



OFFICER REPORT TO LOCAL COMMITTEE (Epsom and Ewell)

TRAFFIC MANAGEMENT IN STATION APPROACH, EPSOM 24 SEPTEMBER 2012

KEY ISSUE

To establish and allocate road space for vehicle use in Station Approach following the completion of Epsom Station Redevelopment.

SUMMARY

Epsom Station is currently being redeveloped with completion expected in November 2012. Road space needs to be allocated for various uses, including buses, taxis and loading. Traffic Regulation Orders are required to formalise the allocation of road space for these different uses.

OFFICER RECOMMENDATIONS

The Local Committee is recommended to:

- i) Approve the advertising of a Traffic Regulation Order for the provision of a service vehicle loading area;
- ii) Approve the advertising of an amendment to the existing town centre loading restrictions to accommodate the new loading lay-by;
- iii) Approve the making of a Bus Stop Clearway in Station Approach;
- iv) Agree to set up a working group consisting of Divisional and Ward Members, County and Borough Officers, Hackney Carriage representatives, Network Rail and Passenger Transport representatives to consider the provision of Hackney Carriage ranks in the Town centre including Station Approach.

1 INTRODUCTION AND BACKGROUND

- 1.1 The development of Epsom Station is due to be completed in November 2012. Before alterations to the station began, Hackney Carriages were able to use the private forecourt of the station so there was no requirement for on street Hackney Carriages provision in Station Approach.
- 1.2 Before the development began there was provision for one bus stop outside the station adjacent to the zigzag road markings of the Puffin crossing. There are currently 'at any time' waiting restrictions (double yellow lines) with peak hour loading bans in place throughout the remainder of Station Approach, which is consistent with the rest of the town centre.
- 1.3 During the construction phase of the works, provision for Hackney Carriages was made on the south side of Station Approach outside Hudson House: a rank for 8 Hackney Carriages. This area had been agreed with County Council Passenger Transport Officers and the Police to be used as a bus stand following the completion of the Station redevelopment, but a bus stand in this location is no longer required.
- 1.4 The permanent arrangement for Hackney Carriages following completion of the redevelopment is to create a rank outside the station between the reinstated bus stop and the new vehicular entrance to the residential part of the development. In addition there is a proposed area within the station site that will act as a call down area for Hackney Carriages when the rank is full. The access to the call down area is made from the West Street end of Station Approach, within the one way section, with an egress back on to Station Approach on the tear drop road layout feature.
- 1.5 Since the start of the development work the Hackney Carriage Association have been in contact on many occasions to express the view that there was not enough provision for Hackney Carriages both under the temporary traffic management arrangement and upon completion of the works.

2 ANALYSIS

- 2.1 The proposed road layout for the northern side of Station Approach following completion of the Station development is shown in Annex A, No.MBSK101123C rev C.
- 2.2 At the eastern end of Station Approach a lay-by will be provided for deliveries and servicing to the shops and hotel within the station. This is located between the existing puffin crossing and the existing traffic signals at the junction of Waterloo Road. T
- 2.3 The current waiting restrictions over this section of Station Approach is the same as for the rest of the town centre, with an "at any time" waiting restriction and a peak hour loading restriction between 7.30am to 9.30am and 4.30pm to 6.30pm Monday to Friday, and a loading restriction between 8.30am and

5.30pm on Saturday. It is intended to amend the existing TRO to include a peak hour loading restriction Monday to Saturday in this lay-by. This would make the loading restriction times on a Saturday consistent with the loading restriction times on weekdays.

- 2.4 To the west of the station entrance provision is required for two buses to stop simultaneously. Therefore a 29m long bus stop is proposed to extend in a westerly direction from the end of the zigzag road markings of the Puffin crossing for 29m to accommodate two buses. There will need to be a 24hr bus stop clearway over this length of carriageway.
- 2.5 Immediately adjacent to the bus stop clearway on the western side provision is required for commercial refuse collection from the development. This will require a 12m loading bay to be created on the carriageway with loading only between the hours of 6am and 9am. This will enable refuse vehicles which are only likely to be on site for a few minutes at a time to collect the commercial waste from the new retailers within the development.
- 2.6 Outside of these times it is proposed that this loading bay be used as a Hackney Carriage rank. The remaining section of carriageway between this loading bay and the new vehicular access to the development may be used as a Hackney Carriage rank at any time.
- 2.7 Hackney Carriage provision in Station Approach has been a contentious issue ever since the development was given approval. It is possible that the current temporary Hackney Carriage rank area on the southern side of Station Approach can be made permanent. However this may cause problems with Hackney Carriages using the proposed call down area as to who has priority for filling the rank near the station entrance. Hackney Carriage provision and allocation of road space has been an issue in the town centre for some time and needs to be addressed. It is felt that these issues are best dealt with by a working group so that all parties have a say in how the matter is resolved.

