drivers' choice of speed on the main road.

Surrey Police have powers to take enforcement action against drivers who break the speed limit. Officers will make Surrey Police aware of the concerns; Members and residents are advised to do the same with as much specific information as possible to enable the Police to target their resources. The Community Speed Watch is an initiative of Surrey Police, who provide training and support to communities concerned about speeding in their neighbourhood. If there is interest in establishing a Community Speed Watch then an approach would need to be made to Surrey Police to explore this further.

There have been nine Personal Injury Collisions in West Hill and Christchurch Road in the last full three year period, including two incidents at the roundabout junction with Horton Lane. The casualty history is comparable to the other radial routes into Epsom Town Centre - the frequency of casualties being broadly in proportion with the volume of traffic and the length of the roads. The following data is available to the public via www.crashmap.co.uk, and shows the numbers of Personal Injury Collisions in the last three years 2014 to 2016:

Alexandra Road and College Road - 3

Ashley Road - 5

West Hill and Christchurch Road - 9

Church Street and Burgh Heath Road - 12

Hook Road (between East Street and Horton Lane, but not including the roundabout junction at Horton Lane) - 14

A24 Dorking Road (including junctions) - 20

A24 East Street (from Hook Road to Reigate Road, but not including the roundabout junction at Reigate Road) - 26

If the Local Committee was minded to invest in measures to improve road safety, the frequency of Personal Injury Collisions should be taken into account when deciding which sites to prioritise. It is the prerogative of the Local Committee to decide whether to invest in West Hill / Christchurch Road, or any other site where there are concerns over traffic speeds and the potential for future casualties. To start the process of investigating any site for possible speed management measures or road safety improvements, the first step would be a feasibility study at a cost of approximately £5,000.

Question 6 – Cllr Martin Olney

Re: Congestion in Stamford Green Conservation Area

The issue of parking within walking distance of the station is getting worse and worse. Commuter parking is advancing into the Stamford Green Conservation area on an almost daily basis. The road leading to The Cricketers' pub and its surrounding area is becoming clogged with all day parking. Parklawn & Eastdean Avenues are becoming full of parked cars during the day as well. The commuters

are also advancing up Wheelers Lane. They have now reached Lewins Road. Only the other day I saw a large dray backing down Wheelers Lane, causing all sorts of chaos. I asked the driver why and he said cars were parked on both sides of the road and he could not get through.

Drivers also speed around the area and, because the roads are so narrow, causes concern to pedestrians. This is especially so for people with young children either walking or in buggies. Larger delivery and waste collection vehicles also have to mount the pavement to negotiate the narrow streets and inconsiderately parked commuter cars.

Those residents that are away at work all day are not impacted by this situation. It is unlikely that a CPZ could reach the extremely high threshold set by SCC. All my suggestions for allowing parking for the few residents that stay at home during the day have been rejected. What solution to this problem does the Committee Suggest?

Nothing can be done is not an acceptable response, given the impact commuter parking is having on the lives of the residents. Would the committee consider providing a bank of CPZ spaces equal to the number of people prepared to pay for one? The unit cost of providing, say six, contiguous spaces cannot be much greater than providing many more such spaces.

The makeup of Wheelers Lane houses will almost guarantee that a CPZ that meets the draconian requirements of SCC will never be reached:

There are 40 houses in Wheelers Lane:

- 10 of these are on the single track road leading to the Jolly Coopers pub. They all have off street parking.
- 11 further houses have off street parking
- There are 4 disabled spaces in Wheelers Lane

Lane End was included in the last attempt at getting a CPZ. It is a single track cul de sac with 11 houses in it. They all have off street parking.

So of the 51 houses included in the last CPZ consultation there is a minimum of 21 that have no need for a CPZ.

Officer response:

SCC will only look to implement a resident permit zone if there are 70% of the residents in favour - this is not an unreasonable request, as in the past RPZs have been requested by fewer residents and the SCC parking team has had to pay for consultations etc, only to find the proposals are not wanted by the majority, meaning that those finances have essentially been wasted.

As we have looked at Wheelers Lane several times over and the end result has always been the same, we would not be prepared to look at a permit zone unless the 70% majority can be met at the outset. This could be 70% of part of the road, but any RPZ would have to comprise a large block of spaces and not be scattered along the road.

