



**SURREY COUNTY COUNCIL  
LOCAL COMMITTEE IN EPSOM & EWELL  
22 March 2021**

**MEMBER QUESTIONS**

**Question 1: Cllr Neil Dallen  
Re: Residents Parking**

Some residents parking zones have more permits issued than spaces available and this does not include visitors etc.

- a) is there a limit, either percentage or number?
- b) how is this justified - paying for a permit and not getting a parking space?

**Officer Response:**

- a) We are generally limited by the geography, as to how many spaces would be available in any section of road. There are often more properties, with more cars, than there are on-street parking spaces. The permit issuance is set in such a way that it encourages residents to use their own off-street facilities first, before being able to apply for a permit. There should now be more capacity for residents as non-resident holders cannot park there anymore.
- b) From the very outset we do tell residents that just because we install a permit scheme, it does not guarantee them a space - again, this is down to the capacity available on street and the number of properties within that street.

**Question 2: Cllr Neil Dallen  
Re: Electric Charging Points**

There is a lot of pressure to provide on and off street electric charging points.

- a) what are SCC plans for provision?
- b) how do SCC plan to provide, if at all, in conservation areas?

**Officer Response:**

- a) The County Council recognises the significant benefits of electric vehicles (EV), particularly in relation to air quality and public health, and that usage of electric vehicles by residents and demand for charging infrastructure are increasing. So in response to this and Central Government's recent pledge to accelerate the reduction in Internal Combustion Engine vehicles (ICEs) to promote conversion to Electric powered vehicles, the County Council have recently appointed an EV Manager to rapidly develop the counties future EV capability and organisation to meet the anticipated increase in EV-related activity, to support strategic priorities for a greener future, Surrey 2030 vision and our Climate Change vehicle emissions targets. The role will lead on updating the current Electric Vehicle and Low Emission Vehicles Strategies, published in 2018, to reflect the new emerging Local Transport Plan strategic objectives and carbon reduction targets, to develop a new strategy that will define the role of the County Council and

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evaluate the options for a public charging network and associated measures to promote and accelerate the uptake of Electric Vehicles and provide a consistent customer experience. There are a number of questions that need to be considered before charging points are introduced into Surrey on a widespread basis. Such as:

- Where should charging points be located to provide the greatest possible benefit to users? For example on major roads or residential streets?
- Which type of charging points are most needed – rapid (30 mins) or fast (3-4 hours) – and how many?
- Should the council own and run public charge points or should the network be run by another organisation?
- How will they be funded and maintained?
- Should parking spaces be reserved for electric vehicles?
- What will the impact be on the electricity network in Surrey?

The county council will be seeking answers to these questions to develop a preferred solution over the next 6-9 months to deliver a county wide on and off-street Electric Vehicle Charging infrastructure and associated measures to meet the rising demand in EV charging infrastructure, ensuring timely delivery and to agreed specifications, taking into account the fast paced evolution of charging infrastructure. The preferred solution will be developed with appropriate engagement with each Borough and District councils and help lead and co-ordinate other activities to help achieve B&Ds own climate change targets. This engagement is expected to commence in the next few months as solution emerge.

- b) A site selection process is being developed to help assess the suitability of proposed locations for both on and off-street parking, as there are many factors that need to be taken into consideration before a site can be approved. This will include the need to understand any local conservation or other designations as part of the site selection process and will involve engagement with Boroughs & Districts as part of the site approval process. The largest constraint to introduce an EV charging point will be the availability and capacity of the electrical power supply.

### **Question 3: Cllr Neil Dallen**

#### **Re: Red Routes**

Surrey are now allowed to use red routes and enforcement cameras and, I believe, are being trialled.

- a) what are the results of the trials?
- b) what progress has been made in investigating uses in the main routes in Epsom and Ewell?
- c) how does this fit into 'School Streets' being considered in Epsom and Ewell for both safety and pollution reduction?

#### **Officer Response:**

- a) We are not currently trialling any Red Routes in Surrey, so there is no data available.
- b) Members were provided with a briefing on red routes in response to a previous question and nothing has changed since that time.
- c) Local Authorities outside of London still do not yet have the power to enforce moving traffic offences. Therefore, Surrey County Council is unable to implement any School Streets (whereby roads are closed at school journey times) that would rely on enforcement to ensure compliance with the traffic restriction.

**Question 4: Cllr Nigel Collin**  
**Re: Signage for HGVs**

Is it possible for SCC Highways Dept. to have signs placed at both ends of College Road , from the Alexandra Road roundabout to the bottom , to read “Not suitable for HGVs”?

**Officer Response:**

Where appropriate, Surrey Highways does install signs “Unsuitable for HGV’s”. These signs are not associated with a traffic regulation order, so are advisory only and not enforceable. Such signs may be considered where there is evidence of large vehicles causing problems; for example where the police are regularly called to assist by directing traffic. Installing signs “Unsuitable for HGV’s” without significant evidence of problems caused can diminish their impact in areas where the roads are less appropriate for heavy traffic. Any driver advice on routes can also displace vehicles onto other nearby roads, which may be less suitable or no more suitable. In this instance, Albert Road is not unlike College Road in nature. Advisory signs are unlikely to have any influence on the route choices made in connection with legitimate businesses, such as at The Chalk Pit industrial area on College Road. Prohibition signs, supported by an appropriate traffic order, would be likely to have significant impact on business activity. For these reasons we do not intend to install signs at the current time but that is not to say the situation cannot be revisited should circumstances change.

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