



**SURREY COUNTY COUNCIL'S
LOCAL COMMITTEE IN
EPSOM & EWELL**

**PEDESTRIAN FACILITY
IMPROVEMENTS IN EWELL
VILLAGE**

9th OCTOBER 2006

KEY ISSUE:

To provide Members with an update on the progress in implementing a scheme to improve pedestrian safety in Ewell Village.

SUMMARY:

At its meeting on 23rd January 2006, the Committee noted the issues surrounding the considerable delay in implementing the scheme to improve pedestrian facilities at the junction of High Street with Spring Street and at the junction of High Street with London Road and Kingston Road, Ewell, and that construction had finally commenced on 4th January 2006.

OFFICER RECOMMENDATIONS:

The committee is asked to agree;

- (a) That the report be noted.

1.0 INTRODUCTION AND BACKGROUND

- 1.1 The need to provide safe pedestrian crossings in Ewell Village was identified in the course of the study of the Glyn and Blenheim schools carried out as part of the Safe Routes to School Project in 2000.
- 1.2 At its meeting on 28th July 2003, the Committee gave approval for the detailed design and construction of improved pedestrian facilities at the junction of High Street with Spring Street and at the junction of High Street with London Road and Kingston Road, Ewell.
- 1.3 Construction of the improvement works at these junctions commenced on 4th January 2006.
- 1.4 After considerable delays on the part of the County Council's constructor, the scheme was completed in September 2006.
- 1.5 Following the commissioning of the pelican crossing and two new sets of traffic signals at junctions within the scheme length, Members and the public have expressed concern at the increased congestion experienced by drivers using roads in Ewell Village.
- 1.6 This report addresses the factors influencing congestion in the village.

2.0 FACTORS AFFECTING CONGESTION IN EWELL VILLAGE

- 2.1 The scheme is designed to provide greater safety for pedestrians using the village, particularly school children. To achieve this greater safety inevitably requires a re-balancing of priorities between the needs of pedestrians and drivers. To minimise any delays that the pedestrian improvements have on drivers, the operation of the three sets of signal controlled pedestrian crossing facilities within the schemes has been linked. The operation of the three sets is synchronised to achieve the most efficient vehicle flows.
- 2.2 The County Council's specialist signals engineers and their contractors have spent a considerable time tuning the signal equipment to maximise flow. However, they have been hampered in this process by a fault that has been identified in an electronic control component. The fault has been diagnosed and the defective unit replaced.
- 2.3 The narrowing of the High Street on the frontage of the development does not permit two large vehicles to pass each other. A temporary footway was constructed to allow piling works to take place on the site immediately adjoining the highway. These works have been completed and the developer has been asked to remove the present arrangements and replace them with a hoarding behind the line of the original footway.

- 2.4 A "Keep Clear" on High Street at the West Street junction will be considered to reduce risk of exit blocking.
- 2.5 The double-parking in London Road from the traffic signals to beyond the church also prevents lorries and buses from being able to pass the queue waiting at the London road stopline. Occasionally this can prevent traffic from exiting Old Kingston Road. New waiting restrictions will be introduced in October, and this should reduce this problem.
- 2.6 The present location of the bus stops is having an impact on traffic flow. This issue needs to be reconsidered to examine their possible re-location.
- 2.7 A major factor is the current closure of the A243 Leatherhead Road between M25 J9 at Leatherhead and the signals at the junction with the B284 Rushett Lane at Malden Rushett. These works are in the Royal Borough of Kingston on Thames (London Borough) and are being managed by TfL - Transport for London. They are scheduled for completion on 23 October 2006. Meanwhile the whole of Leatherhead and surrounding areas are being severely affected by this closure, which diverts a considerable amount of traffic along alternative routes (Oxshott and Ashtead), which at times do not have the capacity to accommodate this additional flow. Major reconstruction works are also taking place on the M25 between Junction 8 (Reigate) and junction 10 (Wisley). This is creating considerable delays. The Highways Agency, who manage the M25, are therefore recommending to drivers that they leave the motorway, not at junction 9 Leatherhead, but at Junctions 10 (Wisley) or 9 (Reigate). Both of these alternative routes are therefore also suffering from substantially increased flows, contributing to additional delays at Painshill Interchange at Cobham on the A3. The signed diversion route from Junction 8 to Junction 10 is via the A217 Brighton Road to Burgh Heath, the A240 Reigate Road to the Ewell By Pass and then the A3 at Tolworth. This is having a negative effect on all junctions along this route, namely Bonsor Drive roundabout (Tadworth), Brighton Road/ Reigate Road (Burgh Heath), the roundabout junction Reigate Road / Ewell By Pass, EBP/CheamRoad, EBP/London Road (both in Ewell) and all others en route to the A3. This congestion on the Ewell by-pass is encouraging drivers to try cutting through Ewell Village where they find themselves in conflict with narrow roads and higher pedestrian flows, not least at the new signals in Ewell Village.
- 2.8 It should be noted that full consultation with all parties took place as part of the pre-planning stage for the above TfL and Highways Agency works and all alternatives weighed. For example the work on the A243 was delayed to ensure that it had no impact on the Derby. Regrettably the capacity of the road network is now so overloaded that increasingly, even relatively minor incidents can have major implications over a far-reaching area.

3.0 SUMMARY OF ACTIONS

- 3.1 The operation of the signals will continue to be monitored to ensure the most effective flows through the site.
- 3.2 The developer's hoarding in the High Street will be re-positioned behind the existing footway to restore full carriageway width.
- 3.3 A new waiting restriction will be introduced in London Road in October.
- 3.4 The present position of bus stops will be considered
- 3.5 The viability of installing a "Keep Clear" marking in the High street at the junction with West Street will be investigated.

4.0 FINANCIAL IMPLICATIONS

- 4.1 Funding for the works is through the Epsom and Ewell LTP programme, development-related funding.

5.0 SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 5.1 The improved pedestrian facilities will provide safe routes to school in Ewell Village, thereby increasing the number of journeys to school made on foot. This meets the aims and objectives of the Local Transport Plan.

6.0 CRIME & DISORDER IMPLICATIONS

- 6.1 There are none for the purpose of this report.

7.0 EQUALITIES IMPLICATIONS

- 7.1 The facilities will help address the objectives of the Access for All policy.

8.0 CONCLUSION AND REASONS FOR RECOMMENDATIONS

- 8.1 The problems encountered in the implementation of the pedestrian facility improvements in Ewell Village continue to be actively addressed to ensure that congestion is kept to a minimum.

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BACKGROUND PAPERS: Previous Committee reports
