

# Agenda

**We welcome you to  
Epsom and Ewell Local Committee**  
Your Councillors, Your Community  
and the Issues that Matter to You

Epsom & Ewell  
Local Committee

## Discussion

Petition – Cuddington Avenue Improvements  
to Road Safety – *Nick Healey*  
Request for funding of parking equipment –  
*Richard Chevalier*  
Highways Update – *Nick Healey*



## Venue

**Location:** Bourne Hall, Spring  
Street, Ewell, KT17 1UF

**Date:** Monday, 29 February  
2016

**Time:** 7.00 pm



**SURREY**

# You can get involved in the following ways

# Get involved

## ***Ask a question***

If there is something you wish know about how your council works or what it is doing in your area, you can ask the local committee a question about it. Most local committees provide an opportunity to raise questions, informally, up to 30 minutes before the meeting officially starts. If an answer cannot be given at the meeting, they will make arrangements for you to receive an answer either before or at the next formal meeting.

## ***Write a question***

You can also put your question to the local committee in writing. The committee officer must receive it a minimum of 4 working days in advance of the meeting.

When you arrive at the meeting let the committee officer (detailed below) know that you are there for the answer to your question. The committee chairman will decide exactly when your answer will be given and may invite you to ask a further question, if needed, at an appropriate time in the meeting.

## ***Sign a petition***

If you live, work or study in Surrey and have a local issue of concern, you can petition the local committee and ask it to consider taking action on your behalf. Petitions should have at least 30 signatures and should be submitted to the committee officer 2 weeks before the meeting. You will be asked if you wish to outline your key concerns to the committee and will be given 3 minutes to address the meeting. Your petition may either be discussed at the meeting or alternatively, at the following meeting.

## **Thank you for coming to the Local Committee meeting**

Your Partnership officer is here to help. If you would like to talk about something in today's meeting or have a local initiative or concern please contact them through the channels below.

*Email:* [nicola.morris@surreycc.gov.uk](mailto:nicola.morris@surreycc.gov.uk)

*Tel:* 020 8541 9437

*Website:* <http://www.surreycc.gov.uk/epsomandewell>



**SURREY**



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**Surrey County Council Appointed Members**

Mr Eber A Kington, Ewell Court, Auriol and Cuddington (Chairman)  
 Mr John Beckett, Ewell (Vice-Chairman)  
 Mrs Jan Mason, West Ewell  
 Mrs Tina Mountain, Epsom Town and Downs  
 Mr Karan Persand, Epsom West

**Borough Council Appointed Members**

Cllr Michael Arthur MBE, Ewell  
 Cllr Liz Frost, Woodcote  
 Cllr Vince Romagnuolo, Court  
 Cllr Clive Smitheram, West Ewell  
 Cllr Tella Wormington, Town

Chief Executive  
**David McNulty**

Cllr Tony Axelrod, Town  
 Cllr Rekha Bansil, Woodcote  
 Cllr Steve Bridger, Stamford  
 Cllr Kate Chinn, Court  
 Cllr Humphrey Reynolds, Ewell

			
<p>Mr Eber A Kington (Chairman) Ewell Court, Auriol &amp; Cuddington</p>	<p>Mr John Beckett (Vice-Chairman) Ewell</p>	<p>Karan Persand Epsom West</p>	<p>Mrs Jan Mason West Ewell</p>
	 <b>SURREY</b> Local Committee (Epsom & Ewell)		
<p>Mrs Tina Mountain Epsom Town &amp; Downs</p>	<p><b>County Councillors 2013-17</b></p>		

			
Cllr Michael Arthur MBE Ewell	Cllr Liz Frost Woodcote	Cllr Vince Romagnuolo Court	Cllr Clive Smitheram West Ewell
	 <b>Local Committee (Epsom &amp; Ewell)</b>  <b>Borough Council Co-optees 2015-16</b>		
Cllr Tella Wormington Town			

For councillor contact details, please contact Nicola Morris, Community Partnership and Committee Officer ([nicola.morris@surreycc.gov.uk](mailto:nicola.morris@surreycc.gov.uk) / 020 8541 9437) or visit [www.surreycc.gov.uk/epsomandewell](http://www.surreycc.gov.uk/epsomandewell)

**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](mailto: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.**

**MOBILE TECHNOLOGY AND FILMING – ACCEPTABLE USE**

Those attending for the purpose of reporting on the meeting may use social media or mobile devices in silent mode to send electronic messages about the progress of the public parts of the meeting.

Anyone is permitted to film, record or take photographs at council meetings. Please liaise with the council officer listed in the agenda prior to the start of the meeting so that those attending the meeting can be made aware of any filming taking place.

Use of mobile devices, including for the purpose of recording or filming a meeting, is subject to no interruptions, distractions or interference being caused to the PA or Induction Loop systems, or any general disturbance to proceedings. The Chairman may ask for mobile devices to be switched off in these circumstances.

It is requested that if you are not using your mobile device for any of the activities outlined above, it be switched off or placed in silent mode during the meeting to prevent interruptions and interference with PA and Induction Loop systems.

*Thank you for your co-operation*

## **1 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS**

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

## **2 CHAIRMAN'S BUSINESS**

The Chairman will update the Committee on any current issues.

## **3 WRITTEN PUBLIC QUESTIONS AND STATEMENTS**

To answer any questions or receive a statement from any member of the public who lives, works or studies in the Surrey County Council area in accordance with Standing Order 69. Notice should be given in writing or by e-mail to the Community Partnership & Committee Officer at least by noon four working days before the meeting.

## **4 ADJOURNMENT**

For the Committee to consider adjourning for up to half an hour to receive questions from members of the public.

## **5 PETITIONS**

(Pages 1 - 2)

To receive any petitions in accordance with Standing Order 68.

A petition signed by 143 individuals has been submitted to the Local Committee to improve road safety in Cuddington Avenue, Worcester Park.

## **6 MINUTES OF PREVIOUS MEETING**

(Pages 3 - 12)

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

## **7 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.

## **8 MEMBER QUESTION TIME**

To receive any written questions from Members under Standing Order 47. Notice should be given in writing to the Community Partnership & Committee officer by 12.00 noon four working days before the meeting.

## **9 REQUEST FOR FUNDS FOR ON STREET PARKING ENFORCEMENT EQUIPMENT [EXECUTIVE FUNCTION - FOR DECISION]**

(Pages 13 - 20)

A request that Local Committee funding received from on-street parking enforcement be used to partly fund:

- a) Purchasing, maintenance and support for upgraded Handheld devices
- b) The purchase of, insurance, equipment and maintenance for a moped to be used by a civil enforcement officer to assist with on-street parking contraventions

## **10 HIGHWAYS UPDATE [EXECUTIVE FUNCTION - FOR DECISION]**

(Pages 21 - 78)

This report summarises progress with the Local Committee's programme of Highways works for the current Financial Year 2015-16. Preparations are well advanced to deliver the Local Committee's programme of Highways works for the Financial Year 2016-17.

## **11 MEMBERSHIP OF EPSOM & EWELL CYCLING PLAN TASK GROUP [EXECUTIVE FUNCTION - FOR DECISION]**

As part of the Surrey Transport Plan, the Surrey Cycling Strategy was approved by Cabinet in December 2013 with the following vision.

"..... a true Olympic legacy would see every child in Surrey learning to ride a bike and being able to cycle safely to school. It would mean that many more of our residents cycle for transport and leisure, reducing congestion and reliance on cars and reaping the considerable health and economic benefits this brings. And it would mean that people without access to a car can travel safely and affordably around the county."

The Local Committee has been asked to oversee the development of a local cycling plan to reflect local priorities and issues.

The Committee is asked to appoint two members: Cllrs Michael Arthur and Tella Wormington, to form a Task Group to oversee the development of a local cycling plan prior to its final agreement by the Local Committee.

## **12 LOCAL COMMITTEE DECISION/ACTION TRACKER [FOR INFORMATION]**

(Pages 79 - 82)

This item provides an update on previous decisions and actions agreed by the Committee beginning in June 2015.

## **13 DATE OF NEXT MEETING**

Monday 20 June at 7.00pm, Ewell Court House tbc

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (EPSOM & EWELL)**

**DATE: 29 February 2016**

**LEAD  
OFFICER:**

**SUBJECT: Cuddington Avenue, Worcester Park - Petition**

**DIVISION: Ewell Court, Auriol and Cuddington**



**SUMMARY OF ISSUE:**

A petition has been received requesting the implementation of road safety measures in Cuddington Avenue, Worcester Park in order to reduce the speed of vehicles which would make crossing the road safer for parents and children. The suggested measures would be a 20mph speed limit, speed humps and a pedestrian crossing. The petition currently has 143 supporters.