Question 7 – Cllr Martin Olney
Re: Pedestrian Crossings

The Toucan crossing that controls the cycle path and pedestrian access to the town from Fair Green needs to be re-phased. Even if the wait button is pressed it is always possible to cross safely before the lights turn red. By my calculation the lights will only turn red if no vehicle has come down the road in either direction for 30 seconds. During those 30 seconds it is quite safe to cross, especially if there are no vehicles in sight. When cars are nose to tail up West Hill in the morning there is sometimes a two minute wait for the lights to turn red.

This situation has two effects. Parents tutoring their children in crossing the road safely are undermined when another adult crosses before the green man appears. Also if it is safe to cross before the lights turn red a motorist has to stop at a red light when nobody uses the crossing. Adding to the general frustrations and stresses of driving.

The time allowed for crossing is also inadequate. Usain Bolt on roller skates would fail get across the road before the bleeper stopped.

I would like the phasing of the lights on the Toucan crossing to be revisited so that the crossing actually does its job.

The Pelican crossing outside the station entrance. The first question is why is it there? I was watching the commuters coming out of the station from the comfort of the coffee shop next door. About 95% of those that used the crossing turned towards Waterloo Road and the centre of Epsom. It would therefore seem reasonable, and not too distressing for a small number of pedestrians, to remove the crossing and get people to walk the 30 metres to the traffic lights at the junction between Waterloo Road and Station Approach.

This crossing seems far more sensitive to the needs of pedestrians than the one at Fair Green. Within seconds of the wait button being pressed the lights turn red. This will happen over and over again no matter what the interval between presses of the wait button are.

Why isn't the Pelican crossing synchronized with the traffic lights? On many occasions there are queues of traffic stretching well past the Pelican crossing. I often see the frustration on the faces of drivers as the lights at the junction turn green and then the Pelican crossing lights turn red. They have to sit there and by the time the Pelican crossing has turned green the lights have turned red, or are just about to. This leads to risky behaviour by drivers as they jump the lights and turn into Waterloo Road.

I think that the lights on the Pelican crossing need to be synchronized with the traffic lights into Waterloo Road. Some consideration should be given to removing the Pelican cross as well.

Officer response:

West Hill crossing

With regards to the time taken for the signals to change in favour of pedestrians - there are vehicle detectors on the approach to the signals. If there is a constant stream of traffic these detectors extend the vehicle green time up to a maximum of (usually) 30 seconds before the signals will start to change in favour of pedestrians.

If gaps are detected in the traffic flow before the 30 seconds has been reached the signals will change more quickly. I would be interested to know when this original enquiry was first received because these vehicle detectors were faulty for a few weeks until they were repaired at the end of November 2016. During that period the vehicle green would have run to it's maximum every time as the detectors would have been "permanent demand".

Puffin and Toucan crossings have been statistically proven to be safer (less accidents) than Pelican crossings, partly attributable to the fact that the pedestrian has to look towards the oncoming traffic when viewing the Red Man / Green Man aspect, waiting for the Green Man to illuminate. The Red Man / Green Man unit is located usually to the right of the pedestrian on the Push Button Unit so that a pedestrian can see when to start to cross. A pedestrian does not need to watch the Green Man signal or listen to the audibles once they have proceeded to cross.

The steady Green Man is only meant as an "invitation to cross". Pedestrians are not necessarily expected to complete the whole crossing during that time. They also have the subsequent clearance period during which to continue to cross. This clearance period is extended by intelligent detectors which recognise if a pedestrian is still on the crossing. These look a little like cameras on top of the traffic signal pole. During this period the vehicle Red signal is illuminated and the pedestrian signal is on Red Man to advise pedestrians approaching the crossing not to start to cross. However, pedestrians still on the crossing should continue to proceed to the other side.

Puffins and Toucans usually also have special detectors, known as "kerbside detectors", located at the top of the signal poles which detect pedestrians waiting at the crossing. When a pedestrian presses the button their presence is confirmed by this detector. If a pedestrian moves away from the 'waiting zone' before the Green Man runs the demand for the pedestrian phase (Green Man) is automatically cancelled. This means that traffic is not unnecessarily delayed when a pedestrian decides to cross after pressing the button without waiting for the Green Man. If a pedestrian ensures that they press the button and then stand on the tactile (bumpy) paved area the demand should be held until the Green Man runs.

