



**OFFICER REPORT TO LOCAL COMMITTEE
(EPSOM AND EWELL)**

**KILN LANE MITIGATING MEASURES
BRIEFING NOTE**

10th MARCH 2008

KEY ISSUE

To inform Members of possible local highway improvement schemes which could be implemented as part of the Kiln Lane mitigating measures, in light of its deferral until at least 2016.

SUMMARY

At the Local Committee meeting held in December 2007 Iain Reeve, Head of Transport for Surrey, presented a briefing note to explain the latest position on the funding of the Kiln Lane Link. The Committee has requested a further note on the schemes that could be considered as mitigating measures for possible inclusion in the Local Transport Plan and budget planning.

OFFICER RECOMMENDATIONS

The Local Committee (Epsom and Ewell) is asked to agree that:

For information

1 INTRODUCTION AND BACKGROUND

- 1.1 Following a report on the position of the Kiln Lane Link at the December 2007 Local Committee, stating the Kiln Lane Link is very unlikely to go ahead before 2016, a further report on the mitigating measures that could be implemented prior to the link road construction was requested.
- 1.2 There are a number of schemes that would benefit the surrounding highway network. Some of these would be seen as short term improvements, some medium term and some longer term.

2 ANALYSIS

- 2.1 **Provision of bollards in Hook Road.** This would act as a deterrent to the large vehicles mounting the footway when encountering large vehicles travelling in the opposite direction. This improvement would benefit pedestrians and prevent damage to the footways. The scheme would be a short term low cost measure.
- 2.2 **Accessibility Improvements A24.** Dropped kerbs and tactile paving at crossing points along East Street from Kiln Lane to Hook Road junction. There are a number of crossing points where there are no tactile paving. This is a short term low cost improvement.
- 2.3 **Waste Management Site Access Improvement.** Contribution to the alterations to the Waste Management Site in Blenheim Road. This is dependent on the proposed layout for the site being approved. This is a short term low cost improvement.
- 2.4 **Hook Road / East Street Traffic signal Control.** Provision of traffic signal control over left turn at the existing Hook Road / East Street junction to improve pedestrian safety. This has already reached feasibility stage and would require detailed design. This would be a short term low cost improvement.
- 2.5 **Improvements to the footway between Hook Road Car Park and Adelphi Road.** This would allow accessibility improvements to be implemented and improve the appearance of the street scene. This would be a short term low cost scheme.
- 2.6 **Shared use facilities in East Street.** This scheme would provide a shared use cycle path along both sides of East Street between Kiln Lane and Hook Road. The space is available without the need to reduce the carriageway width but it would need detailed design. It is a short term and low cost improvement.
- 2.7 **Stones Road Tunnel cycle / pedestrian Facility.** This scheme has been in the Local Transport Plan for a long time but has become part of the Structures Group projects as the scheme involves replacing the

footbridge over the railway line by opening up an existing tunnel at the end of Stones Road. Although the Structures Group will fund the tunnel works there is also work required on the approaches and this would need to be funded through the LTP. It is likely that detailed design by Structures Group will be completed shortly so work may be programmed for the new financial year. If that is the case then the work on the approaches would need to be done so the whole project can be completed at the same time. This is a short term, low cost improvement.

- 2.8 **Pedestrian Crossing Facility at A24 / Kiln Lane junction.** The detailed design for this scheme is already completed and programmed for construction in the early part of the new financial year. This is a short term medium cost scheme.
- 2.9 **Provision of toucan crossing at the Kiln Lane near Farriers Road.** This was part of the Kiln Lane Link design and would provide pedestrian / cycle facilities across Kiln Lane. This would be a short term medium cost scheme.
- 2.10 **Provision of traffic signals with a pedestrian phase at the Longmead Road / Chessington Road junction.** This scheme would provide traffic control and pedestrian and cycle facilities , especially for school children at Blenheim High School. This would be a short term but high cost scheme.
- 2.11 **Provision of cycle facilities at the Kiln Lane / Middle Lane junction.** This scheme would make provision for cyclists at the Middle Lane Junction allowing cyclists to access Middle lane from Kiln Lane when heading towards Epsom town centre. This would be a medium term and medium cost improvement.
- 2.12 **Provision of traffic signals with a pedestrian phase at the Hook Road / Chase Road junction.** This would provide traffic control and pedestrian facilities. This scheme would be a medium term and high cost.
- 2.13 **Provision of traffic signals with a pedestrian phase at the East Street / Church Road junction.** This would provide traffic control and pedestrian facilities. The existing pelican crossing could be removed. This scheme would be a medium term and high cost.
- 2.14 **Provision of traffic signals with a pedestrian phase at the Hook Road / Longmead Road junction.** This scheme would provide traffic control and pedestrian and cycle facilities , especially for school children at Epsom County Junior School and Blenheim High School. The existing pelican and toucan crossings would be removed. In addition it may be that a pedestrian refuge island in Blenheim Road near Longmead Road could be included as part of this scheme. This would be a longer term but high cost scheme.

- 2.15 **One way gyratory system for Hook Road and Temple Road.** This would involve making Hook Road one way towards Epsom town centre and Temple Road one way in the opposite direction. This would require paramics modelling and extensive consultation. This would be a longer term and high cost improvement.
- 2.16 **Ewell Village improvements.** This may involve making roads in Ewell Village one way to free up road space to allow widening of the footways. This would require paramics modelling and extensive consultation. This would be a longer term and high cost improvement.

3 OPTIONS

- 3.1 Members can choose to add all or some the improvements to the Local Transport Plan so that the process to progress to construction can commence. Members may also prioritise the schemes to determine which schemes are progressed. This can be done at the annual LTP / Scheme prioritisation meeting held in the spring.

4 CONSULTATIONS

- 4.1 As the schemes progress there will be a need for consultation depending on the nature of the project. Most will need Committee approval.

5 FINANCIAL IMPLICATIONS AND VALUE FOR MONEY

- 5.1 The schemes will become part of the Local Transport Plan programme. It is anticipated that the schemes will be funded through money already provided by through S106 agreements, the LTP and other sources such as Members Allowances.

6 EQUALITIES AND DIVERSITY IMPLICATIONS

- 6.1 None for the purpose of this report

7 CRIME AND DISORDER IMPLICATIONS

- 7.1 None for the purpose of this report.

8 CONCLUSION

- 8.1 There is a need to carry out improvements in light of the Kiln Lane Link deferral to 2016 and the proposed schemes will all have benefits to the community. The speed at which the schemes progress will be determined by resources available and by order of priority as determined by Local Members.

9 REASONS FOR RECOMMENDATIONS

- 9.1 There are no recommendations but Members are aware of the possible improvement schemes which could be funded from money held in connection with the Kiln Lane Link.

10 WHAT HAPPENS NEXT

- 10.1 The list of schemes will be assessed on the points scoring system to determine their suitability for inclusion in the Local Transport Plan programme. Local Members will determine, possibly through a Members Working Group, the priority in which the schemes are progressed. Short term schemes with identified funding may be progressed in the next financial year subject to Members approval.

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