**Officer Response**

In accordance with SCC's Road Safety outside Schools Policy, following a request for safety measures, the Road Safety Team arranged for a site meeting with key colleagues, including the local County Councillor, Surrey Police Road Safety Team, and local Highway Engineers. This meeting took place on Thursday 11<sup>th</sup> February.

A risk assessment was carried out and a report will be produced in due course with comments from Surrey Police Road Safety Team, local Highway Engineers, and the Road Safety Team with recommendations for improvements if needed. The report will be brought to the 20 June Local Committee for Members to decide whether to allocate funding to implement any suggested improvements.

The Epsom & Ewell Local Committee is asked to note the progress made so far in responding to the petition.

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**Contact Officer:**

**Alan Flaherty – Engineer; Local Highways Service**

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**DRAFT**

Minutes of the meeting of the  
**Epsom AND EWELL LOCAL COMMITTEE**  
 held at 2.00 pm on 7 December 2015  
 at Epsom Town Hall, The Parade, Epsom, KT18 5BY.

**Surrey County Council Members:**

- \* Mr Eber A Kington (Chairman)
- \* Mr John Beckett (Vice-Chairman)
- \* Mrs Jan Mason
- \* Mrs Tina Mountain
- \* Mr Karan Persand

**Borough / District Members:**

- \* Cllr Michael Arthur MBE
- \* Cllr Liz Frost
- Cllr Vince Romagnuolo
- \* Cllr Clive Smitheram
- Cllr Tella Wormington

\* In attendance

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**43/15 APOLOGIES FOR ABSENCE AND SUBSTITUTIONS [Item 1]**

Apologies were received from Vince Romagnuolo and Tella Wormington. Tony Axelrod substituted for Tella Wormington.

**44/15 CHAIRMAN'S BUSINESS [Item 2]**

It has been agreed to fund two projects using the Community Safety fund of £3337. £1000 for the Prevent workshop for Senior Leaders in schools and £800 for a music tutor at the Edge youth centre targeted at the cohort of young people who are involved with anti-social behaviour.

A response from John Furey, the Cabinet Member for Highways, had been received in regard to the Committees concerns about the delays in completing the implementation of Phase 8 waiting restrictions. His reply focussed on Keir's problems with finding new contractors for sign installation which have hopefully now been resolved.

The Chairman has met with Leader of the Council David Hodge to express the Committees concerns over the proposed further cut of 25% to our local highway budget.

It was confirmed that the Project Horizon roads within the Plan E area which were deferred, pending the completion of that major scheme would be resurfaced as planned from the Project Horizon budget and would not require funding from the Plan E scheme funding as had been rumoured.

**45/15 WRITTEN PUBLIC QUESTIONS AND STATEMENTS [Item 3]**

10 questions and some late additional representations had been received, the questions and answers are set out in Annex A. The following additional points were made:

Question 2: Mr Olney asked what the criteria are for assessing whether there is a safety issue requiring yellow lines. The parking engineer replied that based on requests received from a variety of sources sites are assessed to see if the issue constitutes a safety problem.

Question 4: Mr Thompson representing Mr Cookson expressed his concern at the way in which the Atkins survey had been carried out and asked why those not replying had not been reminded. Residents had been able to get a response from most houses in a matter of days. The officer replied that residents had a month to respond and resources were not available to remind those not replying. Atkins analysis had been based on the responses received.

Question 6: Mr Taylor felt that the Committee should decide whether it is more important to follow the procedure or to secure the funding. Officers responded that it was important to do both.

Question 7: Mr Taylor suggested that residents had not responded to the survey as they had consultation fatigue due to the length of time taken to look at these issues.

Question 8: Mr Taylor asked if residents be informed of the current situation. The parking engineer confirmed that a further consultation would be required and if a request from residents is received this can be included in the next parking review.

Question 10: Mr Gusterson felt that there were special circumstances in relation to his road in that most properties had adequate off street parking, whilst a group of 5 properties have no parking available and are unable to change their front gardens as they are in a conservation area. All five properties (100%) have requested a Residents Parking Zone (RPZ). The parking engineer responded that any RPZ needs to be self-financing and the area would have to be assessed in more detail.

**46/15 ADJOURNMENT [Item 4]**

38 members of the public were present. 10 informal questions were asked and answers were provided at the meeting.

**47/15 PETITIONS [Item 5]**

One petition was received.

**Declarations of interest:** None

**Officers attending:** Nick Healey, Area Highways Team Manager

**Petitions, Public Questions/Statements:**

Mr Tufo presented his petition and asked whether there was an update on whether any funding for the Kiln Lane link would be available and when the feasibility study of the one way scheme for Temple Road/Hook Road would be completed. The officer replied that the Kiln Lane link is still in the LEP programme but they have not yet requested a business case to be submitted. It is hoped that the conclusions of the one way feasibility study will be brought to the next meeting of the Committee in February.

**Member Discussion – key points**

None

**Resolved to:**

- (i) confirm to the petitioners that both Surrey County Council and Epsom & Ewell Borough Council continue to support the proposed Kiln Lane Link scheme and seek funding opportunities for the scheme;
- (ii) make the Cabinet Member aware of the petition, in acknowledgement that while Surrey County Council's Local Committee for Epsom & Ewell supports the Kiln Lane Link scheme, the scheme is being promoted by Surrey County Council's Cabinet as part of Surrey County Council's Major Schemes programme.

Reasons: to respond to the petition

**48/15 MINUTES OF PREVIOUS MEETING [Item 6]**

The minutes were confirmed as a correct record.

**49/15 DECLARATIONS OF INTEREST [Item 7]**

The Chairman indicated that he had a personal non pecuniary interest in Item 10 as the owner of a property in Chantilly Way. He vacated the Chair for items 8 to 10 and took no part in the discussion of Item 10. The Vice-Chairman took the Chair for these items.

**50/15 MEMBER QUESTION TIME [Item 8]**

Three questions were received, the questions and answers are set out in Annexe B. The following additional points were made:

Question 2: Cllr Smitheram indicated that he may bring further questions as the process continues and asked whether there would be any communication with residents prior to the submission of the planning application. Officers present were unsure whether there is routine consultation with residents, but agreed to put the councillor in touch with the appropriate officer.

Question 3: Mrs Mason reported that she hadn't seen any cleaning taking place. The Highways Area Team Manager replied that her area is due to be visited in the New Year and cleaned gulleys will be marked with paint so that those visited can be identified.

**51/15 GROSVENOR ROAD, LANGLEY VALE VILLAGE [FOR INFORMATION]  
[Item 9]**

**Declarations of Interest:** None

**Officers attending:** Nick Healey, Area Highways Team Manager; Alan Flaherty, Engineer.

**Petitions, Public Questions/Statements:** None

**Member discussion – key points**

Teresa Cass who raised the issues at Langley Vale in a public question at the last meeting was unable to be present, but it was reported that she was happy with the report and the that the mistakes made had been identified. She asked to be kept updated on any further developments.

The local member indicated that she had observed the new layout in operation and felt that it had improved the junction. Village gateway signs and a planter will be installed shortly. There had been no further comments from the racehorse trainers in the area.

Noted the report.

**52/15 SPEED LIMIT CHANGE IN CHANTILLY WAY, EPSOM [EXECUTIVE  
FUNCTION - FOR DECISION] [Item 10]**

**Declarations of Interest:** Eber Kington declared a personal non-pecuniary interest as the owner of a property on Chantilly Way. This item was Chaired by the Vice-Chairman and Mr Kington took no part in the discussion or decision.

**Officers attending:** Nick Healey, Area Highways Team Manager; Chris Cannon, Surrey Police

**Petitions, Public Questions/Statements:** None

**Member discussion – key points**

Noted that the compass point on the drawing at annex 1 is incorrect and should be reversed.

Mrs Mason set out her opposition to the proposal. She indicated that she felt that this is a busy road, near a school with lots of traffic movements and that raising the speed limit will encourage vehicles to go faster still.

The Area Highways Team Manager reported that the speed limit policy is based on the use of signs and on the perception of drivers of the road environment.

Chris Cannon reported that long term speed enforcement is ineffective if the majority of drivers feel that it is safe to exceed the current limit. Across the County there are 759 sites where speed limits are monitored and enforced, but only 6 officers carrying out this work.

Members generally felt that the use of a 30mph sign as drivers approach the bend was likely to be a good way of reminding drivers to slow down, but asked if a review could be carried out after the change is made to ensure that speeds have not increased. The Area Highways Team Manager indicated that it will be a permanent traffic order, but that a review would be possible.