Station Crossing

The Puffin Crossing outside the station entrance has been there for some years. In the context of the redevelopment Epsom Station, in 2012 and 2013 the Local Committee considered a number of options for the allocation of road space in Station Approach, to try to balance the needs of pedestrians, bus passengers, Hackney Carriage drivers, businesses, kiss-and-ride, cyclists, and servicing for the new residential accommodation. A number of the options that were considered included the removal of the Puffin Crossing from outside the station entrance. Following public consultation in early 2013, the Local Committee decided to retain the Puffin Crossing. It is extremely well used, and provides direct access for pedestrians to the Town Centre via both Waterloo Road and also via the pedestrian route to Station Way.

Being outside a major rail station, with substantial pedestrian volumes, the Puffin Crossing is set up to favour pedestrians, which is why it changes rapidly to enable pedestrians to cross the road when called.

In theory the Puffin Crossing should be coordinated with the junction at Waterloo Road as both sets of signals are part of the Epsom Town Centre Urban Traffic

Control (UTC) system. Unfortunately the Epsom Town Centre UTC has not been working for some time, and so in practice a number of sets of signals have been operating independently. Work is in progress to bring the UTC back into operation, so that when the Plan E major scheme is complete, the entire system would then be revalidated, and should provide coordinated operation of traffic signals throughout the town centre UTC region.

Question 8 – Cllr Martin Olney
Re: Yellow Line Maintenance

As space for commuter parking becomes harder to find illegal parking has become a problem. I have already got the Parking Manager to send patrols through the area. This has somewhat eased the situation. However the yellow lines are worn out. The 'Report It' page on the SCC Highways web site specifically forbids the reporting of yellow line condition - is not allowed because there is a maintenance schedule. Can you tell me when the yellow lines in the Conservation Area are going to be re-painted? I believe it has already been eight years since they were last done and a good proportion of them have disappeared. This gives commuters an excuse to park in an inconsiderate and dangerous manner. Is there any means of repainting the lines outside the schedule?

Officer response:

Yellow line refreshment, can be requested directly through the Parking Team. We do have a maintenance budget to refresh small sections of yellow lines, but there is a programme already in place to refresh all of the yellow lines over the next few years. If enforcement is an issue, we can look to refresh the yellow lines to enable enforcement to continue.

Question 9 – Cllr Martin Olney
Re: Part-night Lighting

I have had many complaints about the street lights being switch off between 12 midnight and 5 am. I have pointed them to the SCC complaints site. I need to remind you there are three trains from London that arrive after midnight at Epsom, the last one at 01:03. So it is a long, dark walk home!

Officer Response:

Where trains or buses arrive close to or later than midnight or before 0500, lights that would otherwise be switched off in the near vicinity will be left on later or turned off earlier to accommodate this. Generally speaking, in the case of trains, this will provide a route from the station to a primary traffic route which will remain lit all night. However beyond that, it is impossible to accommodate all roads to allow for possible journeys that might be made on foot or by car from the station to the ultimate destination.

In the case of Epsom station, due to the location of the station and its proximity to both the Town Centre and traffic routes, the roads in close proximity to the station are not affected by Part Night Lighting although it is acknowledged that depending on where people are travelling to, some parts of their journeys may not be lit after midnight.

Question 10 – Cllr Martin Olney**Re: Accident at the junction of Wells Road and Dorking Road**

The accident closed an arterial road to the hospital and the centre of Epsom for four hours. It is difficult to exit from The Wells onto the main A24. This is especially true at rush hour. The traffic from Ashted is a constant stream and so turning right out of Wells Road is both dangerous and difficult.

Are there any measures that the committee can take to make it easier to exit The Wells?

Officer response:

There have been two Personal Injury Collisions at the junction of Wells Road and Dorking Road in the past three years 2014 to 2016. In one of these incidents one of the drivers was under the influence of alcohol. At the time of writing the details of the other incident were not available. In the same three year period there were Personal Injury Collisions at a number of the other side road junctions along Dorking Road, including Westlands Court, Orchard Gardens, St Margaret's Drive, and Woodcote Road. The biggest cluster of Personal Injury Collisions in this three year period was at the junction with Woodcote Road, where there were four incidents at or near the junction.

This evidence suggests that the junction of Dorking Road with Wells Road is witnessing a similar frequency of casualties to other side roads in Dorking Road, and does not stand out as a particular priority for investment in measures to reduce the frequency of casualties.

