

Notice of Meeting

Epsom and Ewell Local Committee Special Meeting

Date: Wednesday, 24 April 2013

Time: 2.00 pm

Place: Ewell Court House, Lakehurst Road, Ewell, Surrey KT19 0EB

Contact: **Nicola Morris, Community Partnership & Committee Officer**

**Surrey County Council, Community Partnership Team, Epsom
Town Hall (2nd floor), Epsom, KT18 5BY**

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Surrey County Council Appointed Members

Mr David Wood, Epsom and Ewell North East (Chairman)
Mr Chris Frost, Epsom and Ewell South East (Vice-Chairman)
Mr Eber A Kington, Epsom and Ewell North
Mrs Jan Mason, Epsom and Ewell West
Mr Colin Taylor, Epsom and Ewell South West

Borough Council Appointed Members

Borough Councillor Michael Arthur, Ewell
Borough Councillor Ian Booker, Town
Borough Councillor Paul Arden Jones, Stamford
Borough Councillor Julie Morris, College
Borough Councillor Jean Smith, Ewell Court

Chief Executive
David McNulty

District / Borough Council Substitutes:

Borough Councillor Pamela Bradley, Stoneleigh
Borough Councillor Neil Dallen, Town
Borough Councillor Anna Jones, College
Borough Councillor Humphrey Reynolds, Ewell
Borough Councillor Mike Teasdale, Stoneleigh

NOTES:

1. Members are reminded that Standing Orders require any Member declaring an interest which is personal and prejudicial to withdraw from the meeting during the discussion of that item, except in the circumstances referred to in Standing Orders. If you have any queries concerning interests, please contact the Community Partnership & Committee Officer.
2. Members are requested to let the Community Partnership & Committee Officer have the wording of any motions and amendments not later than one hour before the start of the meeting.
3. Substitutions (Borough Members only) must be notified to the Community Partnership & Committee Officer by the absent member or group representative at least half an hour in advance of the meeting.

If you would like a copy of this agenda or the attached papers in another format, e.g. large print, Braille, or another language please either call Nicola Morris, Community Partnership & Committee Officer on 020 8541 9437 or write to the Community Partnerships Team at Surrey County Council, Community Partnership Team, Epsom Town Hall (2nd floor), Epsom, KT18 5BY or nicola.morris@surreycc.gov.uk

This is a meeting in public. If you would like to attend and you have any special requirements, please contact us using the above contact details.

**PART 1
IN PUBLIC**

1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS

To receive any apologies for absence and notices of substitutions from Borough members under Standing Order 39.

2 MINUTES OF PREVIOUS MEETING

(Pages 1 - 8)

To approve the Minutes of the previous meeting as a correct record.

3 DECLARATIONS OF INTEREST

To receive any declarations of disclosable pecuniary interests from Members in respect of any item to be considered at the meeting.

Notes:

- In line with the Relevant Authorities (Disclosable Pecuniary Interests) Regulations 2012, declarations may relate to the interest of the member, or the member's spouse or civil partner, or a person with whom the member is living as husband or wife, or a person with whom the member is living as if they were civil partners and the member is aware they have the interest.
- Members need only disclose interests not currently listed on the Register of Disclosable Pecuniary Interests.
- Members must notify the Monitoring Officer of any interests disclosed at the meeting so they may be added to the Register.
- Members are reminded that they must not participate in any item where they have a disclosable pecuniary interest.

4 TRAFFIC MANAGEMENT IN STATION APPROACH, EPSOM

(Pages 9 - 22)

The Epsom Station redevelopment is substantially complete. Road space needs to be allocated to the various anticipated users of Station Approach. Traffic Regulation Orders are required to establish road space formally and to enable enforcement.

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DRAFT

Minutes of the meeting of the
Epsom AND EWELL LOCAL COMMITTEE
held at 7.00 pm on 11 March 2013
at Bourne Hall, Spring Street, Ewell KT17 1UF.

Surrey County Council Members:

- * Mr David Wood (Chairman)
- * Mr Chris Frost (Vice-Chairman)
- * Mr Eber A Kington
- * Mrs Jan Mason
- * Mr Colin Taylor

Borough / District Members:

- * Borough Councillor Michael Arthur
- * Borough Councillor Ian Booker
- * Borough Councillor Paul Arden Jones
- * Borough Councillor Julie Morris
- * Borough Councillor Jean Smith

* In attendance

5/12 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]

There were no apologies for absence or substitutions.

6/12 WRITTEN PUBLIC QUESTION TIME [Item 2]

One question was received. The question and response is set out in Annex A.

It was agreed that the matter would be considered further under Item 9.

7/12 ADJOURNMENT [Item 3]

A number of members of the public attended, and four informal questions were put to the meeting. Answers were provided to the questions at the meeting.

8/12 PETITIONS [Item 4]

There was one petition received for this meeting. Details of the petition and the response from the Officers is set out in Annex B.

Dr Rahman spoke on behalf of the petitioners indicating that a crossing would be of benefit to everyone in the area as well as those attending the Islamic Centre. Parked cars in the vicinity of the Centre make it difficult to get a clear view of on-coming traffic which sometimes travels at considerable speed. The Centre is used by people of all ages. Installation of a crossing would improve

road safety and also act to slow traffic. Officers indicated that people should be encouraged to use the existing crossings at either end of the road and the local member indicated that he did not feel that this area would be a priority for a crossing from the limited resources that are available. The Committee noted the response and asked that highway officers meet with the petitioners to discuss the matter further.