**Resolved** (Jan Mason voted AGAINST and Eber Kington ABSTEINED) to:

- (i) authorise the advertising of the Traffic Regulation order for the change in speed limit on a section of Chantilly Way from 30mph to 40mph as outlined in the report;
- (ii) authorise the Area Team Manager, in consultation with the Chairman and Vice-Chairman, to advertise the appropriate legal notices relating to the speed limit change, to consider any objections, and if appropriate to confirm the changes.
- (iii) review the changes after they have been implemented for 6 months to ensure that they are effective.

Reasons: The change of speed limit from 30mph to 40mph would allow a greater emphasis to be given to the commencement of the 30mph speed limit by using gateway signing and relocation of the existing warning signs and chevron boards in advance of the bend.

Vehicles are already exceeding the 30mph speed limit and a 40mph speed limit is deemed to more appropriate for the general layout of the road.

**53/15 EPSOM AND EWELL PARKING REVIEW (PHASE 9) [EXECUTIVE FUNCTION - FOR DECISION] [Item 11]**

**Declarations of Interest:** None

**Officers attending:** Stephen Clavey, Senior Parking Engineer

**Petitions, Public Questions/Statements:**

6 residents asked questions in addition to those in Item 4. The following points were made:

Several of surveys/petitions of residents had been carried out in various roads since the report was published. These showed a large majority of residents in these roads are in favour of a residents parking zone (RPZ) and requested that this information is taken into account by the Committee. Some residents felt that there was a level of apathy amongst residents, as they had been consulted a number of times about a RPZ and very little progress had been made, which may account for the low response rate to the initial survey.

A resident of Woodcote side indicated that he was unhappy with the recent survey carried out by residents and felt that those who had not replied to the Atkins survey had not done so because they were happy with the current situation. He felt that the views of those against an RPZ were not being taken into account.

## ITEM 6

A resident queried how roads where there are houses mixed with very large properties with multiple occupiers who may have off street parking are dealt with. The officers replied that these have to be looked at in more detail and a RPZ could be considered for a block of individual properties if it was considered to be viable.

### **Member discussion – key points**

A statement was circulated by the parking team in response to the recent surveys and petitions submitted by local residents. A copy is attached at annex C.

Mrs Mountain expressed her disappointment that a number of the RPZs considered in her area had not been recommended to proceed in the current review due to the low response rate to the resident survey even though more than 50% of those responding were in favour. She was concerned that implementing a RPZ in other roads in the area would increase the pressure in these roads and that leaving consideration to the next review may mean that these roads have to meet the requirement for 70% of properties to be in favour, as a result of recent changes to the process. She questioned why those in favour are being disadvantaged by those not responding. In reply it was stated that as a RPZ would require residents to pay for a permit to park a vehicle in the road it was felt to be unreasonable to impose this on residents unless there is a clear majority of all properties in favour.

A member asked how people without internet access had been able to respond to the survey and whether there was information on the responses per household. The officer replied that the letter had provided details of internet access at local libraries and also given the number of the county council contact centre who would take residents through the survey whilst they were on the phone and recorded their responses. He confirmed that there were multiple responses from some properties and that petitions had been received from some roads during the consultation period. There had also been the opportunity to raise any additional questions at the time if residents were unclear on what was being proposed.

The Chairman made the following points: deferring the decision until the next meeting would hold up all the restrictions proposed; not all the new information received had all the address information needed to determine which properties are in favour; residents against the proposals would not have had the opportunity to put their views at the meeting as having viewed the agenda they may have been content that nothing was being proposed in their road. He proposed that where additional information had been received recently, that these roads should be considered in the next parking review with a commitment that they would not have to meet the 70% of residents in agreement criteria which would be in place for that review. If funding and staff resources could be made available in advance of the next review then these would be considered sooner.

Several members indicated that they had had representations from residents unhappy with the way the information in recent resident petitions had been collected and felt uncomfortable agreeing to include additional roads where there had been a low response rate in the original consultation with the roads to be advertised in the current review.

**Resolved:** That the following be agreed:

- (i) Subject to the following amendments and additions, the recommendations detailed in Annex 1 and 4 as set out in the report be agreed;

Statement of Reasons: Map 3 “The Avenue” should read “Grafton Road”, Map 9 – make reference to the extension of the current restrictions in Ravensfield Gardens;

Map 27 – Hours of operation to be amended to Mon-Fri 8.30am-4.30pm;

Map 28 – officers to check whether Tayles Hill Drive is a private road;

Map 29 – Hours of operation for The Mount should be 8-9.30 and 2-3.30;

Map 33 – Mon-Sat 08.30-18.30 to be amended to Mon-Sat 10.00-12.00;

Map 41 – Add to pay and display restrictions. Max stay 2 hours, hourly rate £1;

Map 57 – all kiss and ride bays in Station Approach to be subject to the same restrictions;

- (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, in consultation with the Chairman/Vice Chairman of this committee and the county councillor for the division, and decides whether or not they should be acceded to and therefore whether the order should be made, with or without modifications.
- (iv) (Proposed by Mr Kington and seconded by Mrs Mason) That in the next Phase of Waiting Restrictions (Phase 10), the Local Committee considers recommending the introduction of an RPZ in the roads listed below in the light of representations received after the publication of the Atkins Report:

Albert Road

Andrew’s Close

College Road

Nearby roads in the Lintons Lane/Leith Road area not currently included

Church Road

Woodcote Side

Tintagel Close

These roads will be considered under the current system and will not be subject to the 70% resident agreement which will be in place for the next review. Should resources become available ahead of the next review the Committee may consider them earlier.

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.

**54/15 EPSOM-BANSTEAD SUSTAINABLE TRANSPORT PACKAGE  
[EXECUTIVE FUNCTION - FOR DECISION] [Item 14]**

**Declarations of Interest:** None

**Officers attending:** Neil McClure, Transport Strategy Project Manager

**Petitions, Public Questions/Statements:** None

**Member discussion** - key points

Noted that the project would aim to improve current bus services rather than introduce new routes.

Noted the report.

**Resolved:** That

- (i) the establishment of the proposed joint Member Task Group and the proposed members from the Epsom & Ewell Local Committee, to support this project as outlined in Annex 1 of the report be agreed;
- (ii) approve the Terms of Reference for the above Member Task Group as set out in Annex 2 of the report as amended in paragraph 4 by the substitution of "borough" by "scheme" be agreed.

Reasons: The joint Member Task Group is needed to support the Project Board in the development of the business case bid to the LEP, and beyond this for the approval of scheme construction and delivery after award of LEP Local Growth Award funding.

**55/15 HIGHWAYS UPDATE [EXECUTIVE FUNCTION - FOR DECISION] [Item 12]**

**Declarations of Interest:** None

**Officers attending:** Nick Healey, Area Highways Team Manager; Alan Flaherty, Engineer.

**Petitions, Public Questions/Statements:** None

**Member discussion** - key points

Mrs Mason indicated that she may wish to replace Brumfield Road with the odd numbered side of Green Lanes in next year's programme and she would discuss this with the maintenance engineer.

Noted that Rosebery Road was no longer in the county programme for resurfacing but had been added to the list for reactive maintenance.

Members were asked to alert the Area Highways Team Manager to any roads in their area where they had concerns at their condition so that they could be added to the list of roads which can be put forward should additional resources become available.

**Resolved to:**

- (i) Approve the ITS programme for next Financial Year 2016-17 as set out in the report;
- (ii) Authorise the Area Highway Manager in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s) to undertake all necessary procedures to deliver the agreed programmes.

Reasons: Recommendations are made to enable the 2016-17 Highways programmes funded by the Local Committee to be decided in good time to facilitate timely delivery of those programmes.

**56/15 THE COMMUNITY INFRASTRUCTURE LEVY AND NOMINATIONS TO THE BOROUGH'S JOINT INFRASTRUCTURE GROUP [EXECUTIVE FUNCTION - FOR DECISION] [Item 13]**

**Declarations of Interest:** None

**Officers attending:** Nick Healey, Area Highways Team Manager

**Petitions, Public Questions/Statements:** None

**Member discussion** - key points

Noted the report.

**Resolved:** To:

approve the nomination of County Councillors Eber Kington and John Beckett to sit on the Joint Infrastructure Group.

Reasons: To nominate two County Members to sit on the Joint Infrastructure Group to determine the Borough's Infrastructure Delivery Plan priorities and to make recommendations as regards the allocation of strategic CIL receipts.