If Committee was minded to promote a scheme to improve the junction of Dorking Road with Wells Road there are a number of important factors to consider. To make a significant difference would require the construction of a completely new junction - either traffic signals or a roundabout - both of which would be very expensive. Either of these solutions would also necessitate extending the footprint of the junction onto the adjacent Common Land, which would in turn require exchange land to be made available. Unless suitable exchange land could be identified, it would be very difficult to acquire the necessary Common Land to construct an improved junction.

It is Committee's prerogative to investigate this concern further or not. To start the process of investigating a possible improved junction, the first step would be a feasibility study at a cost of approximately £5,000.

Question 11 – Clare Clark**Re: Lamposts 1-3 in Farriers Road Epsom**

This question comes from a resident of Farriers Road, Epsom, who is deaf and also has Usher Syndrome, a serious form of visual impairment.

As a user of BSL (British Sign Language) she did suggest we improve her English, but we have left it unchanged as it is clear and illustrates her problem, as follows:

“It was happened in about a couple of weeks or 3, when I was walking from my home in Farriers Road to Sainsburys in Kiln Lane for my work which I left home at 3.45 am for 4 am working, I was shocked and frightened because the Farriers Road where the three lampposts nos 1, 2 and 3 were turning off and it was so impossible for me to see or know the route because I am deaf and have Usher Syndrome which I have

night blindness and also have very poor balance. I had to walk very slow like snail to feel where the paths were and tripped over the kerb. I was upset and can't afford to have any nasty accident.

I can't see the dark or even dim light but I only can memorise the route by looking at these 3 white lampposts to help to go right direction of the route. The route without lightings, I couldn't walk the straight line because of my poor balance which could go anywhere even in middle of road and impossible to know where I was instead of correct route.

I had to buy the powerful floodlight torch immediately after work but I found torch was impossible to help to walk safely route because the torch was not bright enough and I couldn't keep my torch steadily while walking because of my balance, the torch light kept moving about while I tried to keep it still on the kerbside and I ended up crashing into the other side of path which frightened me, tripping and slipping the kerbs.

I had to struggle and take my own risk walking this route without lightings every morning including weekend and pray that I don't have any nasty accident but still having slipping and tripping the kerbs problems because I only use the kerbs by the lampposts. Once the lamppost light was not working, I slipped the kerb and fell into the road and hurt myself because of no lighting working over a year ago.

I would desperately ask if the council agrees to keep these lampposts no 1, 2 and 3 on for my safe walking route and maybe how about lightings come on at 3.30 am every day including weekend. I am still frightened and worried of my life every morning while walking to work."

What is the county council prepared to do to help her – and other visually impaired residents?

Officer response:

There is a published process on the Council's website to request a review of the decision either to include or exclude a road in the part night lighting programme. This can be found at <https://www.surreycc.gov.uk/roads-and-transport/road-maintenance-and-cleaning/street-lights-traffic-signals-and-signs/part-night-street-lighting/reviews-process-for-part-night-lighting>.

Generally speaking the Council has asked for the applicant to obtain support for at least 50% of households to support a request which is explained in the above pages. However in the case of the person on whose behalf the question has been submitted, this is not necessary. As a result of receiving this request, we have implemented a revision for the lights (N1, N2 and N3 Farriers Road, Epsom) to begin coming on at 3.30am every day. We hope this will have been resolved by the time the committee meets.

This is the first request of this nature but should other residents with visual impairments be affected by the introduction of Part Night lighting we recommend they either follow the above review process or contact the Council via our Contact Centre to obtain support in doing so.

Question 12 – Colin Taylor
Re: Project Horizon

I understand that SCC's budget problems have slowed the original schedule of road improvements.

I also understand that expert advice about the best use of available funds leads to surface dressing of recently reconstructed roads that are still in good condition.

Further, I appreciate that a decision was taken to spend money renewing footways by diverting some funds from carriageway renewal.

However I have 2 questions:

1. Temple Road was recently resurfaced, following much-needed reconstruction a few years earlier. However, both the earlier reconstruction and the recent resurfacing stopped short of the junctions at each end. The junction with Pound Lane and Lower Court Road was also omitted when these roads were resurfaced. Similarly the junction with Waterloo Road and Grove Road was not resurfaced when those roads were surface treated. Junctions carry more traffic than the roads they connect. This presents problems with traffic diversions during road works, but it also means they wear out more easily. Why aren't they repaired?
2. When Project Horizon was launched, Lower Hill Road was initially listed for repair in (I think) 2012-2013 which was later changed to 2014-2015 and then deferred to 2015-2016. However the last time I asked about the schedule, there seemed to be some doubt about this road being included in the programme. As it is a patchwork of repaired and unrepaired potholes from end to end, in far worse condition than any other road that I know of in this borough, can a check be made please to find out when repair is scheduled or why it isn't?