9/12 MINUTES OF PREVIOUS MEETING [Item 5]

Confirmed as a correct record.

10/12 DECLARATIONS OF INTEREST [Item 6]

There were no declarations of interest.

11/12 MEMBER QUESTION TIME [Item 7]

9 questions were received. The questions and responses are set out in Annex C. The following supplementary question and answer was given at the meeting:

Question 1 – Mrs Mason queried when the pilot scheme with SGI began and when the evaluation will be provided. As no officers from the service were present a written reply will be provided.

Question 2 – Members did not feel that it was acceptable that an answer could not be provided within the timescale. The Chairman agreed to raise this with the officers concerned.

Question 4 – Mr Taylor queried whether permits would be issued for the bays in the future. It was noted that a consultation with residents in this area had indicated that they would not be prepared to pay for permits and so none would be issued at the current time.

Question 5 – The Highway Engineer reported that since the reply had been prepared he had been made aware that the work is currently out to tender and that work should start on site in the next 2 months. The developer would be pleased to erect cycle dismount signs as soon as the work commences.

Question 7 – Mr Taylor requested that consideration be given to installing bollards.

12/12 DATA OVERVIEW OF ACADEMIC PROGRESS WITHIN THE BOROUGH OF EPSOM AND EWELL [Item 8]

It was reported that the main area for improvement within the Borough is with those children who are receiving free school meals or have previous low attainment levels.

The Committee was pleased that Epsom & Ewell schools were in general performing at above the County and national standards and requested that a press release be issued to publicise this.

Members requested information outside the meeting on the range of performance amongst schools and it was agreed that this would be provided.

Noted the report and congratulated local schools on their performance.

13/12 EPSOM AND EWELL PARKING / WAITING RESTRICTIONS (PHASE 7) REVIEW [Item 9]

Noted that the layout of the bays in Church Street would be changed slightly as they are currently the wrong size, but they will remain in their current position.

Noted the following amendments to the Statement of Reasons: Drawings 63 & 64 "Beaconsfield Place" should read "Beaconsfield Road"; Drawing 32 – "Castle Parade" to be replaced by "Ewell By-pass"; Drawing 49 - text should include reference to East Street; Drawing 31 – text should make reference to bus stop clearways; Drawing 55 – second sentence of text should be deleted; Drawing 67 should be added under St Margaret's Drive.

In relation to map 13 the proposals in Chadacre Road and local concern that this could impact on Waverley Road were discussed. Recent suggestions had been put forward too late for inclusion and it was proposed that the parking officer should be asked to carry out a site visit and bring proposals to the Chairman and Local member for consideration. On a vote it was agreed 4 votes FOR to 1 AGAINST that the proposals in the report should be advertised for residents comments, but that exceptionally all residents in both roads should be informed of the proposals by letter to ensure that they are able to respond to the consultation on the proposals if they wish.

In relation to Drawing 49 it was proposed that this scheme should be deleted in order to protect the business of the small shop keepers. On a vote it was agreed that the scheme should be advertised as proposed (7 FOR, 1 AGAINST, 1 ABSTENTION]

Resolved: that

- i] the recommendations detailed in Annexe 1 of the report, with the exception of drawings 1, 7, 8, 13, 15, 18, 19, 23, 24, 30, 31, 44, 46, 50, 52, 55, 58, 66 where the changes to the Annex are detailed below:
 - a] Drawing 1 that the existing yellow lines in Kingsley Drive be changed to no waiting at any time.
 - b] Drawing 7 that restrictions proposed at the junction with Riverview Road should be moved to all sides of the junction with Tealing Drive (not shown on the drawing).
 - c] Drawing 8 that the double yellow lines proposed should be deleted across the parking bays outside the houses.
 - d] Drawing 13 that in view of the concerns of local residents that all properties in Chadacre Road and Waverley Road be sent a letter to make them aware of the proposals when they are advertised.
 - e] Drawing 15 that the existing double yellow lines at the junction of Lakehurst Road and Ewell Court Avenue be extended at all corners of the junction without interfering with vehicle cross overs.

- f] Drawing 18 that these proposals be deleted.
- g] Drawing 19 that double yellow lines be added in Ruxley Lane (in front of service road) to Gatley Avenue junction and on the other side of the junction to the pedestrian crossing. Also to the service road in front of the Kingfisher Pub (island side). That the Proposed restrictions alongside 166 Ruxley Lane into Gatley Avenue and all along Ruxley Lane be deleted. Wrap round to Cox Lane and all of Cox Lane restrictions to remain as shown. That the Parking Engineer redraws these proposals and checks with the local member to ensure these proposals meet the requirements and that the Parking Strategy and Implementation Manager be authorised to agree and further minor amendments.
- h] Drawing 23 that the double yellow lines be extended both sides to properties 1a and 2b.
- i] Drawing 24 that the double yellow lines be extended to Larch Crescent and along Chessington Road to driveway of 442 (Thomas Coaches). Also add double yellow lines from the pedestrian crossing down into Chessington Close and on for 10 metres both sides of the Close.
- j] Drawing 30 that the double yellow lines at the junction be extended to no.18
- k] Drawing 31 to remove the double yellow lines from the new bus stop clearway to the south of the access to Grange Mansions.
- l] Drawing 44 Temple Road, that the double yellow lines proposed be changed to single yellow lines Mon-Sat 7am – 8pm.
- m] Drawing 46 Waterloo Road, that these proposals should be defined in the key as No waiting Mon-Sun 7.00-9.30am and 4.30-6.30pm.
- n] Drawing 50 Mill Road, that the single yellow lines proposed on the railway side of the road be replaced with a curfew parking arrangement, the times of operation to be the same as those that apply at the junction with Bridge Road.
- o] Drawing 52 Grove Road, that restrictions of a double yellow line on one side and a single yellow line on the other Mon-Fri 8am-6pm be added to the consultation.
- p] Drawing 55 Chartwell Place, that these proposals be withdrawn, with the exception of the disabled bay, and a residents parking scheme be considered in the Phase 8 parking review.
- q] Drawing 58 Woodcote Park Road, that the proposals be extended to stop at the boundary between numbers 6 and 8 and advertised on the same basis as the restrictions on Hylands Close.
- r] Drawing 66 that double yellow lines on the bend in Thorndon Gardens (approximate number 15/20 to 28/29) be added to the proposals.