**57/15 APPOINTMENT TO LOCAL COMMITTEE TASK GROUPS [EXECUTIVE FUNCTION - FOR DECISION] [Item 15]**

**Declarations of Interest:** None

**Officers attending:** Nicola Morris, Community Partnership & Committee Manager

**Petitions, Public Questions/Statements:** None

**Member discussion** - key points

None

**Resolved:** That the following members be appointed to vacancies on the Local Committees Task Groups arising from the resignation of County Councillor Stella Lallement:

Major Schemes (Epsom & Ewell) Task Group – Eber Kington

ITEM 6

On Street Parking Task Group – substitute Karan Persand

Reasons: To fill vacancies on the Committees Task Groups

**58/15 LOCAL COMMITTEE DECISION/ACTION TRACKER [FOR INFORMATION]  
[Item 16]**

**Declarations of Interest:** None

**Officers attending:** Nicola Morris, Community Partnership & Committee Officer

**Petitions, Public Questions/Statements:** None

**Member discussion** - key points

Noted, that a response had not yet been received from the youth service and that a reminder would be sent.

**59/15 DATE OF NEXT MEETING [Item 17]**

Noted that the next meeting would take place on Monday 29 February 2016 at 7pm, Bourne Hall, Spring Street, Ewell.

Meeting ended at: 4.55 pm

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**Chairman**

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (EPSOM & EWELL)**

**DATE: 29<sup>th</sup> February 2016**



**LEAD OFFICER: Richard Chevalier Parking Manager, Epsom & Ewell Borough Council**

**SUBJECT: Request for Funds for On Street Parking Enforcement equipment**

**DIVISION: All**

**SUMMARY OF ISSUE:**

A request that Local Committee funding received from on-street parking enforcement be used to partly fund:

- a) Purchasing, maintenance and support for upgraded Handheld devices
- b) The purchase of, insurance, equipment and maintenance for a moped to be used by a civil enforcement officer to assist with on-street parking contraventions.

**RECOMMENDATIONS:**

**The Local Committee (Epsom & Ewell) is asked to agree that**

£14,196 be released to the on-street account of Epsom and Ewell Borough Council (EEBC) to contribute towards the cost of:

- (i) 10 TC55 Handheld devices to be used by Civil Enforcement Officers (CEO's) in on-street parking enforcement
- (ii) a moped to be used by a CEO to enable them to attend parking concern locations in a more timely manner along with maintenance, insurance, equipment and uniform for a CEO to use a moped in a safe manner, subject to a business case review by officers.

**REASONS FOR RECOMMENDATIONS:**

- 1) The handheld equipment currently used has not been updated for many years. The new stock are more durable, enable real-time data be transferred to and from the office, have a better battery life and GPS capabilities.
- 2) Investing in a moped will allow a CEO to attend ticketing and patrol requests more quickly, and assists with on-street enforcement across the borough particularly in peak times or if there is heavy traffic on the road.

## ITEM 9

- 3) The 2014/15 Local Committee surplus was £34,196. £10,000 of this has been allocated to Surrey County Council for the Parking Review 2015/2016. A similar amount is to be assigned for the next Parking Review for 2016/17. This bid is for the remaining funds of £14,196.

### **1. INTRODUCTION AND BACKGROUND:**

- 1.1 A handheld device is an integral tool for a civil enforcement officer to perform their duty. They will use a handheld device to issue penalty charge notices to vehicles parked in contravention of the Traffic Management Act 2004, to log vehicles parked in limited waiting bays and log streets visited on their daily beat. The total cost of 10 handheld devices, maintenance and support in Year 1 will be £31,256.94. In the last 3 years 50.08% of penalty charge notices were issued on-street and therefore we request that the remaining funds from the Local Committee surplus is transferred to the on-street account to be offset against this cost. The remaining balance is currently to be funded by Epsom and Ewell Borough Council.
- 1.2 In March 2015 an initial request was made to Epsom and Ewell Borough Council's Environment Committee for two mopeds to assist with on and off street parking enforcement, although the funds were not secured within the necessary timescale. The recommendation is that officers revisit the business case for mopeds with the view to potentially purchasing one moped rather than two.

### **2. ANALYSIS:**

- 2.1 The current handheld devices are several years old and have reached the end of usable life. They have not been manufactured since 2009 and replacement parts have not been made since 2013 so the cost of repairs is escalating as parts decrease. Replacement upgraded equipment has been purchased and is in the process of being tested and put in to the field. The devices have cost £31,256.94 in the first year and we request that the Local Committee to assist with making the on-street proportion of this payment.
- 2.2 EEBC currently have a car and a small van used for enforcement within the borough. These two vehicles will assist in enforcing the out of town centre areas from the Cuddington Ward in the North to Langley Vale in the south, and from East Ewell over to Horton Country Park. In peak times or if there is heavy traffic the vehicles may not easily get from one location to another in time to assist with the enforcement request. An officer on a moped will be able to move about the borough more efficiently.

### **3. OPTIONS:**

- 3.1 To agree to provide £14,196 towards the cost of 10 TC55 Handheld devices. By supporting this purchase the Local Committee will enable EEBC to concentrate funds elsewhere or reduce any deficit owed for on-street parking in 2015/16. Any amount up to the total £14,196 could be agreed but would leave EEBC with the surplus to take from its own limited funds.
- 3.2 To agree to provide £14,196 towards the cost of 10 TC55 Handheld devices and, subject to a business case review, a moped to assist with on-street enforcement along with maintenance, insurance and equipment/uniform costs.

#### **4. CONSULTATIONS:**

- 4.1 Having consulted with the Transport and Waste Services Manager at Epsom and Ewell Borough Council he has recommended that purchasing the moped was a more cost effective option than leasing. A Honda NSC110 has been recommended as a robust model for frequent use. A non-descript colour has been recommended so that the vehicle is not an obvious target for vandalism.

#### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 At the end of the 2014/15 year the Local Committee had a surplus of £34,196. Of this surplus £10,000 has already been allocated to Surrey County Council for the Parking Review of 2015/16. As a surplus is unlikely in 2016/17 so a further similar amount is proposed to be set aside for the next Parking Review.
- 5.2 The recommendation is for the remaining £14,196 to be attributed to the Epsom and Ewell on-street parking account. The total cost of the handheld devices is £31,256.94. The estimated cost for a Honda NSC110 is £1,400 with an additional £2,500 to cover for insurance, maintenance, uniform & equipment. A typical 3yr service plan has been provided for the recommended model which equates to £946.92 over the 3 years (ex. VAT). Uniform costs would equate to approximately £629 per rider which would include a helmet, jacket, trousers, gloves, boots, a waterproof over suit, thermal vest and balaclava. The proposed amount would cover the cost of clothing for 2 officers of different sizes and allow for replacement of some items if required.

#### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 None.

#### **7. CONCLUSION AND RECOMMENDATIONS:**

- 7.1 The recommendation is that the Local Committee release funds to contribute towards the purchase of handheld devices. The current handheld devices have reached the end of their working life and a new upgraded and more durable replacement has been found. The new devices will allow the officer to issue tickets more efficiently and also allow for the real-time information to be reported back to the office.
- 7.2 The recommendation is that the Local Committee release funds to contribute towards the purchase and maintenance of a moped. A moped will allow a civil enforcement officer to attend trouble spots, ticketing requests and machine faults in a quick and efficient way particularly in times of peak traffic. In order to run a moped there are several additional requirements such as maintenance of the vehicle, insurance for the riders and equipment costs and any support the Committee can lend towards these costs would be appreciated.

**11. WHAT HAPPENS NEXT:**

- 11.1 The new handheld devices are currently in their final stages of testing before they can be used live. The existing machines can then be put out of service. Any funding secured towards the purchase of these handhelds will be attributed to the on-street account.
- 11.2 If the recommendation is approved and the business case that the officers are revisiting is proven then a moped could be purchased for use by the on-street enforcement team.

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**Contact Officer:**

Richard Chevalier, Parking Manager 01372 732355

**Consulted:**

Joy Stevens, Head of Customer Services and Business Support  
Jon Sharpe, Transport and Waste Services Manager

**Annexes:**

Annexe 1 Product Specification for new handheld devices  
Annexe 2 Service Plan for mopeds

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**Xerox Handheld  
(incl. Si-Log Software- Notice Processing System)**



**TC55 Touch Computer**

- Enterprise Class Android OS, including security and device management.
- Dual Touch 4.3" WVGA display which works even when wet
- Rugged IP67 sealing and Gorilla Glass ensure reliable operation despite drops and spills
- Autofocus 8MP Camera
- With 700 NITS and a transfective display, the screen is easy to read even in bright sunlight

The introduction of "Smart Phone" technology has enabled data to be transferred from handhelds via 4G and Wi-Fi technology in real time. This will enable instant updates of the back office system, enabling staff and customers instant access to the ticket information. Additional infrastructure costs installing Wi-Fi technology in the office will be required.

