



**SURREY COUNTY COUNCIL  
LOCAL COMMITTEE EPSOM & EWELL  
28 March 2022**

**PUBLIC QUESTIONS AND STATEMENTS**

**Question 1 – Ranjit Krishna**

**Re: Speed of traffic on Windmill Lane/Wallace Fields**

I am concerned that, at school drop-off and pick-up times, the current 30mph speed limit along Wallace Fields and Windmill Lane in Epsom/Ewell (KT17 3A\_) is not safe for children. What are the reasons for not having a 20mph speed limit along these roads, when a 20mph speed limit applies near so many other schools?

**Officer Response:**

Thank you for raising concerns over road safety on the approaches to Wallace Fields Infant School.

Surrey County Council has a speed limit policy in place “Setting Local Speed Limits”. The aim of which is to set speed limits that are successful in managing vehicle speeds. Experience shows that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and is ignored, then this could result in most drivers criminalising themselves and could bring the system of speed limits into disrepute. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources.

Therefore, changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit.

One of the first steps in changing existing speed limits would be to carry out speed surveys to assess whether the existing mean speeds comply with Surrey County Council’s speed limit policy for a lower speed limit using signs alone, or whether changes such as traffic calming, would be needed.

As referenced in the published committee paper’s each divisional member has £15,000 of capital maintenance which could be allocated to minor ITS. Officers will be discussing member funding priorities for the budgets agreed by committee, including priorities for the capital maintenance budget. Members will also be able to discuss potential schemes to put forward for technical assessment.

**Question 2 – Cllr David Gulland**

**Re: Accessibility around the borough**

At the Local Committee in July 2021 Mr Nick Healey committed to consulting with local residents on methods of improving accessibility around the Borough, with a particular focus on wheelchair users. What progress is there to report please?

## ITEM 4

### **Officer Response:**

It is proposed that smaller-scale improvements, such as dropped kerbs for improved accessibility at suitable defined locations, could be funded from individual divisional member allocations in 2022-23. Larger-scale improvements may be appropriate for technical assessment, to be prioritised for feasibility in 2022-23 with delivery in 2023-24. Officers will be discussing member funding priorities for the budgets agreed by committee for 2022-23. Members will also be able to discuss potential schemes to put forward for technical assessment.

### **Question 3 – Cllr David Gulland**

#### **Re: College Road/Longdown Lane junction traffic lights**

At the Local Committee meeting in July 2021 a petition was presented to install a pedestrian crossing phase at the College Road/Longdown Lane North junction traffic lights. Where is this topic now in the order of priorities and what is the likely timescale before funds become available for this project?

### **Officer Response:**

At the meeting of 21 July 2021 the local committee agreed to include a scheme to improve the pedestrian and wheelchair crossing at the College Road/Longdown Lane traffic lights in Epsom, on the prioritisation list for consideration in a future highway programme.

At its meeting of 28 March, the committee will be asked to agree its forward highways programme for 2022-23. This includes allocation of budgets for construction of schemes that have been subject to feasibility design promoted and funded by the local committee. To date, there has been no feasibility design undertaken for the College Road/Longdown Lane junction.

As referenced in the published committee papers, for future schemes it is proposed that each divisional member will select one scheme to be subject to a technical assessment, funded by central budgets rather than committee budgets. These assessments will in turn be subject to a prioritisation process, using a revised scoring system which is currently being developed. The prioritisation process is likely to take place in the autumn as part of a countywide programme. The selected schemes will be progressed through design in the latter part of 2022-23, with anticipated delivery in 2023-24.

Officers will be discussing member funding priorities for the budgets agreed by committee. Members will also be able to discuss potential schemes to put forward for technical assessment.

### **Question 4 – Cllr Julie Morris**

#### **Re: Grove Road and Church Street crossing**

There is an usually long and somewhat hazardous crossing for pedestrians at the junction of Grove Road and Church Street in Epsom. There is no footway on the opposite side of Church Street so everyone walking along Church Street has to cross here. Would it be possible to create traffic bollards and a small island refuge at this crossing point, which would assist older people who find it difficult to walk quickly enough to avoid traffic turning in right (and left) from Church Street but would comfortably get halfway across to an island refuge.

### **Officer Response:**

As referenced in the published committee papers, for future schemes it is proposed that each divisional member will select one scheme to be subject to a technical assessment, funded by central budgets rather than committee budgets. These assessments will in turn be subject to

a prioritisation process, using a revised scoring system which is currently being developed. The prioritisation process is likely to take place in the autumn as part of a countywide programme. The selected schemes will be progressed through design in the latter part of 2022-23, with anticipated delivery in 2023-24.

Officers will be discussing member funding priorities for the budgets agreed by committee. Members will also be able to discuss potential schemes to put forward for technical assessment.

**Question 5 – Cllr Julie Morris**

**Re: Church Street/Upper High Street phasing of traffic lights**

Can the phasing of traffic lights at Church Street/Upper High Street be reviewed please. Long tailbacks from the lights back into Upper High Street, particularly at weekends and rush hours, is increasing pollution from traffic and causing disruption, as well as encouraging rat-run behaviour in the side streets.

**Officer Response:**

The Traffic Operations team will carry out an assessment to see if there are any faults with the signal timings or if any slight changes can be made to the timings of the signals to help ease congestion.

The Traffic Operations team will also add the Upper High St/ Church St signal junction to the list of sites for review this year. The junction will be re assessed for its method of operation and the timings / sequence validated with a view to improving the linking with adjacent signal junctions.

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