- s] That the Parking Engineer be asked to look at including waiting restrictions outside West Ewell Infant School in Ruxley Lane and if appropriate these be added to the proposals
 - t] That the yellow line put down in error outside 13 Arundel Avenue and then removed be added to the proposals for consultation.
 - u] That the removal of the existing yellow line around the garage and drive of 32 Marshalls Close be added to the proposals.
- ii] that the County Council's intention to make an order under the Road Traffic Regulation Act 1984 be advertised and, if no objections are maintained, the order be made;
 - iii] that if objections are received the Parking Strategy and Implementation Group Manager is authorised to try and resolve them.
 - iv] that if objections cannot be resolved, they are reported to a future meeting of the Local Committee for consideration and decision.

Reasons: It is expected that the implementation of the proposals will both increase the safe passage of vehicles and also ease the parking situation within the mainly residential areas.

14/12 TRAFFIC MANAGEMENT IN STATION APPROACH, EPSOM [Item 10]

The Area Highways Team Manager reported that the consultation with local residents in the vicinity of Station Approach and station users had identified three areas of concern:

- Pedestrians were concerned at the proposal to remove the pedestrian crossing by the station entrance;
- There was too much space identified for hackney carriages; and
- There was insufficient space for pick up and drop off of passengers using private vehicles.

It was noted that the loading bays on the north side of Station Approach will be for off peak use only and at other times can be used for pick up and drop off and could be appropriately signed to allow stopping for either 5 or 10 minutes with no return within one hour or as agreed by Committee, in the peak period between 6.30 and 10.00 am and 4.30 and 8.00 pm. The second proposal would also allow for a pick up and drop off bay in one of the areas previously identified for hackney carriages.

It was noted that it had not been possible in the time from the end of the consultation period to look at the retention of the pedestrian crossing and possible alternatives. From a technical point of view it would be possible to retain the existing crossing, but this would reduce the space available for other users and require further consideration by the Working Group which would delay the implementation of any agreed scheme.

It was suggested that all Members of the Committee should be invited to attend working group meetings if they wished. On a vote this was defeated by 2 voted FOR to 3 AGAINST

It was proposed that Option 2 should be agreed but on a vote this was defeated by 4 voted FOR to 5 AGAINST it was therefore

Resolved: (5 voted FOR to 4 AGAINST)

That the results of the consultation be referred back to the Working Group to consider what amendments to the suggested layout should be incorporated and for the Working Group to report back to Committee in June 2013.

Reasons: in order to give more time to consider the results of the consultation and in particular the request for the retention of the existing crossing by the station entrance.

15/12 HIGHWAYS UPDATE [Item 11]

Resolved: That

the Area Team Manager be authorised, in consultation with the Chairman and Vice-Chairman to decide Divisional Programmes for next Financial Year, in the event that individual Divisional Members have not indicated their priorities by 31 March 2013.

Reason: To ensure that next Financial Year's Divisional programmes can be finalised in good time to facilitate timely delivery of those programmes.

16/12 FLEXIBLE FORWARD PLAN [Item 12]

Noted the flexible forward plan and agreed to cancel the informal meeting scheduled for 24 April.

17/12 LOCAL COMMITTEE FUNDING [Item 13]

Mr Kington indicated that he wished to reduce the amount allocated to the installation of a Borough notice board by 50% and there would be no reference to the County Council on the board. It was suggested that the County Council should not be funding Borough initiatives, but on a vote this was agreed by 3 votes FOR to 1 AGAINST. It was agreed that the 50% saved would be awarded to the Mead Infant School footpath.