**Summary of Costs**

Item	Year 1 (in £)	Year 2 (in £)	Year 3 (in £)
Handhelds (10 units)	17,615.14	0	0
Config/implementation	4,500.00	0	0
Training	600.00	0	0
ANPR * (10 units)	0	1,000.00	1,000.00
Warranty (3 years)	1,541.80	0	0
GPRS	4,700.00	2,000.00	2,000.00
Data Sim Cards	1,800.00	1,800.00	1,800.00
WiFi	500.00	100.00	100.00
<b>Total</b>	<b>31,256.94</b>	<b>4,900.00</b>	<b>4,900.00</b>

\*ANPR is automatic number plate recognition

- The handhelds will be used for both on-street and off-street parking enforcement

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**HONDA**

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## Sales manager



Welcome tip009:mark - Honda Motorbikes TIP009

Retention Products Administration and Claims 0330 100 3406

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- new sale
- gap quote
- gap quote report
- search sale
- search quote
- search gap quotes
- gap sales report
- sales audit report
- expiry date report
- invoices
- credit notes
- advice of collections
- commission report

### Confirm Details

Manufacturer <b>HONDA2</b>	Model <b>NSC110E</b>
Model Year <b>2012</b>	Transmission <b>Automatic</b>
Fuel Type <b>Petrol</b>	Engine <b>ALL</b>
Version <b>EVISION</b>	
Registration Number <b>LF65MHN</b>	Reg Date <b>30/09/2015</b>
Start Date <b>04/02/2016</b>	End Date <b>03/02/2019</b>
Current Mileage <b>2</b>	
Mileage, end of Plan <b>20000</b>	Contract Period <b>36</b>
Customer Type <b>Retail</b>	Labour Rate <b>Standard Retail</b>

Mileage Event	Type
<b>600</b> <b>Service</b> Engine Oil, Sump Washer	<b>A</b>
<b>2500</b> <b>Service</b> Engine Oil, Sump Washer	<b>B</b>
<b>5000</b> <b>Service</b> Engine Oil, Spark Plugs, Spark Plug Count, Sump Washer	<b>C</b>
<b>7500</b> <b>Service</b> Engine Oil, Sump Washer	<b>D</b>
<b>10000</b> <b>Service</b> Engine Oil, Diff Oil, Brake Fluid, Air Filter, Spark Plugs, Spark Plug Count, Sump Washer, Final Drive Drain Washer	<b>E</b>
<b>12500</b> <b>Service</b> Engine Oil, Sump Washer	<b>F</b>
<b>15000</b> <b>Service</b> Engine Oil, Spark Plugs, Spark Plug Count, Sump Washer, Drive Belt, Roller Set	<b>G</b>
<b>17500</b> <b>Service</b> Engine Oil, Sump Washer	<b>H</b>
<b>20000</b> <b>Service</b> Engine Oil, Diff Oil, Brake Fluid, Air Filter, Spark Plugs, Spark Plug Count, Sump Washer, Final Drive Drain Washer	<b>I</b>

Increasing the "Upfront Amount" may reduce the overall cost of the plan. If the customer wishes to pay in full please type the "Customer Total Amount" value into the "Upfront Amount" box and press the "Recalculate" button.

If the customer just wishes to increase their upfront payment please type their payment amount in the "Upfront Amount" box and press the "Recalculate" button. In each case this will automatically update the plan cost, including any saving.

Plan Cost	<b>946.92</b>	Deposit(inc.first payment)	<b>19.30</b>	Customer Amount	<b>1136.31</b>
VAT Amount	<b>189.39</b>	followed by	<b>33</b>	Manufacturer Amount	<b>0.00</b>
Total Amount	<b>1136.31</b>	monthly payments of	<b>31.52</b>	Upfront Amount	<b>76.85</b>

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**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (EPSOM & EWELL)****DATE: 29<sup>TH</sup> FEBRUARY 2016****LEAD OFFICER: NICK HEALEY, AREA HIGHWAY MANAGER (NE)****SUBJECT: HIGHWAYS UPDATE****DIVISION: ALL****SUMMARY OF ISSUE:**

This report summarises progress with the Local Committee's programme of Highways works for the current Financial Year 2015-16.

Preparations are well advanced to deliver the Local Committee's programme of Highways works for the Financial Year 2016-17.

**RECOMMENDATIONS:****The Local Committee (Epsom & Ewell) is asked to:**

- (i) Approve the advertisement of the Legal Notice for a new Zebra Crossing in Church Street, Epsom, near Pitt Place, and for any objections to be considered by the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Member (paragraphs 2.3 to 2.6 refer);
- (ii) Approve the advertisement of the Legal Notice for a new Zebra Crossing in Woodcote Green Road, near the bus stops behind Epsom Hospital, and for any objections to be considered by the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Member (paragraphs 2.10 to 2.14 refer);
- (iii) Agree that the proposals for the Epsom Banstead Sustainable Transport Package (SPT) should be the subject of public consultation during May and June 2016, and to agree that the project consultation material should be decided by the Area Highway Manager in consultation with the Epsom Banstead STP Member Task Group (paragraphs 2.28 and 2.29 refer);
- (iv) Agree to the realignment of the tactile paving on the southern side of the Grosvenor Road bellmouth to match the dropped kerb on the northern side, thus providing a finished but lesser scheme at this location (paragraphs 2.36 to 2.39 refer);
- (v) Authorise the Area Highway Manager in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s) to undertake all necessary procedures to deliver the agreed programmes.

**REASONS FOR RECOMMENDATIONS:**

Programmes of work have been agreed with the Committee and individual Divisional Members. Committee is asked to provide the necessary authorisation to deliver those programmes of work in consultation with the Chairman, Vice Chairman and relevant Divisional Member without the need to revert to the Committee as a whole.

Public consultation is needed to assist the development of the Epsom Banstead STP scheme proposals. At a later date it is expected that Committee will be asked to approve statutory consultation (legal notices for certain elements of the scheme) once the detailed design is nearing completion.

## **1. INTRODUCTION AND BACKGROUND:**

- 1.1 Surrey County Council's Local Transport Plan (LTP) aims to improve the highway network for all users. In general terms it aims to reduce congestion, improve accessibility, reduce the frequency and severity of road casualties, improve the environment, and maintain the network so that it is safe for public use.
- 1.2 The Local Committee in Epsom and Ewell has been delegated Highway budgets in the current Financial Year 2015-16 as follows:
- Local Revenue: £131,910
  - Community Enhancement: £25,000
  - Capital Integrated Transport Schemes: £108,400
  - Capital Maintenance (drainage): £27,100
  - Capital Maintenance (general): £81,300
  - Capital underspend carried forward from 2014-15: £19,000
  - Total: £392,710  
(2015-16 budget £373,710 plus 2014-15 carry forward £19,000)
- 1.3 The funds delegated to the Local Committee are in addition to funds allocated at a County level to cover various Highways maintenance and improvement activities, including inspection and repair of safety defects, resurfacing, structures, vegetation maintenance, and drainage.

## **2. ANALYSIS:**

### **Annual Local Revenue and Capital Programmes**

- 2.1 In March 2015 Committee approved the 2015-16 budget allocations shown in Table 1 below:

**Table 1 Approved allocation of budgets for 2015-16**

Approved allocation	Amount
Pooled Revenue To cover various revenue concerns across the Borough for example: patching and kerb works, minor safety schemes, extra vegetation. The Community Gang is funded from this allocation.	£100,000
Pooled Capital	£72,900
Capital drainage	£27,100
Divisional Allocations	£173,710 (£34,742 per Division)
<b>Total</b>	<b>£373,710</b>

### Annual Capital ITS Programme

2.2 The Pooled Capital is being used to promote capital schemes previously approved by the Local Committee. Table 2 below summarises progress with this capital programme:

**Table 2 Progress with Annual Capital ITS Programme**

Scheme	Description	Progress	Cost
Spread Eagle Junction	Extend footway on Ashley Road arm to reduce crossing distance, and align tactile paving.	Committee decided in September 2013 to defer this scheme until the outcome of the Plan E Major Scheme bid is known.	-
South Street / Ashley Avenue pedestrian phase	Introduction of new pedestrian phase to existing traffic signals.	Committee decided in September 2013 to defer this scheme until the outcome of the Plan E Major Scheme bid is known.	-
Ewell Village AQMA Package: Ewell High Street Parking 1st priority	Remove parking to reduce congestion	Complete.	-
Ewell Village AQMA Package: remodel High Street junction with Cheam Road 2nd priority	Give Way layout in place of mini-roundabout	Complete. Stage 3 Road Safety Audit works also now complete.	£5,000 <i>Developer funded.</i>
Ewell Village AQMA Package: review of parking outside Coop 3rd priority	Remove conflict between pedestrians and vehicles and improve area.	Preferred option identified by Members and other stakeholders. Consultation with affected landowners not fruitful. Officers are developing an alternative solution for review with Members following Road Safety Audit.  Note: part of this area is private forecourt.	£5,000 <i>for feasibility work</i>  <i>Developer funded.</i>
Ewell Village AQMA Package: Cycle Link along Bypass between Reigate Road and Epsom Road	New cycle link	Complete.	£30,000 <i>Developer funded.</i>
Chessington Road junction with Longmead Road	Pedestrian and cycle accessibility improvements – feasibility study.	Feasibility study in progress, to including consideration of new traffic signals.	£5,000