Officer response:

1. The Temple Road scheme terminates at the Waterloo Road junction at the Give Way marking along an existing surfacing joint. The junction area is part of Waterloo Road and is therefore assessed with the condition data for the rest of that road. Unfortunately there are currently no planned works for Waterloo Road however, it will continue to be inspected and any defects at intervention level will be repaired under routine maintenance.

The other end of Temple Road did include the bends of Pound Lane and extends past the junction of Lower Court Road. The resurfacing scheme for Lower Court Road stops short of the junction with Pound Lane. This is not ideal and is an unfortunate result of traffic management required to build the scheme, however the decision to not include that stretch of road was justified as the current condition of that small section is satisfactory.

2. The planned scheme for Lower Hill Road was removed from the programme following the decision by the Local Committee to carry out localised condition patching within the road during 2014 and 2015. The result of these works being an improvement in the road condition that reduced the criteria required to promote it as scheme on the latest version Horizon. The road will continue to be inspected and any defects at intervention level will be repaired under routine maintenance.

Question 12 – Tony Thompson
Re: Church Road Parking

I would ask in the strongest possible terms that Church Road and surrounding roads be granted the status of CPZ, particularly since the granting of such status to Wyeths Road and Treemount Court has merely served to push the parking problems 'round the corner' and make life even more difficult for Church Road residents trying to park anywhere near their homes.

Would the Committee be agreeable to the withdrawal of 30 minute restrictions for the three or four parking spaces outside the Mini Store in Church Road, which stand empty for most of the day as we residents struggle to find a space for our vehicles?

Aldi's planning application for the old Dairy Crest site, currently under review, plus Lidl's plans for the Upper High Street site, make it even more essential that sensible parking restrictions are applied to Church Road.

Officer response:

A proposal to introduce a Residents Parking Zone in Church Road and the surrounding area is included on the agenda at Item 9 to be considered by the Committee.

Officers would not support the removal of the short term parking bays by the mini store as they were introduced to allow customers to park to visit the shop and maintain its livelihood.

Question 13 – Katherine Wood
Re: Residents Parking Zones

I live on Portland Place in Epsom and, along with fellow residents, I signed a resident-led petition a few months ago, requesting that a residents' parking scheme be implemented on our road. I believe it has been given priority 3 status within the phase 10 parking review which is disappointing.

Parking on Portland Place has got increasingly difficult since I moved here eight years ago. Workers from local businesses, including Wilsons and Post Office staff, along with train commuters, take advantage of the lack of parking restrictions. They arrive early in the morning and leave their parked cars on the road for most of the day. This often results in residents not being able to park anywhere near their own homes. Since an RPZ was introduced on neighbouring roads, including Linton's Lane at the end of last year, the situation has worsened because commuters who used the spaces there in the past, now all crowd into Portland Place.

I would like to know what the implications are of the Resident Parking request for my road being classed as priority 3? Parking issues are causing considerable stress to people on the road. Some of my neighbours are old and disabled and a lot of residents do not have off-street parking facilities. People just want to be able to park near their homes. It seems a reasonable request.

Officer response:

Because of this year's budget allocation, we need to be aware that some proposals in the parking review may not be able to be carried forward.

As the highway authority, SCC's priority is to make sure that the public highway is kept clear of any obstructions, which is why junction protection and other yellow line proposals are the highest priority.

Resident permit schemes are lower priority because they do not directly relate to keeping the highway clear of obstructions and allowing traffic to flow more freely - the implementation of RPZs is also very expensive and could use up the entire budget allocation.

Councillors obviously need to be made aware of this, when considering budgets, as they may have other priorities throughout the borough that are not related to parking.

Question 14 – James Cookson
Re: Residents Parking Zones

Please can the members confirm that, in light of inherent parking pressures caused on part by changes to local conditions, residents parking will be implemented in church road Epsom by the end of the year?

Officer response:

The proposals will be advertised if approved at this committee meeting - this usually happens within a few weeks of that committee date.

This advertising period lasts for 28 days, after which we collate all of the feedback - assuming that feedback is positive, then we will look to introduce the scheme.

We cannot promise that it will be in place by the end of the year, but we will aim to get it implemented as soon as we are able. There are too many variables to be able to commit to a date.