



SURREY

**SURREY COUNTY COUNCIL
LOCAL COMMITTEE EPSOM & EWELL
12 March 2018**

PUBLIC QUESTIONS AND STATEMENTS

**Question 1 – Mr Colin Taylor
Re: Street Works Manor Green Road**

Recently, Manor Green Road was shut completely all week, from Monday morning 19th February to Friday evening 23rd February, for street works on one of the buried services.

I didn't see any sign displayed, so I don't know which utility and contractor were involved.

Although Manor Green Road is "unclassified", it is a heavily used link between the Chase estate and the Court estate, giving access to local schools and local shops. During the works, traffic had to divert either via the town centre or via Horton Lane, a considerable detour in either case.

I thought at the time that it was unusual to close the full width of the carriageway, even for a trench right across, instead of doing it in two halves. However now the road is open again, it can be seen from the extent of the patch on the road surfacing that in fact the excavation extended significantly less than half way across.



My questions are:

- (a) Did SCC issue the contractor with a TRO for these works?
- (b) If so, did it permit full-width closure of the carriageway?

ITEM 4

- (c) If so, was this required for safety reasons or to reduce costs?
- (d) What consideration was given to the inconvenience to local residents of a complete closure for such an extended period, compared to the requirement for the works?

Officer Response:

These works were not planned works but emergency works, consequently they operate under somewhat different rules. As these works were submitted as an emergency, UKPN close the road if they consider it necessary and apply subsequently for the closure. This is designed for circumstances such as these where the emergency has arisen out of hours and waiting for Council permission to grant the closure could be detrimental; a burst water main being the more obvious example.

UKPN submitted a permit stating that works started on 21.50 on Saturday 17th February as customer supply was affected. They were reminded on Monday 19th of the need to request a TTO and were asked to justify the reason. UKPN are required, as is every statutory undertaker, to work under the requirements of the manual entitled Safety at Street Works and Roadworks, known colloquially as the Red Book. This prescribes minimum distances for both running lanes, and sideways clearance from working zones around work and UKPN stated they were unable to maintain the minimum requirements to keep the road open and thus had closed it. The site was visited later in the week by our Highways Inspector for Epsom & Ewell, Nick Corbett, who agreed that the closure was justified on safety grounds. Consequently a TTO was processed when the works had been completed.

So to answer the questions:

- a) Yes, retrospectively.
- b) Yes it did; there would be no need to issue a TTO for the temporary obstruction of half of the carriageway unless a one way system was proposed.
- c) It was for safety reasons; costs would never been a basis on which a closure was granted or refused.
- d) Once a full closure has been justified under safety grounds the question of inconvenience to ALL road users, not just local residents, no longer has any relevance from a Street Works perspective; safety is always the primary consideration, both for the workforce and for road users of all classes.

Question 2 – Cllr Martin Olney Re: Yellow lines - Wheelers Lane

At the last Local Committee I asked when the double yellow lines up Wheelers Lane were going to be re-draw. I was given the response that they would be done by November (2017).

As yet they have not been done. Can I get another estimate for the work to be done?

Officer Response:

A request had previously been recorded to refresh the single yellow lines on the bend and this should now have been completed. Officers were not aware of a request to refresh the double yellow lines, this will be added to the next order which it is anticipated will be carried out in around April 2018.

Question 3 – Mr Colin Taylor
Re: Parking for Shops – Manor Green Road

At the 27th November 2017 meeting of this Local Committee I asked in the “Open Forum” about the provision of time-limited parking bays outside the shops in Manor Green Road, which were not being progressed due to objections, despite having been proposed in response to a petition.

The shops are inconvenienced by neighbouring residents parking in front of the shops. Customers are being deterred, delivery vehicles are unable to park and traffic is dangerously congested.

I asked how shopkeepers can ask for parking restrictions where their immediate neighbours are not in favour, if only comments on the proposal are considered and petitions are not taken into account.

The divisional member kindly agreed to look at this area again.

My questions are:

- (a) Is it possible yet to indicate what alternative solutions are likely to be proposed?
- (b) What steps can be taken to ensure that at least the originators of the petition are made aware of these proposals and of the need to re-act to them?

Officer response:

Unfortunately there were a number of objections to the proposal for restricted parking outside the parade of shops on Manor Green Road, which we tried to introduce in the 2017 Epsom and Ewell parking review. The objections included a number of the shops, residents and the landlord for the parade.

We are planning to have two different restrictions in this location. A longer one for those shops that need it and shorter one for quick stops - so likely to be split between 20mins and 1 hour.

We will look to advertise any proposals as part of the 2018 Epsom and Ewell parking review - at this stage, all of those immediately affected will be notified and street notices will be erected, as well as a public notice going in the local papers.

Question 4 – Mr Colin Taylor
Re: Chartwell Place – St Christopher’s School

At the 27th November 2017 meeting of this Local Committee there was an interesting discussion about the advertised proposals for parking restrictions in Chartwell Place, arising from the conflicting requirements of commuters, local residents and parents dropping and collecting young children from St Christopher’s School.

The divisional member proposed to modify the parking restrictions to operate between 8.30 – 11.30am and 2.00 - 4.30pm. However concerns seemed to remain, partly about these times but particularly about the length of time needed in practice to deliver or collect a young child from the school compared to that allowed by enforcement officers, which would need to be discussed with the borough council.

I notice that so far no yellow lines or parking restriction signs have appeared in Chartwell Place, so I assume the issues are still under consideration.

ITEM 4

My question is this. Given:

- (a) The need for both morning and afternoon curfew times to deter Epsom commuter parking.
- (b) The difficulty of matching appropriate curfew times with the wide range of different times at which children are dropped at or collected from school.
- (c) The problem of balancing the need to ensure the safety of vulnerable children against the need for clear rules for parking enforcement.

has consideration been given to the alternative of introducing time-limited parking bays instead?

Officer response:

SCC has not considered introducing time limited parking bays on Chartwell Place. This would limit the residents to only being able to park for a short period of time in their road and may well lead to less available parking.

If we were to introduce parking bays on the western most side, for instance, we would then have to introduce a more restrictive parking restriction on the eastern most side, as the road cannot accommodate parking on both sides.

We are still in discussion with the school and councillors over how best to resolve the parking issues. Unfortunately due to a legal complication within the most recent proposals, we have not yet determined whether or not the current proposals will be going ahead.