Resolved:

- i] That the items recommended for funding from the Local Committee's 2012/13 Member Allocation funding, as set out in section 2 of the report and summarised below be agreed:

Organisation	Project Title	Amount
Relate Mid Surrey	Young Peoples Counselling at Epsom and Ewell High School	£1,468
Ruxley Church, Ruxley Lane, Ewell, Surrey	Ruxley Church & Community Centre (Fixtures And Fittings)	£2,000
Epsom & Ewell	Hogsmill Local Nature Reserve	£1,600

Borough Council	Improvement Project	
Epsom & Ewell Borough Council	Installation Of Borough Notice Board Outside Post Office In Ewell Court	£1,001.88
Epsom And Ewell Karate Club	Club Equipment	£1,000
Langley Vale Village Hall Association	Langley Vale Village Hall Flat Roof Replacement	£7,000
The Mead Infant School	New Footpath Parallel To Cudas Close	£7,186.12
Epsom Medical Equipment Fund	Funds For An Ultrasound For Epsom General Hospital	£1,317
Peer Productions	The Domestic Abuse Project	£1,300
Epsom And Ewell Business Forum	Ewell Village Christmas Lighting	£3,990
Surrey Highways	Installation Of New Lighting Column In Green Lanes, West Ewell	£3,000
Local Authority – Epsom & Ewell Borough Council	Green Flag Poles	£400

- ii] to note the expenditure previously approved by either the Community Partnerships Manager or the Community Partnerships Team Leader under delegated powers, as set out in section 4 of the report.
- iii] to note any returned funding and/or adjustments, as set out within the report and at Appendix 1 to the report.
- iv] to approve the re-allocation of £2,000 from Chris Frost's allocation previously awarded to Surrey Highways for the Anti-skid surface at Longdown Lane to fund two grit bins. One will be placed in Arundel Avenue and the other in Queensmead Avenue.
- v] that any remaining unallocated funding after all current bids have been processed should be allocated to the Mead Infant School footpath or additional green flag poles.

18/12 DATE OF NEXT MEETING [Item 14]

Monday 24 June 2013, 7.00pm Ewell Court House, Ewell Court.

The Chairman wished those County Councillors standing for re-election good luck and thanked those not returning for their contribution. The Committee thanked the Chairman for his work during the past year.

Meeting ended at: 10.35 pm

Chairman



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

**TRAFFIC MANAGEMENT IN STATION APPROACH, EPSOM
24 APRIL 2013**

KEY ISSUE

To allocate road space in Station Approach following the completion of Epsom Station development.

SUMMARY

The Epsom Station redevelopment is substantially complete. Road space needs to be allocated to the various anticipated users of Station Approach. Traffic Regulation Orders are required to establish road space formally and to enable enforcement.

OFFICER RECOMMENDATIONS

The Local Committee is recommended to choose from one of three options:

- Option 1: Promote the layout that was originally suggested by the Working Group, as shown in drawing No PC0326_08 and included in this report at Annex A.
- Option 2: As per Option 1 but with the 23m Hackney Carriage rank on the south side of Station Approach replaced with a pick up and drop off facility for commuters as shown on drawing No. PC0326_09 and included in this report at Annex B.
- Option 3: Retain a modified pedestrian crossing and allocate dedicated space to pick up and drop off facility on the south side of Station Approach as shown on drawing No PC0326_10 and included in this report in Annex C.

For whichever option is preferred Committee is further asked to

- (i) Authorise the creation of the new bus stand clearway;
- (ii) Authorise the Area Team Manager, in consultation with the Chairman and Vice Chairman, to advertise the appropriate legal notices relating to the new layout, to consider any objections, and if appropriate to confirm the changes;
- (iii) Authorise the Area Team Manager, in consultation with the Chairman and Vice Chairman and Divisional Member, to make slight modifications to the suggested layout, such as may arise out of the detailed design or drafting of legal notices

1 INTRODUCTION AND BACKGROUND

- 1.1 The development of Epsom Station is now substantially complete.
- 1.2 The Local Area Committee gave approval in September 2012 to set up a Working Group to suggest a way forward regarding road space allocation in Station Approach following the completion of the station development.
- 1.3 The Working Group comprises County Members, Borough Members, The Police, Southern Rail, Passenger Transport Officers, Hackney Carriage representatives and SCC Highway Officers. In December 2012 the Working Group suggested drawing No PC0326_08 (included at Annex A) to Committee as a potential layout for Station Approach that would meet all the demands for road space that had been identified by the Working Group. Committee instructed officers to put this original suggested layout to public consultation.
- 1.4 Approximately 1000 leaflets were distributed to local residents, businesses and commuters asking for comments on the proposed layout (drawing No PC0326_08, Annex A) as originally suggested by the Working Group.
- 1.5 The results of the public consultation were presented to Committee in March 2013. Three main concerns were identified from the recurring themes in the consultation responses:
 - Concern over the removal of the pedestrian crossing;
 - Concern that too much space had been allocated to Hackney Carriages;
 - Concern that not enough space had been provided for pick up and drop off.
- 1.6 In all there were 83 replies: 43 respondents indicated that they did not want the crossing removed, 21 respondents saying there was too much Hackney Carriage provision, and 36 respondents asking for more pick up and drop off facilities. There were 5 respondents who were happy with the proposed layout.
- 1.7 Therefore in March 2013 Committee referred the results of the consultation back to the Working Group to consider what amendments to the original suggested layout could be incorporated in response to concerns raised in the public consultation. In particular Committee was keen for the Working

Group to consider what (if any) options could be considered that would retain a pedestrian crossing outside the Station entrance.

2 ANALYSIS

2.1 The Working Group has now re-considered the layout of Station Approach; three options are now suggested to Committee.

Option 1: This is the layout that was originally suggested by the Working Group, as shown in drawing No PC0326_08 and included in this report at Annex A.

Option 2: This option is very similar to Option 1 but with the 23m Hackney Carriage rank on the south side of Station Approach replaced with a pick up and drop off facility for commuters as shown on drawing No. PC0326_09 and included in this report at Annex B.

