



**SURREY COUNTY COUNCIL
LOCAL COMMITTEE EPSOM & EWELL
13 July 2009**

PUBLIC QUESTIONS

Question 1 Mrs Ishbel Kenward

Re: Item 10 Puffin Crossing, Epsom Station Approach

I am hoping that when the Puffin Crossing is discussed there will also be information about why the 'Station Way' footpath through to the High Street is not signposted, either from Station Approach or the High Street. We have waited many years for it to be re-instated and now it is only there for people 'in the know' ! I trust that the Puffin Crossing will soon be in operation too.

Officer Response:

The new signal crossing in Station Approach Road has already been commissioned and a report to this Committee requests approval to carry out statutory consultation with Surrey Police necessary for enforcement of the zig-zag carriageway markings.

Pedestrian signs are shortly to be introduced at either end of the footway linking Station Approach Road with High Street indicating the route to the station and shopping facilities.

Question 2 Ms Malinda Griffin

Re: Residents' Parking Scheme – Laburnum Road, The Parade, Heathcote Rd & Hereford Close

In view of the rapid increase in residential developments in Epsom Town centre recently and the pressure this has created for street parking by existing residents and more recently arrived residents, does the Committee agree that now is the time to give urgent consideration to a Residents' Parking Scheme for central Epsom. 2. Furthermore, following a recent door-to-door survey, residents of Laburnum Rd, The parade, Heathcote Rd and Hereford Close are willing to be part of a Residents' Parking Scheme Pilot because of the parking related problems they have been experiencing particularly during weekdays. In view of this preparedness to host a pilot RPS, how soon could such a pilot be put in place, and what critical steps would be needed for this to happen? I look forward to a reply to these questions and am sorry that I am unable to attend the meeting.

Officer Response:

The provision of residents parking schemes is not a service Surrey is able to offer at this time.

Question 3 Dr Martin Johnson

Re: 166 Bus routing from Epsom General Hospital to Croydon

Will the Committee please act promptly to encourage both the public transport and Highways Departments of the County Council to be pro-active in collaboration with London Buses [TfL Transport for London] over the current renewed interest in a

revision of the route of the hourly No. 166 bus between Epsom General Hospital and Croydon which would restore public transport access to the famous, but inaccessible Royal Alfred Seafarer's [RASS] Home in our neighbouring borough, thereby offering increased access for residents of this borough who seek employment in the care sector, and also for aged relatives and friends of those in care at RASS who currently must need to use taxis to visit loved ones?

Officer Response:

During the daytime on Mondays to Saturdays route 166 runs every 20 minutes between Croydon, Woodmansterne and Banstead, with one bus per hour continuing to Epsom. Between Woodmansterne and Banstead all three buses per hour run by way of Croydon Lane, rather than Woodmansterne Lane.

Surrey County Council's Passenger Transport Group has asked TfL (Transport for London) to look at the possibility of running some journeys of route 166 along Woodmansterne Lane, rather than Croydon Lane. Although the County Council makes a financial contribution to the hourly service between Banstead and Epsom, the section of route in question is run entirely under TfL's jurisdiction and expense.

TfL reported on the feasibility of operating along Woodmansterne Lane in 2004 (copy attached) . At that time the estimated cost of widening the road as required was £100,000. The situation in Woodmansterne Lane has not changed since. Therefore TfL would not currently consider diverting any journeys of route 166 along Woodmansterne Lane due to the physical restrictions.

In addition to this TfL has pointed out the likely difficulties in siting accessible bus stops with safe pedestrian walking routes. Furthermore TfL attempts to run simple networks as this assists marketing; diversion of one bus per hour by way of a different route would be more complex, and would result in an uneven frequency in Croydon Lane of a 20 minute interval followed by a 40 minute interval.

Regrettably, due to budgetary constraints, the County Council is not in a financial position to fund a separate service along Woodmansterne Lane and it is felt that such a service would offer poor value for money as actual numbers of passengers wishing to travel would be low compared with the actual operational cost.

Question 4 Cllr Stephen Pontin

Re: Horton Lane Pedestrian Crossing

[a] The safety barriers have been damaged due to an accident. The temporary plastic barriers are not fit for purpose. As Borough Councillor for Ruxley Ward on behalf of residents, I request that these barriers are replaced as a matter of urgency without further delay. Could I request that this is now treated as a top priority? Road safety is severely compromised (especially for children) without these barriers. Please could we have a date when these barriers will be installed?

[b] We have had reports of vehicles "jumping " red lights with one near miss. Could Surrey Highways consider installing Enforcement Cameras at this crossing? Also what do Surrey Highways propose to do to improve the visibility to drivers of this crossing?

Officer Response:

[a] The guardrail has been damaged for two or three weeks only and has been prioritised for repair along with the many other issues that exist on the highway. The purpose of guardrail is to marshal pedestrians so that they cross the road at the

intended location but it will not offer protection in the case of an errant vehicle leaving the road. Provided children and other pedestrians continue to use the crossing in the correct manner, safety will not be compromised.

