



**SURREY COUNTY COUNCIL
LOCAL COMMITTEE EPSOM & EWELL
24 June 2019**

PUBLIC QUESTIONS AND STATEMENTS

Question 1 – Mr Rick Kendall

Re: Downs Hill Road, Epsom

1. How does Epsom and Ewell Borough Council (EEBC) intend to prevent all vehicles from speeding in Downs Hill Road (DHR) in both directions particularly during off peak periods? The police have been informed.
2. How does EEBC intend to stop vehicles including HGV's from rat running in this narrow residential Road?
3. Vehicles park in the yellow line on the north side in the middle of the road up and until 8.30AM. The rush hour, particularly in school term times starts at about 7.30 and results in cars mounting the pavements at the top and bottom of the road, although this also happens even if no cars are parked on the yellow line. The yellow line needs to come into force much earlier and later in the day. Heavy traffic is also experienced during weekends and cars also mount the pavement when cars are parked on the yellow line. It may need extending in length and changing to a double yellow line or no parking between 7.30AM and 7.30PM

Officer Response:

Highways are the responsibility of Surrey County Council and not Epsom & Ewell Borough Council. There are a number of roads around the periphery of Epsom Town Centre that are used routinely by drivers in preference to the main roads through the centre of the town. As the level of car ownership and usage increases inexorably with time, the volume of traffic using these peripheral roads is likely to increase.

In the case of Downs Hill Road, any concern about alleged speeding should be reported to Surrey Police, who are the sole agency with the necessary powers to take enforcement action against speeding drivers. A traffic calming scheme to encourage drivers to slow down would cost in the region of £100,000. There is no evidence to support a substantial investment in Downs Hill Road at the present time, when the budget available to the Local Committee is limited. The casualty history is very good, with only 2 casualties in the last 20 years.

Surrey County Council does not pro-actively look to introduce parking restrictions across the borough, but does so on the request of residents, councillors, emergency services etc.

The fact that no changes have been made to Downs Hill Road since 2012, would imply that we have received very few or no requests to amend or introduce any further restrictions on that road.

ITEM 6

We can certainly look to amend the yellow line restriction that is halfway along the north side, to a double yellow line, as its original intention was to create a safe passing place for vehicles. This would have to be done as part of a parking review.

Below is a link to our parking review web page for further guidance and information:
<https://www.surreycc.gov.uk/roads-and-transport/parking/reviews>

We cannot prevent high sided vehicles, such as vans or SUVs from parking on the northern side – they have as much right as standard cars to park in these locations.

Residents should not be reversing from their driveways on to the public highway – Rule 201 of the Highway Code recommends that you should reverse in to the drive and drive out forward. Driving out forward will increase your forward visibility and make egress safer.

White lines are no longer installed across driveways unless they meet with our strict criteria – the lines themselves have been thrown in to disrepute because of their excessive use. Parking across a driveway is enforceable under different legislation. An enforcement officer from the borough can ticket an offending vehicle and in extreme circumstances the police can have a vehicle removed if you cannot gain access to the public highway. The access protection marking itself, is not enforceable.

The criteria for white lines across drives is below:

APMs are only used when it is unclear that a dropped kerb or an access for vehicles exists, which is normally in one of the following circumstances:

- where a pavement kerb is noticeably low (height less than 50mm) making it hard to see the difference between the raised and dropped areas.
- where properties on rural roads are set far back from the road and have driveways concealed by trees or shrubbery.
- where there is an access within parking bays marked on a road.

The damaged sign at the junction of St Martins Road and Downs Hill Road has now been rectified by our colleagues at Epsom and Ewell BC.