Option 3: This option retains a modified pedestrian crossing and provides dedicated space for a pick up and drop off facility on the south side of Station Approach as shown on drawing No PC0326_10 and included in this report in Annex C.

2.2 For all 3 Options a bus stand clearway of 37m is required by Passenger Transport Group to accommodate 3 bus services. This will be a clearway between Monday to Saturday 7am to 7pm. Outside of these times it may be used for pick up and drop off or parking.

2.3 For all 3 Options the 12m loading bay serving the refuse collection to the new development is required. The restrictions on the loading bay are intended to allow daily off-peak refuse collection from the new development but may be used as a pick up and drop off facility during peak times:

- Loading only 10am – 4.30pm and 8pm – 6.30am
- Limited waiting of 10mins with no return with 1 hour between 6.30am – 10am and 4.30pm – 8pm

2.4 For all 3 Options the use of the loading bay (lay-by) outside the Travelodge will be the same as for the 12m loading bay to allow peak time pick up and drop off, and off-peak loading:

- Loading only 10am – 4.30pm and 8pm – 6.30am
- Limited waiting of 10mins with no return with 1 hour between 6.30am – 10am and 4.30pm – 8pm

2.5 For all 3 Options the existing temporary taxi rank on the south side of Station Approach would become a permanent 43m feeder rank.

2.6 **Option 1 (drawing No PC0326_08, Annex A)** This option requires the removal of the pedestrian crossing outside the station to accommodate the needs of other road users. With the crossing removed the zigzag road markings would not be required allowing additional road space to be

reallocated to Hackney Carriages. The existing pedestrian crossing at the Waterloo Road junction would need to be widened to 4m to accommodate the additional pedestrians crossing at this point. For pedestrians going to and from the Spread Eagle junction there is no difference in distance. However, residents of Hudson House or pedestrians using Station Way would have a slightly longer journey than present to cross at the traffic signal controlled crossing.

- 2.7 The area immediately in front of the station entrance would be reallocated to a 36m Hackney Carriage rank. This would be fed from two feeder ranks on the south side. The current temporary Hackney Carriage rank on the south side of Station Approach would become a permanent rank; a second 23m feeder rank would be created on the southern side of Station Approach opposite the Station entrance. From the feeder ranks Hackney Carriage drivers would be able to observe when a Hackney Carriage picks up a passenger and moves off so there would be a continual feeding of the north side rank.
- 2.8 Under the original planning agreement, Hackney Carriages were intended to use a feeder rank on Network Rail land near to the tear drop. However, Hackney Carriages waiting at this point are unable to see the front of the rank outside the station so it would be difficult to feed the rank. In addition under this arrangement, access to the feeder rank would only be possible from West Street, restricting the movement of taxis around the town centre and lead to possible conflicts with taxis approaching the rank from Waterloo Road.
- 2.9 To the east of the new 23m taxi rank on the southern side of Station Approach there would be an 18m length of double yellow line from the end of the guardrail outside Co-Op. This would allow Hackney Carriages to set down passengers and join the end of the rank. It is the closest point to the traffic signal controlled crossing. Disabled passengers would also be able to set down at this location.
- 2.10 **Option 2 (drawing No. PC0326_09, Annex B)** This proposal would be similar to Option 1 but would replace the 23m Hackney Carriage rank on the south side with a limited waiting parking bay to provide for pick up and drop off. There would be no need to retain the 18m section of double yellow line as taxis would be able to set down passengers within this area and join the rank.
- 2.11 **Option 3 (drawing No PC0326_10, Annex C)** This proposal retains the pedestrian crossing outside the station. The pedestrian crossing would be built out on both sides of Station Approach, and the width of the crossing would be reduced from 6.4m to 4m to provide space for other road users. This reduced width is considered appropriate for the level of usage.
- 2.12 By building out the pedestrian crossing pedestrians would only need to cross 2 lanes of traffic rather than 4. The raised road table would be removed allowing the stop line for the crossing to be nearer to the actual

crossing. This arrangement would allow the number of zigzag markings to be reduced and therefore more road space can be reallocated to other users.

2.13 On the southern side the area between the crossing and Waterloo Road would become a 24m pick up and drop off facility with waiting limited to 10mins. Hackney Carriages would also be able to drop off at this location.

2.14 The built out pedestrian crossing would provide space for a 27m Hackney Carriage rank on the north side outside the station entrance. The temporary rank on the southern side would become a permanent feeder rank. There would be an additional space of 8m between the crossing and the entrance to Hudson House on the south side of Station approach.

Options summary

2.15 Tables 1 and 2 below summarise the different options, in terms of the provision afforded to different road users, and their relative advantages and disadvantages.

Table 1 – Summary of provision for different road users

Option	Bus stop provision	Hackney Carriage provision	Off-peak loading provision	Pick up and drop off provision
1	37m	97m	34m	Up to 89m total , comprising: 34m at peak time on north side, 37m from 7pm to 7am (bus stand area), 18m double yellow line on south side.
2	37m	79m	34m	Up to 113m total , comprising: 34m peak time on north side, 37m from 7pm to 7am (bus stop area), 42m at any time on south side.
3	37m	78m	34m	Up to 95m total , comprising: 34m peak time on north side, 37m from 7pm to 7am (bus stop area), 24m at any time on south side.