## ITEM 10

Scheme	Description	Progress	Cost
East Street junction with Church Road Road	Signalisation of junction to incorporate existing pedestrian crossing – feasibility and detailed design.	Deferred to 2016-17.	-
Chessington Road near Derek Avenue bus stops	Pedestrian refuge island – feasibility study.	Feasibility study complete – scheme not feasible. See Annex A.	£5,000
Church Street between Pitt Road and St Martin's Church	New pedestrian crossing – detailed design.	Feasibility study complete. See Annex B and comments below.	£5,000
Hook Road, Epsom	Feasibility Study – One Way System	Feasibility study complete. See Annex C and comments below.	£10,000
Cheam Road junction with Ewell Bypass	Junction review with aim of reducing congestion – feasibility study.	Site reviewed with Traffic Signals Team. Controller and control strategy upgrade at Nonsuch Court Avenue in progress.	£16,000 <i>PIC funded</i>
Woodcote Green Road	New pedestrian crossing near hospital and bus stops – detailed design.	Feasibility study complete. See Annex E and comments below.	£5,000 <i>PIC funded</i>
Stoneleigh Park Road to Bradford Drive	New cycle link – feasibility study.	Feasibility study in progress. Latest feasibility drawing shown in Annex F. Officers are reviewing the design to maximise cost vs benefit.	£5,000
Chantilly Way	Speed management	Speed assessment complete. Legal notice being prepared following Committee approval in December 2015.	£10,000
Aids to movement	Mobility ramps, signs, road markings, etc	For example: <ul style="list-style-type: none"> <li>• A240 slip road to Ruxley Lane – footway and guardrail improvements</li> <li>• Replacement of traffic signs in Langley Vale</li> <li>• A240 slip road tidy up</li> <li>• Mobility ramps</li> <li>• Signs on Epsom Downs</li> </ul>	£35,000
Scotts Farm Road	New cycle link	Consultation ongoing with school. Construction deferred to 2016-17.	£5,000 <i>For feasibility and detailed design. PIC and s106 funded</i>

Scheme	Description	Progress	Cost
East Street junction with Kiln Lane	New pedestrian crossing and associated works.	Detailed design in progress.	£tbc <i>Developer funded.</i>
<b>Total – noting that costs are approximate</b> <i>These costs include contributions from developer funding</i>			<b>£141,00</b>

### **Church Street Zebra Crossing**

- 2.3 It was originally intended to undertake a feasibility study for this scheme. In December 2015 the Local Committee allocated funding for the construction of this scheme in 2016-17, and so officers have been developing the detailed design. The detailed design is now 95% complete.
- 2.4 The traffic, speed and pedestrian survey evidence suggested that a zebra crossing was the most appropriate solution for pedestrians to cross the road at this location. As a fairly major route into Epsom town centre, a signalised crossing may have caused additional delays at peak hours, whereas a zebra crossing that only stops motorists for a short time when in use will not have such an impact. There are also other zebra crossings in the vicinity so this solution is the best-fit for the environment.
- 2.5 The chosen location is the best available to suit the observed desire line while ensuring sufficient visibility is achievable. The scheme has been subjected to Stage 1 and 2 Road Safety Audit. Officers are working with our supply chain to estimate the construction cost of the scheme.
- 2.6 A general arrangement drawing for the scheme is shown in Annex B. It is recommended to approve the advertisement of the Legal Notice for this new Zebra Crossing, and for any objections to be considered by the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Member.

### **Hook Road One-Way System**

- 2.7 Annex C contains a detailed traffic modelling report that explores the benefits and impacts of a permanent one-way system incorporating Hook Road, Chase Road, Temple Road and Pound Lane.
- 2.8 Some parts of the road network would benefit from a permanent one-way system in terms of reduced congestion. However the congestion in other parts of the network would be worse. There is no net benefit predicted in terms of reduced congestion. Therefore it is not recommended that Committee takes this suggestion forwards at the present time.
- 2.9 Annex D presents a brief assessment of the opportunities and benefits of traffic calming in Temple Road. In theory it would be possible to introduce traffic calming in Temple Road. To make a tangible impact on driver behaviour, vertical deflections (road humps) would need to be introduced, which are expensive and by no means universally popular among residents due to concerns over noise and vibration. For these reasons officers would only recommend vertical deflections at sites where there is an opportunity for a significant reduction in the frequency in casualties. The accident history of Temple Road is relatively good, with only one personal injury collision in the last three full years for which records are available to officers.

### **Woodcote Green Road Zebra Crossing**

- 2.10 Similar to the Church Street Zebra Crossing, it was originally intended to undertake a feasibility study for this scheme. In December 2015 the Local Committee allocated funding for the construction of this scheme in 2016-17,

and so officers have been developing the detailed design. The detailed design is now complete and ready for construction in the new Financial Year 2016-17.

- 2.11 The proposed site is at the rear of Epsom Hospital. Numerous surveys were carried out to determine the most appropriate type of crossing facility; including speed surveys, pedestrian counts, pedestrian desire line surveys etc. A pedestrian refuge facility would not have been feasible unless we were willing to widen the carriageway, and pedestrian counts were not substantial enough to warrant the cost of a signalised crossing. As 85th percentile vehicle speeds were recorded at below 35mph, a Zebra Crossing was deemed the most appropriate solution - it would suit the surrounding environment and would be a more cost-effective solution than a signalised crossing.
- 2.12 Using the pedestrian count/desire line data collected, officers developed a detailed design of the proposed Zebra Crossing at the desired location. The detailed design has been subjected to Road Safety Audit at Stage 1 and 2.
- 2.13 This scheme is ready for construction next Financial Year with one outstanding design decision relating to the anti skid surfacing on the approaches. Officers have asked the lab to undertake a SCRIM (skid resistance) test of the existing surface to investigate whether we actually need to install new high friction surfacing. The lab does not carry out these tests until April at the earliest due to temperature constraints. This may reduce the cost of the scheme if the high friction surfacing can be left out.
- 2.14 A general arrangement drawing for the scheme is shown in Annex E. It is recommended to approve the advertisement of the Legal Notice for this new Zebra Crossing, and for any objections to be considered by the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Member.

#### **2015-17 Divisional Programmes**

- 2.15 The Divisional Programmes have been developed in consultation with Members to invest the five Divisional Allocations (£34,742 per Division for 2015-16) in maintenance and improvement schemes across the Borough. It is not possible to spend exactly the same in each Division. The Divisional Programmes have been designed to provide as even a share in each Division as is reasonably practical.
- 2.16 Table 3 details progress with the 2015-17 Divisional Programmes. The schemes that were recommended for implementation in 2015-16 have all now been completed.

**Table 3 2015-17 Divisional Programmes**

Location	Proposed works	Cost	Status
Ox Lane Footpath	Footway resurfacing	£24,000	Complete.
Beverley Close	Footway resurfacing	£42,000	Complete.
Brumfield Road	Local Structural Repair (LSR)	-	Estimated cost £30,000. To be progressed in 2016-17.
Jasmine Road	Footway resurfacing	£35,500	Complete.

Location	Proposed works	Cost	Status
Willows Path	Footway resurfacing	£8,000	Complete.
Lower Court Road	Footway resurfacing	-	Estimated cost £31,000. To be progressed in 2016-17.
Lower Hill Road	Footway resurfacing	£19,500	Complete.
College Road	LSR	-	Estimated cost £25,000. To be progressed in 2016-17.
Rosebery Road	Footway resurfacing	£28,000	Complete.
Langley Vale	Village Gateways	-	Works partially complete. Revenue funded.
Ewell Court Avenue	Verge hardening / protection	£40,000	Complete. <i>Carry forward scheme from 2014-15.</i>
Thorndon Gardens	Footway resurfacing	£34,000	Complete.
<b>Total programme value for 2015-16</b>		<b>£231,000</b>	

2.17 Officers will keep the Chairman, Vice Chairman and appropriate Divisional Member updated as the remaining schemes are delivered, taking decisions as necessary to ensure the programmes are delivered, and cost variations managed.

