

**SURREY COUNTY COUNCIL  
LOCAL COMMITTEE IN EPSOM & EWELL  
25 June 2012**

**MEMBER QUESTIONS**

**Question 1 Colin Taylor  
Re: Update on Issues**

What is the latest position regarding:

1. A meeting with Surrey Police about speeding in Horton Lane?
2. The new stop line at the T-junction in Victoria Place?
3. Extending the repairs in Worple Road (see minute 12/12) to include the potholed junction with Heathcote Road?
4. Box junction markings where West Street and South Street meet the High Street?
5. The yellow lines and residents parking bays agreed at the meeting on 25 January?
6. Issuing residents permits (see minute 11/12 Question 6)?
7. A revised layout for the taxi rank and bus stops in Station Approach (see minute 12/12)?
8. Replacing the illegal mini-cab rank in the High Street outside Cafe Rouge with a legal late night taxi rank?
9. Finding a new base for Phab (see minute 15/12)?
10. Support by Surrey County Council for bringing Epsom station into Zone 6?

**Officer Response:**

1. PC John Fruen, the Police Casualty Reduction Officer is a regular visitor to the sites concerned in an attempt to enforce the current restrictions and highway officers are also aware of the problems. However, it is difficult to see what additional engineering solutions could be put in place that would reduce the anti-social behaviour without either significant cost or adverse affects on other drivers. The highway engineers are happy to attend a site meeting to look at options, however as you know we are currently waiting for the new Area Highways Manager to take up his post which will not be until the end of July and other staff are currently heavily involved in helping to prepare for the Olympic cycle race so it will not be possible to hold a meeting before August/September.
2. The Councils road marking contractor has been issued with an order to complete this work. They will attempt to install the Give Way line this week.
3. A patch repair has been ordered for a deteriorated section of carriageway at this junction (2 x 2m). This road has also recently been inspected with a view to putting on the next Micro-Asphalt programme.
4. Drawings are currently being produced for a box junction at West Street/High Street as well as one on East Street/Church Street junction. It will be necessary to consult with Surrey Police and for the layout to be approved by the committee before it is implemented. Traffic Orders are not required for this type of restrictive marking on the highway.

5. Work to implement the waiting restrictions agreed in January has started although due to more wet weather than is usual, and parked vehicles in some locations, the work has not been carried out as quickly as expected. A road making crew will be in the Borough from Monday 25th June and have been tasked specifically with completing this work. It has been agreed that where access is difficult due to daytime parking they will carry out some works at night if necessary.
6. The County Council have been in discussion with the Borough Council (who will operate the resident permit schemes) about these proposals. The Borough Council are in the process of setting up the necessary facilities to allow residents to apply and pay for permits in these road when the signs and lines are in place. Residents will be contacted in the near future.
7. There are still some issues to be resolved and these are being worked on now and a report will be brought to the next Local Committee in September.
8. Following Phase 3 of the Bus Review, the local bus team within Travel & Transport Group are working on revisions to bus services for September 2012. Revisions will affect the number of services and times of operation of services from the Clocktower stops. The results of the revisions will be known in July.

As part of the revision, and previously requested by Local Committee, the local bus team explored the opportunity to relocate the bus stop/stand in the High Street (stop K) outside Santander (served by service 460/480) to the Clocktower. From September service 318 which is a 2 hourly shoppers service having 5 journeys per day from Epsom will use stop K instead of the frequent 20 minutes service on 460/480. Although this change will have a positive effect on the desired traffic flow through the High Street it will also mean that the Clocktower stops will be far busier with the added opportunity for later services. The existing Transport for London buses serve the Clocktower until 1 am and start again at 5.45am. In the absence of suitable alternative bus stop locations there would be strong concerns if the taxi rank proposal was pursued.

9. Officers are working with Phab and Disability Challengers to find suitable alternative premises for when Lintons Lane Youth Centre closes and are making good progress.
10. The Local Committee received a report in 2006 that looked at the criteria for inclusion into London Travelcard zone 6. At that time Epsom Downs and Tattenham Corner railway stations had recently been added into the zone 6.; a purely commercial decision on the part of Southern Railways.

The issue of why other stations within the Borough cannot be included within zone 6 remain, particularly Epsom Station.

While lightly used stations like Epsom Downs and Tattenham Corner are not going to cause major damage to train company finances when ticket prices are reduced as a result of their inclusion within zone 6, the inclusion of Epsom station itself as Surrey's third busiest station, would certainly hit train operator finances. Understandably for these reasons Epsom has not been included as no public funding to underwrite the cost is available and it is not viable for the operator to do this commercially.

However, it is important that this issue is not lost as the County Council is keen to support improvements to rail travel where it is practical and cost effective to do so. Surrey County Council has just begun the process of reviewing its rail strategy and issues such as this will be included in that review work, linked to government's emerging

views on the decentralisation of rail franchising. We will be consulting on the rail strategy later in 2012/13 and welcome the views and input from the Local Committee in this process.

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**Question 2 Jan Mason**  
**Re: Anti-social speeding Horton Lane**

I requested that a speed camera be installed in Horton Lane in the Spring of 2008, but was advised that there were insufficient casualties in the area to meet the criteria for a camera. In view of the ongoing complaints from residents in relation to anti-social speeding, particularly by motorcyclists, would this Committee consider agreeing to fund or contribute towards the cost of a two way speed camera in Horton Lane.

**Officer Response:**

Within Surrey safety cameras are reserved for the very worst collision hotspots where there has been a high level of collisions and where speeds have been measured and confirmed as being excessive. This is because cameras are expensive to purchase and install and require ongoing maintenance and police resources to process the offences. Therefore it is not possible to install them on every single road, rather they are reserved for the sites that need them the most. From 2009 to the end of March 2012 there have been three collisions resulting in three slight injury casualties on Horton Lane. Although any one collision is one too many, this history of collisions is not very bad compared to many other roads in Surrey. Therefore this site would not meet the criteria for investment in safety cameras.

The cost of a single direction digital safety camera is approximately £50,000. (Existing wet film cameras are becoming obsolete and will need to be replaced with digital speed cameras over the coming years). At the moment there is no bi-directional digital speed camera available on the market. Therefore two digital speed cameras would be required to enforce in both directions at this site, which would cost approximately £100,000.