Table 2 – Summary of provision for different road users

Option	Advantages	Disadvantages
1	The layout meets the needs of the anticipated bus services. The layout meets the needs of the Hackney Carriage community (97m).	The pedestrian crossing outside the Station entrance would be removed. The layout has relatively little (52m) pick up and drop off during peak times.
2	The layout meets the needs of the anticipated bus services. This layout gives the most (76m) pick up and drop off during peak times.	The pedestrian crossing outside the Station entrance would be removed. The layout has reduced Hackney Carriage provision (79m).
3	The layout meets the needs of the anticipated bus services. The pedestrian crossing outside the Station entrance is retained.	The layout has reduced Hackney Carriage provision (78m). The layout has relatively little (58m) pick up and drop off during peak times.

3 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 3.1 In December 2012 Committee allocated £100k Capital for larger, more strategic schemes. The cost of implementing the new layout in Station Approach will be drawn from this allocation. Officers will also explore any opportunities for funding from developer contributions in the vicinity.

4 EQUALITIES AND DIVERSITY IMPLICATIONS

- 4.1 The allocation of road space to different road users in Station Approach is ultimately intended to meet the conflicting needs of the different users of Epsom Station, together with the needs of the local businesses and local residents. It is not possible to satisfy all those needs; the three different options represent three different possible compromises between the identified needs.

5 CRIME AND DISORDER IMPLICATIONS

- 5.1 The provision of Hackney Carriage ranks, bus stops and pick up and drop off facilities would enable rail passengers and pedestrians to make their onward journeys from outside the new station area in a well lit and busy environment.

6 CONCLUSION AND RECOMMENDATIONS

- 6.1 Option 1 was the layout originally put forward by the Working Group and subject to public consultation. Although it provides for the needs of the Hackney Carriage community, it would result in the removal of the pedestrian crossing, and provides relatively little pick up and drop off during peak times.
- 6.2 Option 2 provides is similar to Option 1. Of all the options it provides the greatest peak time pick up and drop off but reduced Hackney Carriage provision. It would also result in the removal of the pedestrian crossing.
- 6.3 Option 3 would retain a modified pedestrian crossing but with reduced Hackney Carriage provision compared to Option 1, and reduced peak time pick up and drop off compared to Option 2.
- 6.4 All three options provide for the anticipated bus services; all three options provide for the loading requirements of the new development.
- 6.5 It is recommended that Committee gives a clear decision as to its preferred option to take forwards for detailed design and implementation. Different members of the Working Group hold diverse opinions as to their preferred option, and therefore the Working Group itself agreed simply to report the different options to Committee, with their respective advantages and disadvantages.

7 REASONS FOR RECOMMENDATIONS

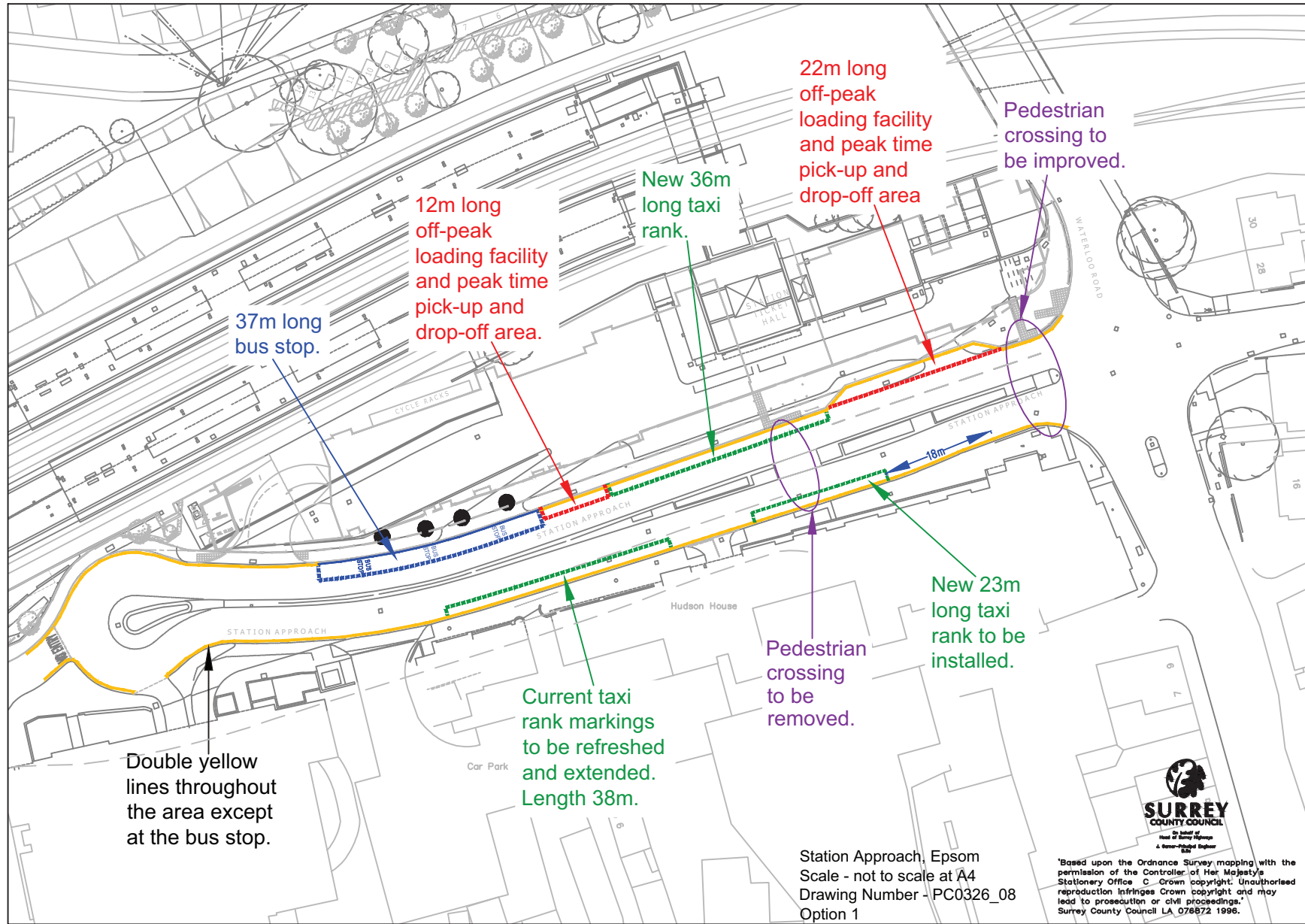
- 7.1 Committee has been considering the long term solution for Station Approach since it first resolved to form the Working Group in September 2012. As the Station redevelopment is now substantially complete, the onus is on Committee to give a clear decision as to its preferred long term solution.
- 7.2 All three options include the provision of a bus stand clearway. This requires Local Committee approval although a formal Traffic Regulation Order is not required. Approval is needed to implement the road markings and establish the designated area for buses. The clearway is required Monday to Saturday 7am to 7pm.
- 7.3 All three options include the new lay-by between the station entrance and Waterloo Road. This is intended to accommodate off-peak deliveries to the new retail units, particularly Tesco and the Travelodge. The lay-by will also provide for pick up and drop off during peak times. Approval is needed to establish the necessary Traffic Regulation Orders for this lay-by.
- 7.4 All three options include a 12m loading bay for the refuse vehicles to be able to collect waste without blocking Station Approach to vehicular traffic. This loading bay also allows for refuelling of the new development with bio-fuel. The lay-by will also provide for pick up and drop off during peak times. Approval is needed to establish the necessary Traffic Regulation Orders for this lay-by.
- 7.5 The preferred solution will require the establishment of Traffic Regulation Orders and other statutory processes. Furthermore the provision of Hackney Carriage ranks will require Epsom and Ewell Borough Council to undertake their own relevant statutory processes.