#### **Programme Monitoring and Reporting**

2.18 Officers will update Committee with progress in the delivery of its works programmes at each Committee meeting. In addition Members of the Local Committee are provided with detailed monthly finance updates, which detail all the orders raised against the various budgets, as well as the works planned for each of the budgets

#### **Parking update**

2.19 The 2015/16 review (also known as phase 9) report went to the Local Committee on 7<sup>th</sup> December 2015. This includes the results of the informal consultations about possible resident permit parking carried out by Atkins in a number of roads. Proposals are due to be advertised in February 2016.

#### **Customer Services update**

2.20 The total number of enquiries received in the calendar year 2015 was 121,578 an average of 10,130 per month. This is down from 149,000 in 2014 and is due to a combination of milder weather throughout the year and ongoing improvement projects.

2.21 All reports are categorised at the point of logging, either automatically through the website or by officers, safety defects are directed to Kier with the remainder passed to the SCC local office for further investigation. During 2014

the average split was 44% SCC and 56 % Kier, for 2015 this has seen a shift to 39% SCC and 61% Kier. This change can be mainly attributed to work that has been undertaken through the Customer Service Excellence project to improve the response times and quality of response, reducing the need for customers to contact us again in relation to their enquiry. Enhancements to the roadwork web page, online reporting and proactive communication of planned works have also helped to reduce the number of general enquiries made by customers.

- 2.22 For Epsom & Ewell specifically 8,181 enquiries were received between January and December of which 3,002 (37%) were directed to the local area office for action, of these 96% have been resolved. This response rate is in line with Highways countywide average.
- 2.23 For 2015, 513 complaints were received of which 134 stage 1 and 17 stage 2 were for the North East area, including Epsom & Ewell. The main reasons for these complaints were communication, service delivery and policy/decision making. The service was found to be at fault in 8 of the stage 2 complaints following independent investigation. We continue to work closely with the corporate customer relations team and have created corrective action plans for all outstanding actions. In addition any remedial action identified at stage 1 is now monitored more closely to ensure compliance and reduce escalation to stage 2.
- 2.24 Recent surveys conducted with our Highways Customer Panel showed that 71% of those surveyed were either satisfied or very satisfied with the customer service they received. This result was endorsed by the findings of the annual independent National Highways & Transport Survey conducted by MORI.
- 2.25 Improvements identified for 2016 include piloting a new hand-held device for LHOs to increase mobile working, better coordination between the Customer Care Team and the Area Offices and further enhancements to the website.

#### **Operation Horizon update**

- 2.26 The five year Operation Horizon programme of major resurfacing is now in its third year. The latest programme information is available on the Surrey County Council website here: <http://new.surreycc.gov.uk/roads-and-transport/highways-information-online/horizon>.

#### **Major Schemes update**

- 2.27 Progress continues to develop the detailed design for the Plan E Major Scheme. The Local Committee is being asked to authorise the advertisement of the various Traffic Regulation Orders needed to support the scheme, separately on the February 2016 Agenda.
- 2.28 Proposals for the Epsom Banstead Sustainable Transport Package (STP) are being developed by officers in consultation with the Epsom Banstead STP Member Task Group. Officers are expecting works to be able to commence as early as the Autumn 2016, subject to LEP approval and award of grant funding. Public consultation is essential to assist the development of scheme proposals. Therefore it is recommended that Committee agree to the scheme proposals being put to public consultation in May and June 2016. The results of this public consultation would then be reported to Committee at a later date.
- 2.29 At a later date, as the detailed design is nearing completion, it is expected that Committee will be asked to approve the advertisement of statutory notices for various elements of the scheme – for example if traffic orders are needed, or for the installation of Toucan Crossings. Committee's authorisation would also be required to allow cycling on any widened footways that formed part of the scheme.

### Priorities for 2016-17

2.30 In September 2015 Committee approved the allocation of its 2016-17 Highways budgets as detailed in Table 4.

**Table 4 Approved allocation of budgets for 2016-17**

Recommended allocation	Amount
Pooled Revenue	£98,910
Pooled Capital To deliver ITS schemes – taken from the list in Annex A.	£50,000
Divisional Allocations	£137,800 £27,560 per Division
<b>Total</b>	<b>£286,710</b>

2.31 Table 5 details the schemes that were approved for the 2016-17 Financial Year's annual capital ITS programme. Committee had also approved an allocation for follow on feasibility / detailed design / public consultation arising out of the Hook Road one-way system feasibility study. As mentioned above, in the context of the traffic modelling results presented in Annex C it is not recommended to take this idea forwards.

**Table 5 Approved Annual Capital ITS Programme for 2016-17**

Scheme	Description	Progress	Cost
East Street junction with Kiln Lane	Improved pedestrian crossing facilities, capacity improvements, Chuter's Grove shops parking layby	Detailed design in progress. Expect to construct this scheme in 2016-17.	£200,000 <i>Developer funded</i>
East Street junction with Church Road	Signalisation of junction including pedestrian crossing facilities, and removal of adjacent stand alone pedestrian crossing	No progress to date. Expect to complete feasibility and detailed design in 2016-17.	£10,000 <i>For feasibility and detailed design Developer funded</i>
East Street Cycleway	New off carriageway cycle route between Kiln Lane and Hook Road	This scheme has been approved previously by Committee, and a design has been developed by Sainsburys as a condition of the planning permission for their car park expansion. It is proposed to implement a reduced version of the Sainsburys scheme if the car park expansion does not go ahead.	£30,000 <i>Developer funded</i>
Scotts Farm Road	New cycle link	Consultation ongoing with school. Officers are review the costs and procurement options for this scheme.	£45,000 <i>Developer funded</i>

Scheme	Description	Progress	Cost
Ewell Village AQMA Package: review of parking outside Coop 3rd priority	Remove conflict between pedestrians and vehicles and improve area.	Officers are developing an alternative solution for review with Members following Road Safety Audit.	£25,000 <i>Developer funded</i>
Church Street between Pitt Road and St Martin's Church	New Zebra Crossing	Detailed design 95% complete.	£40,000 <i>Part developer funded</i>
Woodcote Green Road	New Zebra Crossing near hospital and bus stops	Detailed design complete, officers reviewing need for anti-skid surfacing.	£42,000 <i>including new anti-skid</i> <i>Part developer funded</i>
<b>Total – noting that costs are approximate</b> <i>These costs include contributions from developer funding</i>			<b>£392,000</b>

2.32 Table 6 shows the 2016-17 Divisional Programmes.

**Table 6 2016-17 Divisional Programmes**

Location	Proposed works	Cost	Status
College Road	Local Structural Repair (LSR)	£37,700	Site walked, awaiting costs.
Lower Court Road	Footway resurfacing	£30,200	Site walked, awaiting costs.
Minor maintenance schemes in Ewell Court, Auriol and Cuddington	tbc	£31,700	Need to agree schemes with Divisional Member by beginning of September.
Brumfield Road	LSR	£38,200	Site walked, awaiting costs.
<b>Total programme value for 2016-17</b>		<b>£137,800</b>	

2.33 Preparations are already well advanced for the delivery of these schemes, with these exception of the minor maintenance schemes in Ewell Court, Auriol & Cuddington. The Divisional Member has decided to prioritise a number of low cost schemes. These will need to be identified by the beginning of September at the latest, to guarantee delivery before the end of the Financial Year 2016-17.

#### **Developer funding update**

2.34 There are three developer contributions that are currently unallocated:

- s106 Aldi, Kingston Road, Ewell £130,000  
The terms of this s106 agreement are that £10,000 must be spent on passenger transport improvements in the vicinity of the development, and £120,000 must be spent on pedestrian improvements at the Ruxley Lane junction with Kingston Road. Officers have met with the Divisional Member to discuss suggestions for pedestrian improvements at this location.
- PIC Land to the rear of Stoneleigh Broadway £5,554.56  
Officers have made the Divisional Member aware of this sum.

- PIC Land adjacent to Holmwood Close £16,736.72
- PIC Land adjacent to Queensmead Avenue £5,456.99

These monies had previously been allocated to upgrading the traffic signal controller at Nonsuch Court Avenue junction with Cheam Road, as this junction had been observed to cause exit blocking to the junction of Cheam Road with the Ewell Bypass. The controller upgrade and validation is in progress. Officers have made the Divisional Member aware that there may be monies left over after these works are completed.

- 2.35 Officers will make the Chairman and Vice Chairman aware of any new contributions. It is expected that s106 and PIC contributions will peter out now that Epsom and Ewell Borough Council has adopted CIL.

