



**OFFICER REPORT TO LOCAL COMMITTEE
Epsom and Ewell**

**Blenheim Road Community Recycling Centre, Epsom
Access Arrangements**

03 December 2007

KEY ISSUE

To inform members about proposals to change access arrangement at the Blenheim Road Community Recycling Centre.

SUMMARY

Surrey Waste Management Ltd have put forward proposals to alter the interior layout of the Community Recycling Centre (CRC) in Blenheim Rd, Epsom in order to increase internal capacity and queuing space. To gain the most benefit from these internal changes to the CRC a feasibility study is required to consider how traffic management could best be provided on local approach roads to improve access to the site.

1 INTRODUCTION AND BACKGROUND

- 1.1 Surrey Waste Management Ltd currently operate the Community Recycling Centre (CRC) at Blenheim Road on behalf of Surrey County Council. Access to the site is via Blenheim Road through the Longmead Industrial Estate.
- 1.2 Large numbers of residential vehicles use the site for disposing household waste, particularly at weekends and bank holidays. In the past traffic queues have formed on roads approaching the site causing obstruction difficulties for waste lorries and nearby businesses.
- 1.3 A Traffic Regulation Order was made approximately 18 months ago that prohibits traffic from entering the northern end of Blenheim Rd at weekends and bank holidays. At these times vehicle are directed to gain access to the site via Felstead Road. This solution has worked well and provides increased queuing space at peak times preventing disruption to traffic on Longmead Road as well as the potential for conflict between motorists by creating a single approach to the site.
- 1.4 Congestion and access problems are however increasingly being reported on weekdays when the existing TRO is not in operation.
- 1.5 A planning application has been made by Surrey Waste Management Ltd to alter the internal arrangements of the CRC in order to increase throughput of residential vehicles that need to dispose of household waste. It will also provide increased queuing capacity for them within the site.
- 1.6 In addition the proposals aim to separate the large waste carrying HGV's and residential traffic by providing a separate HGV lane within the site.
- 1.7 In late October a meeting was held at the CRC with local Councillors, representatives from Surrey Highways and Surrey Waste Management and local businesses. The proposals were discussed and it was agreed that a feasibility study was needed to determine the most appropriate form of traffic management on roads approaching the CRC.

2 ANALYSIS

- 2.1 The internal changes to the CRC will increase its capacity (or the number of spaces cars can use to dispose of household waste) as well as the queuing space within the site. HGV's will also be able to bypass the queuing vehicles by the introduction of a separate HGV lane. This may lead to shorter queues forming on the highway.
- 2.2 However in order to make the best use of these facilities within the site, if they go ahead, changes will be needed to the way vehicles gain access from Blenheim Road and Felstead Road.

3 OPTIONS

- 3.1 There are two options that could be considered to improve vehicular access arrangements from Longmead Road. These are:

- A permanent restriction (7 days per week rather than weekends) preventing access to the CRC from the northern end of Blenheim Road. All traffic would approach the site via Felstead Road as is currently the case at weekends. A barrier or gate could be introduced between Epsom Coaches and the CRC to enforce this. The barrier would need to be raised or lowered to allow access for waste removal vehicles to enter/exit via the northern end of Blenheim Road so that they would not be in conflict with residential traffic using the site. The most suitable location for a barrier (or bollards) and how it could be activated by HGV's accessing the site and the emergency services needs to be identified.
 - A one way. This would entail all vehicles entering from Felstead Road and exiting via the northern end of Blenheim Road.
- 3.2 Consequently a feasibility study is required to determine the most appropriate arrangement. The new proposals for the CRC provided by SITA stop at the edge of the carriageway and do not consider how vehicles approach the site from Longmead Road. It is not clear from their proposals whether HGV's will be able to manoeuvre into or out of the new access within the existing carriageway area to make use of the HGV lane or whether widening will be required with the possible alteration of utility company apparatus.
- 3.3 Whatever solution is considered the most appropriate it is likely to require a Traffic Regulation Order. If a barrier is required then the Department for Transport will be required to authorise its location and specification. Approvals and statutory processes of this nature usually take time to progress. Depending on the outcome of the feasibility study it may be possible to implement a temporary arrangement whilst permanent arrangement is being progressed.

4 CONSULTATIONS

- 4.1 Local businesses and councillors will be consulted about these options over the next few months. This will take the form of a letter drop questionnaire to local businesses. In addition it is planned to distribute questionnaires about the proposals to residential users of the CRC for their feedback.
- 4.2 Surrey Highways are supportive of the changes to the CRC and have formally responded to the planning application made by Surrey Waste Management. A decision is expected by the Planning Committee in early January.

5 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 5.1 A feasibility study will be carried out this financial year funded from the Members Capital Allocation. This could cost in the region of £7000,

Surrey Waste Management have been asked for a contribution towards this work.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 There are no equality or diversity implications associated with this report.

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 A well understood and clear means of access to the CRC should reduce the likelihood of conflict between motorists trying to gain access from different directions.

8 CONCLUSION AND RECOMMENDATIONS

- 8.1 A feasibility study and consultation are required to help determine the most appropriate means of access to the CRC for cars and HGV's in light of its planning application.

9 REASONS FOR RECOMMENDATIONS

- 9.1 It is not immediately clear whether a one way system or extension of the existing closure arrangement is most suitable for highway users and local businesses.

10 WHAT HAPPENS NEXT

- 10.1 A feasibility study and consultation will be carried out in the current financial year to seek the most suitable access arrangements for the CRC. A report will be brought to the Local Committee in March 2008 with recommendations.

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