8 WHAT HAPPENS NEXT

- 8.1 Once the preferred option is decided officers will complete the detailed design and plan for implementation of the necessary changes.
- 8.2 Traffic Regulation Orders and other necessary statutory processes will be set in train.
- 8.3 Officers will request the Licensing Team at Epsom and Ewell Borough Council to progress the statutory processes relating to the Hackney Carriage ranks.

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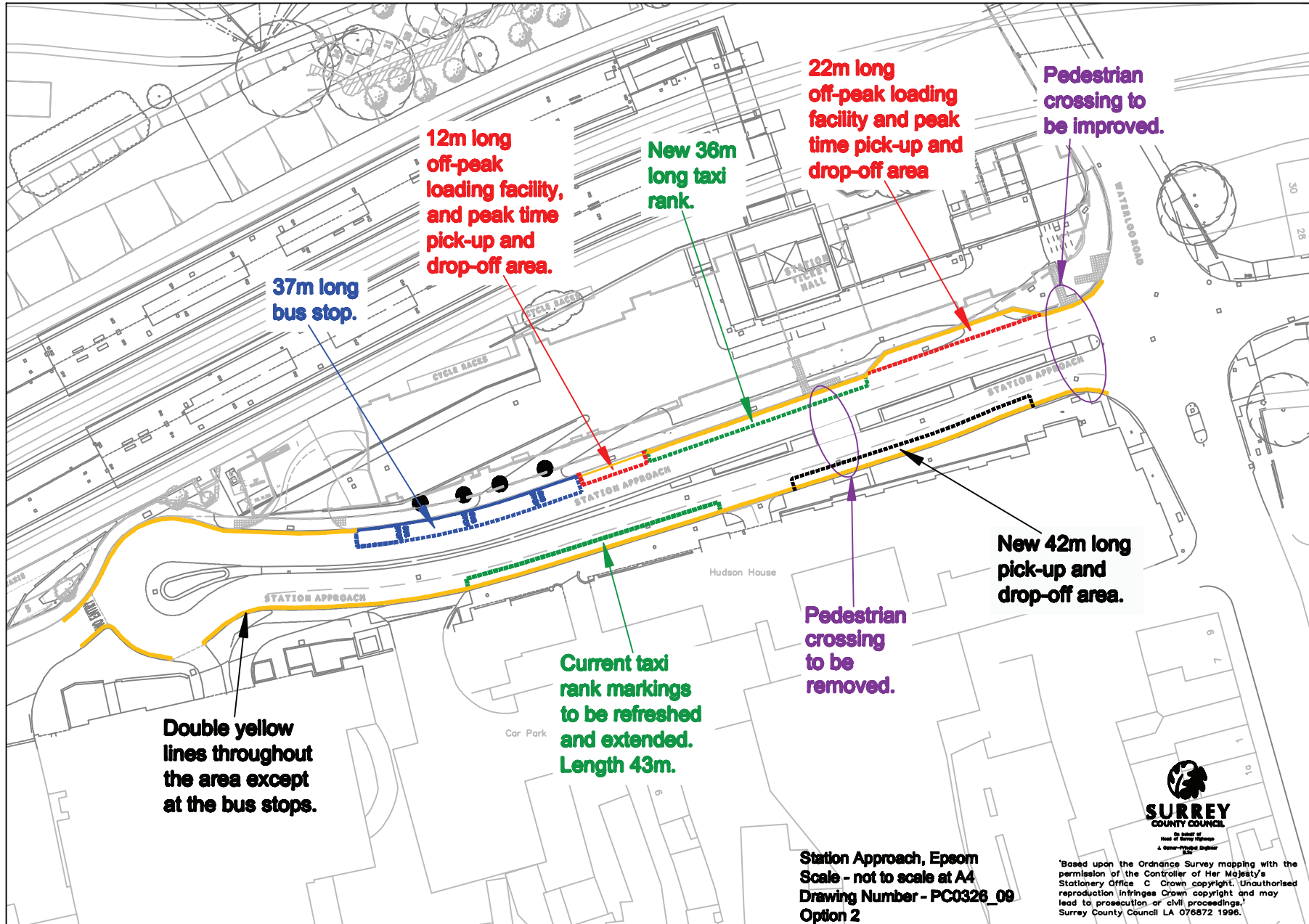


