



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

**EAST STREET, EPSOM  
PROPOSED CYCLE IMPROVEMENTS**

**13 SEPTEMBER 2010**

**KEY ISSUE**

To consider proposals to create a safe and continuous cycle facility between Epsom town centre and Ewell Village, by modifying existing traffic signal controlled junctions, providing a toucan crossing and shared use cycleways.

**SUMMARY**

To establish a continuous shared use cycleway linking Epsom town centre at East Street to Ewell Village by providing toucan crossing facilities at the junction of East Street and Hook Road, shared use cycleway along East Street to Kiln Lane via Victoria Place and Middle Lane, a toucan crossing facility in Kiln Lane near to Farriers Road and a shared use cycleway to Weston Road to connect with the existing cycle facilities at West Street, Ewell. In addition, to reconfigure the existing signals at East Street / Kiln Lane to incorporate a controlled pedestrian facility and extend the right turn lane into Kiln Lane. Funding will be subject to successful negotiations with Sainsburys to agree appropriate use of Section 106 monies already held, intended for development of the Kiln Lane Link. The proposals are illustrated in Annex A.

**OFFICER RECOMMENDATIONS**

The Local Committee is asked to:

- i) Give approval for the construction of the shared use cycleway between Epsom town centre and Ewell Village and associated measures.

- ii) Give approval for the advertising of the intention to install a toucan crossing in Kiln Lane

## **1 INTRODUCTION AND BACKGROUND**

- 1.1 At present there is a gap in the Epsom Cycle Network as there are no cycle facilities along the A24 East Street between Kiln Lane and Epsom town centre.
- 1.2 There are, however, many people already using the wide footways along East Street to cycle in both directions in order to avoid the traffic on the A24. This practice is not legal at present.
- 1.3 The existing footways are generally in excess of 4m wide on both sides of East Street between High Street and Kiln Lane and could accommodate unsegregated shared use facilities.
- 1.4 The existing traffic signals at Kiln Lane have been subject to review by Traffic Systems in order to increase capacity at the junction for right turning movements into Kiln Lane. This is a particular problem at weekends with shoppers increasing the volume of traffic making the right turn.
- 1.5 The existing traffic signal controlled junction at East Street / Hook Road does not have a controlled pedestrian crossing on the left filter lane. The Access Forum has requested a traffic signal controlled pedestrian crossing traversing the filter lane for many years.

## **2 ANALYSIS**

- 2.1 There is an existing segregated shared use cycleway running from Waterloo Road at the junction with Station Approach, following the railway embankment, to East Street. There are no cycle facilities at this point so cyclists are expected to join the carriageway at a very busy section of the A24. The drawing shown in annexe 1 has details of the proposed improvements.
- 2.2 The footway is wide enough to accommodate shared use and the provision of a table across Adelphi Road would assist cyclists and pedestrians as at present there is no tactile paving. Modification to the kerb line would allow local widening of the footway in order that cyclists could cross at the pedestrian crossing at the junction of East Street and Hook Road.
- 2.3 Introducing toucan crossing facilities would allow cyclists and pedestrians to cross Hook Road. The proposals provide a traffic signal controlled crossing point across the left turn filter lane which is currently uncontrolled.

- 2.4 The section between Hook Road and Victoria Place is in excess of 4m and can accommodate shared use. The proposed route to Ewell is via Victoria Place, Lintons Lane and Middle Lane. These are quiet roads and are marked as the official route on the Surrey Cycle Maps already.
- 2.5 There are a number of wooden planters along the footway between East Street and Kiln Lane of both sides of the road. They were installed by the Borough many years ago and are currently maintained by the Borough. Although they could remain as part of the new proposed scheme, it is preferred to plant trees where possible and remove the planters.
- 2.6 At the Middle Lane / Kiln Lane junction cyclists are currently expected to join the carriageway and continue along Kiln Lane to Weston Road and then use the existing link to West Street or Kingsway. The proposal is to widen the footway on Kiln Lane to accommodate shared use. This can be done by removing a strip of verge near the roundabout at the access to Sainsburys.
- 2.7 The proposals include provision of a toucan crossing on Kiln Lane between the roundabout to the Sainsburys car park and Farriers Road. The cyclists and pedestrians would be accommodated by widening the existing footways on both sides of the road at the toucan crossing.
- 2.8 A link into the Sainsburys car park would be provided to allow pedestrians and cyclists access to the stores. There is currently no official access to the stores aside from a path in the north western corner. An informal path has been worn along the desire line between the hedge bordering the car park and this coincides with the position of the proposed toucan crossing and formalised pedestrian entrance.
- 2.9 At the Kiln Lane / East Street junction a modification to include a controlled pedestrian crossing on the north east side of the junction is proposed. This will allow the existing uncontrolled pedestrian refuge island near Chuters Grove to be removed. The removal of the pedestrian refuge island will result in the dedicated right turn facility at the Kiln Lane junction to be lengthened to accommodate a further 10 cars vehicles and thereby reducing the congestion caused by vehicles waiting to turn right interrupting the A24 ahead flow.
- 2.10 The proposal also has provision for a shared use cycleway on the south side of East Street from the Kings Arms Pub through to the Clayton Road junction. The footway on this section is in excess of 4m wide and can accommodate cyclists as well as pedestrians. A road table across Church Road is proposed to improve access for pedestrians and cyclists.
- 2.11 The shared use facility would end at the Clayton Road junction and cyclists would have to dismount if continuing on the footway or rejoin the carriageway.

- 2.12 In addition to the proposed alterations to the highway layout the intention is to resurface the lengths of shared use cycleways on both sides of East Street to offer improvement and continuity of surfacing materials. The junction of East Street and Kiln Lane carriageway will also need to be resurfaced.

### **3 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 3.1 It is anticipated the works will be funded by Sainsburys through the agreement on the Kiln Lane Link. However, under the terms of the agreement, Sainsburys must be consulted in relation to the use of funds held if not in compliance with the original Kiln Lane Link plan.

### **4 EQUALITIES AND DIVERSITY IMPLICATIONS**

- 4.1 All measures installed will incorporate provision for blind and mobility impaired.

### **5 CRIME AND DISORDER IMPLICATIONS**

- 5.1 None perceived.

### **6 CONCLUSION AND RECOMMENDATIONS**

- 6.1 The proposed improvements will provide a safe and continuous cycle route from Epsom to Ewell Village, with improved crossing facilities at East Street / Hook Road junction and East Street / Kiln Lane junction with improved right turn capacity at the East Street Kiln junction for vehicles. It is anticipated the proposals will be welcomed by Sainsburys.
- 6.2 There would be extensive carriageway and footway resurfacing which would improve the quality of the highway.
- 6.3 The cycle measures will encourage more cycling and link two existing cycle facilities within the Borough.
- 6.4 The proposals are in keeping with the spirit of creating the Kiln Lane Link and will complement any future development of the Link plan

### **7 REASONS FOR RECOMMENDATIONS**

- 7.1 The proposed improvements will provide a continuous safe route for pedestrians and cyclists between Epsom town centre and Ewell Village. In addition the improvements to the traffic signal controlled junction at East

Street Kiln Lane will improve the right turn facility and provide a controlled crossing facility for pedestrians on the north east side of the junction.

## 8 WHAT HAPPENS NEXT

- 8.1 If approval is awarded, negotiations with Sainsburys will be held; detailed design, safety audit and implementation will follow subject to outcomes.

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