[b] In accordance with Government policy, enforcement cameras, including red light violation cameras, may only be placed if a prescribed history of injury accidents can be demonstrated. Full details of the criteria were set out in the Camera Partnership's e-mail to Cllr Pontin dated 13 November 2008. There are no plans to install a violation camera at this site.

Following a recent site meeting with Surrey Police and a member of the Council's Road Safety Team, it is proposed to revise the crossing in line with the current specification and incorporate zig-zag markings to help driver recognition of the facility. Works are planned for the current financial year.

Question 5 **Cllr Stephen Pontin**
Re: Ruxley Lane/Chessington Road Junction

Back in March 2008 I presented a residents petition to this Local Committee requesting a full design review of the Ruxley Lane/Chessington Road junction and traffic lights. Please could the Chairman give us a progress report? Have any decisions been made regarding this review?

Officer Response

The cost of a full review of the signal junction is estimated at between three and five thousand pounds and funding for such an undertaking has yet to be identified. Some fine tuning of the junction has been carried out since implementation and officers' considered view is that no additional improvement to capacity (if any) can be achieved without a full reconfiguration of the junction at an estimated cost of several hundred thousand pounds.

Capacity at this junction is currently limited by westbound queues which form along Chessington Road on the approach the Royal Borough of Kingston. At peak times, the queue extends back to the Ruxley Lane junction which then impairs the signals' ability to operate effectively. Negotiations have taken place with the Royal Borough of Kingston and TfL, who operate the signals at Gilders Road and some small improvement has been made to help westbound traffic.

Whilst it is acknowledged that some inconvenience is experienced due to congestion at peak times, this was also the case before the signals at Ruxley Lane were introduced. The main advantage of the scheme has been to incorporate much needed pedestrian facilities where previously there were none. At this time there are no plans to proceed with a review due to the limited value of the expected outcome and the many other urgent demands upon the Council's finite resources.

Question 6 **Cllr Stephen Pontin**
Re: Speeding and anti-social driving

I trust all committee members will agree that reducing speeding & anti-social driving is an important and worthwhile goal? How would members of Epsom & Ewell Local Committee like to see this achieved in Epsom & Ewell? What would they be proposing to reduce speeding and anti-social driving in Epsom & Ewell?

Officer Response:

The County's Local Transport Plan sets out how Surrey proposes to meet Government targets for improving road safety. The Integrated Transport Schemes report to this Committee identifies proposals within Epsom and Ewell for the forthcoming five years, which include measures to improve road safety.

Question 7 Cllr Stephen Pontin

Re: Speed Camera – Horton Lane

As already mentioned Surrey County Council has set a goal to reduce anti-social driving on Surrey's roads with the announcement of a £1 million programme with Surrey Police to cut speeding and anti-social driving. Could some of this budget be used to install speed cameras to stop Horton Lane from being used as a speedway circuit?

Officer Response:

The Council is aware of the anti social behaviour of some motor cyclists in this area and have been working with Surrey Police to help manage the situation. Under Government issued regulations, the site does not qualify for installation of an enforcement camera.

Question 8 Cllr Stephen Pontin

Re: Jasmin Road – double yellow lines

Q7, The residents in Jasmin Road have requested double yellow lines from the junction at Ruxley Lane down to Orchard Close. This is to reduce the number of vehicles that are parking in Jasmin Road that are nothing to do with residents. When can we expect this to be carried out?

Officer Response:



This site is on the current list to be investigated for parking restrictions subject to Committee approval of the necessary funding.



Question 3
Public Questions – Local
Committee Epsom & Ewell
13 July 2009
Transport for London

Network Operations

Regional Office South
Sycamore House
799 London Road
Thornton Heath
Surrey. CR7 6AW

 020 8684 2366
 020 8683 0437
Wednesday, 20 October 2004

Site Meeting Report

Attendees:

John Beckham, Performance Manager (route 166), Arriva.
Colin Ambrose, Area Manager, London Buses.

Aim:

To ascertain the feasibility for proposals to re-route 166 via Woodmansterne Lane.

Chipstead Way:

Late evening and over weekend parking has created operational difficulties. During the normal working day residential parking tends to be on one side of the highway, out side these hours, parking creates pinch points. Visibility can be clear on the approach, nevertheless the parking can be the entire length from the mid point Chipstead Way. Possible solution could be to introduce parking restrictions, although this may, further, anger the residents, the incidents are not often, as such no action to be taken.

Woodmansterne Street:

Highway width is at the minimum for operating the service; the highway is not ideal at certain corners.

Woodmansterne Lane:

Highway width is below the minimum for operating the service. Specifically the junction with Kenneth Road, which at 4.2 metres from kerb to verge, would not be able to support the service safely. A solution discussed would be to widen the highway; by making use of a grass verge, however this would need a further metre to extend the highway to an operational 6 metres in width. The delivery and financial cost of such a project may exceed that available (Tim Taylor to provide a guesstimate figure).

The 'Hengest Farm' corner would present minor problem with passing due to the width and angle of the corner, this would require widening.

Fiddicroft Road junction would require parking restrictions to discourage excessive parking for the local community facilities at this location.

The highway is frequently used by agricultural equipment, which would aggravate any bus service through this section, as it is normally wider than a bus.