Station Approach, Epsom
Scale - not to scale at A4
Drawing Number - PC0326_08
Option 1



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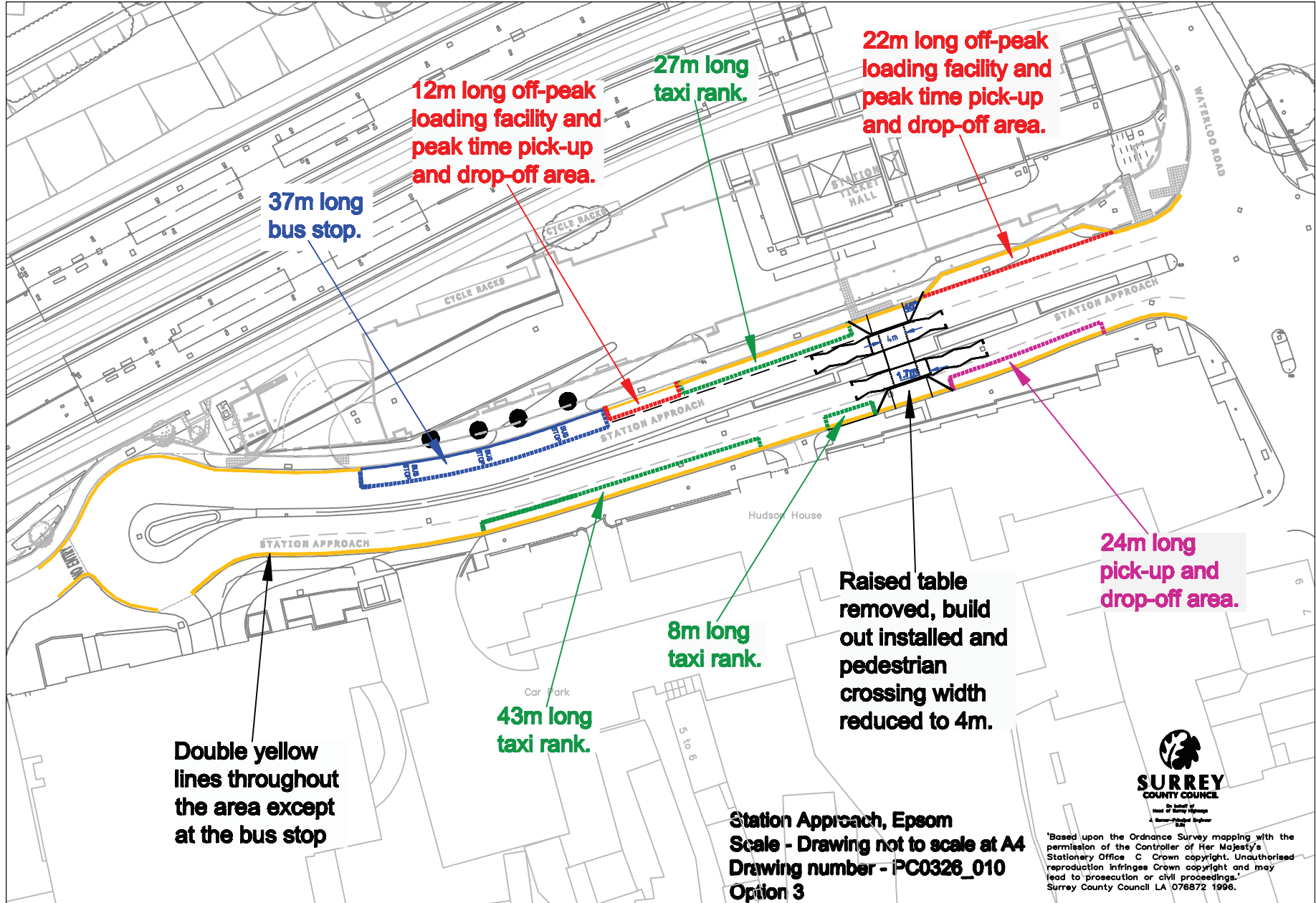


Station Approach, Epsom
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Option 2



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Station Approach, Epsom
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Option 3



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