3 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 3.1 The cost of making the TROs will be funded by the developer, as will the costs of providing the necessary signs.

4 EQUALITIES AND DIVERSITY IMPLICATIONS

- 4.1 The new development and proposed changes to Station Approach will enhance the transport interchange area which will be particularly beneficial to pedestrians.
- 4.2 Although no provision is made for a dedicated disabled parking bay in Station Approach it is felt that disabled drivers will be able to make use of the car parking provision nearby and within the station, and that disabled passengers will be able to be set down on the double yellow line areas as currently happens throughout the town centre.

5 CRIME AND DISORDER IMPLICATIONS

- 5.1 The provision of bus stops and a Hackney Carriage rank will enable train passengers to continue their onward journeys from outside the new station area in a well lit and busy environment.

6 CONCLUSION AND RECOMMENDATIONS

- 6.1 The provision of a bus stop clearway requires Local Committee approval although a formal Traffic Regulation Order is no longer required. Approval is therefore needed to implement the road markings and establish the designated area outside the Station entrance for buses.
- 6.2 The new lay by is being provided to accommodate deliveries to the new retail units, particularly the Travelodge. In order to be consistent with all other parts of the town centre where there are peak hour loading restrictions it is intended to impose the same restrictions within the lay by during the weekday. However, at this time an all day restriction on Saturdays may be too restrictive to the operation of the businesses within the development and therefore the Saturday restriction could be relaxed to the normal peak hour restriction within the lay by. It should not create the problems that would occur in the High Street if loading was allowed all day on a Saturday.
- 6.3 Commercial waste management for the new retailers is required and a dedicated loading bay for the refuse vehicle will enable this function to be carried out without blocking Station Approach to vehicular traffic.
- 6.4 The provision of Hackney Carriage ranks within Station Approach has been a concern since works began. It is acknowledged that the solution proposed in this report may not be the best long term solution, especially in respect of Hackney Carriage provision. Allocation of road space to different users is a delicate balance and involves different stakeholders with different interests. Therefore it is proposed to set up a working group to review Hackney Carriage provision within the town centre, especially in Station Approach, to explore whether a better long term solution may be available.

7 REASONS FOR RECOMMENDATIONS

- 7.1 There is a need for bus stop provision outside the station and a bus stop clearway will ensure the area is kept clear except for buses.
- 7.2 An amendment to the existing Town Centre TRO is needed to provide peak hour loading restrictions within the Station Approach lay-by on Saturdays.
- 7.3 A refuse vehicle is required Monday to Friday to service the new retailers within the development. Creating a dedicated loading bay will allow this function to take place anytime between 6am and 9am although in practice the bay will only be occupied for a few minutes during this slot.

- 7.4 A working group consisting of Divisional and Ward Members, Hackney Carriage Association, Surrey Highways Officers, Borough Taxi Licensing Officer and possibly a representative from Passenger Transport and Network Rail is the best way to address the complex issues around taxi provision in the town centre, especially in Station Approach

8 WHAT HAPPENS NEXT

- 8.1 If approval is given to the road space allocation then work to establish the correct road markings will be put in place so that the new road layout is in place once the development is completed.
- 8.2 A TRO will be advertised for the provision of a loading bay in Station Approach.
- 8.3 A TRO amendment will be advertised to change the lay by restrictions to the peak hour restrictions Monday to Saturday
- 8.4 A working Group will be set up to look into the taxi issues within the town centre which will include the particular issues in Station Approach

LEAD OFFICER:	Nick Healey
TELEPHONE NUMBER:	03456 009009
E-MAIL:	east Surrey highways@surreycc.gov.uk
CONTACT OFFICER:	Alan Flaherty
TELEPHONE NUMBER:	08456 009009
E-MAIL:	east Surrey highways@surreycc.gov.uk