#### **Langley Vale Village Gateways Update**

- 2.36 Following representations from parts of the local community the Local Committee asked the Area Highway Manager to pause construction of the Langley Vale Village Gateways scheme to enable the scheme to be reviewed. The scheme had been implemented without proper prior consultation either with the Divisional Member or the local community. There were reports of difficulties during the construction of part of the scheme, and concerns raised that the scheme would have a detrimental impact on the village.
- 2.37 Officer observations of the new scheme suggest that traffic entering Grosvenor Road is now entering more slowly than before the scheme was (part) implemented. This was the main aim of the scheme. No negative consequences of the scheme have been observed by officers. Furthermore no correspondence has been received from the local community since Committee first considered this matter in September 2015.
- 2.38 The scheme remains incomplete. The most significant missing element is that the existing tactile paving on the southern side of the Grosvenor Road bellmouth does not align with the modified dropped kerb location on the northern side of the bellmouth. It is recommended to realign the tactile paving on the southern side, but without any modification to the kerb line on the southern side that had been proposed as part of the original scheme. This would provide a finished scheme, albeit a lesser scheme than had originally been proposed. With a finished scheme in place, officers could then work with the Divisional Member and the local community to decide whether any additional elements could be added, subject of course to additional funding becoming available.
- 2.39 Officers are already in discussion with the Divisional Member regarding what additional elements may be feasible at this location.

### **3. OPTIONS:**

- 3.1 None at this stage. Officers will revert to the Chairman, Vice Chairman and Divisional Member, or indeed the Committee as appropriate, whenever preferred options need to be identified.

### **4. CONSULTATIONS:**

- 4.1 None at this stage. Officers will consult the Chairman, Vice Chairman and Divisional Members as appropriate in the delivery of the programmes detailed above.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 The financial implications of this paper are detailed in section 2 above.

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 It is an objective of Surrey Highways to take account of the needs of all users of the public highway.

**7. LOCALISM:**

7.1 The Local Committee prioritises its expenditure according to local priorities.

**8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	A well-managed highway network can contribute to reduction in crime and disorder as well as improve peoples' perception of crime.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

**9. CONCLUSION AND RECOMMENDATIONS:**

9.1 This Financial Year's programmes are being delivered.

9.2 Preparations are well advanced for next Financial Year's programmes.

**10. WHAT HAPPENS NEXT:**

10.1 The Area Team Manager will work with Divisional Members, the Chairman and Vice-Chairman to deliver this Financial Year's Divisional Programmes, and to prepare for next Financial Year's Divisional Programmes.

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**Contact Officer:** Nick Healey, Area Highway Manager (NE)

**Consulted:**

**Annexes:** 6

**Sources/background papers:** None

# **C164 Chessington Road j/w Derek Avenue, West Ewell**

## **Proposed Pedestrian Crossings**

### **Feasibility Report**

**October 2015**



Project Title: C164 Chessington Road, West Ewell

Document Title: Feasibility Report

Client Reference: PC0621

Date: October 2015

Prepared By: Print Katie Rowbottom

Sign .....

Authorised By: Print Jamie Daly

Sign .....

Amendment List

Iss. / Rev.	Iss. / Rev Date	Remove		Insert	
		Page	Iss. / Rev.	Page	Iss. / Rev.

Filename: I:\EA\PC all\Resource Pool\Projects\



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4.2. Zebra Crossing

4.3. Pedestrian refuge

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B) To the West of junction with Derek Avenue

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### **6. RECOMMENDATION**

### **7. APPENDICES**

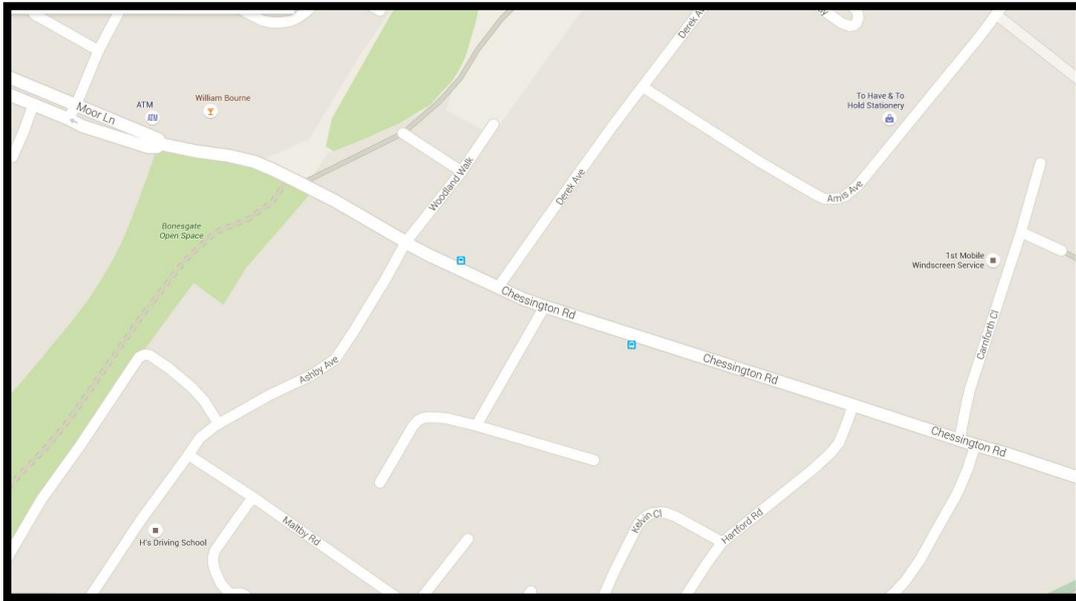
A) Drawings showing proposed options:

B) Autoturn drawings

C) Survey Data Results

## **1. INTRODUCTION:**

C164 Chessington Road, situated in West Ewell is a relatively busy 30mph residential 2-way road that connects Chessington village and Ewell village, with the carriageway averaging at 6.4m in width. Chessington Road features as part of Surrey's bus network, being a part of the 467 bus route with associated footways averaging 1.7m in width making them suitable locations for bus stops.



## **2. SITE ANALYSIS:**

Chessington Road is situated in an area well utilised by pedestrians due to its location in a residential urban area. As well as being located within walking distance of Horton Country Park and Bonesgate Open Space. But equally it is a road heavily used by all types and sizes of vehicles, denoting the need to consider whether a safe pedestrian crossing point is required.

This study examines the possibility of providing a crossing point between the two existing bus stops either side of the junction with Derek Avenue, to ease the movement of pedestrians. The straight nature of the road with good visibility distances, and existing street lighting would seem to make this section of road a suitable location for a pedestrian crossing. However there are other criteria which must be considered before a final decision is made.

### **3. DATA COLLECTION:**

#### **3.1 Statutory Authorities Plant Request;**

The following Statutory Authorities were approached with a level C2 Enquiry in September 2015. It should be noted that C2 enquiries are preliminary enquiries only and that depth of cover and possible costs of diversion would have to be established at the detailed design stage, prior to construction:

- Scotia Gas Networks
- BT
- UK Power Networks (electricity)
- Thames Water
- Virgin Media
- Linesearch – National Grid
- Sutton and East Surrey water

The following Statutory Authorities do not have any apparatus in the area:

- Scottish and Southern (electricity)
- South East Water
- Affinity Water
- Traffic Signals (SCC)

Referring to the Statutory Authority plans, there could potentially be diversionary or protective works for all of the authorities who have apparatus in the area apart from Traffic signals. Some of the conflict could potentially be overcome at the detailed design stage but there is the potential for significant additional costs. Costs for such works can only be identified at the detailed design stage. Copies of the C2 replies are available upon request.

#### **3.2 Vehicle Survey Analysis;**

##### **3.2.1 Speed and volume surveys**

Full automatic traffic speed and volume surveys were carried out at two separate locations along Chessington Road, either side of the junction with Derek Avenue between 28<sup>th</sup> September 2015 and 5<sup>th</sup> October 2015. The table below (page 8) shows the 85<sup>th</sup>ile and mean speeds and the overall daily volume of vehicles.

**Site 1: Chessington Road, West Ewell (Bus Stop) TQ 19359 63916 – East of the junction with Derek Avenue:**

Eastbound 85%ile	Westbound 85%ile	Eastbound mean	Westbound mean	Eastbound daily flow	Westbound daily flow
35.1	35.2	27.7	28.8	7707	8166

**Site 2: Chessington Road, West Ewell (Bus Stop) TQ 19464 63880 – West of the junction with Derek Avenue:**

Eastbound 85%ile	Westbound 85%ile	Eastbound mean	Westbound mean	Eastbound daily flow	Westbound daily flow
35.4	36.1	28.7	29.8	7819	9019

The speed information above was collected during free flowing traffic in order to provide an accurate insight into speeds along this stretch of road. Surrey County Council adopted a new speed limit policy on 3<sup>rd</sup> July 2014, which places a greater emphasis on the mean speed of vehicles and when compared to this, the existing mean speeds are well within the allowable thresholds.

In terms of vehicle flows, the main indication is that site 2 (west of the junction with Derek Avenue) has the highest volume of traffic. However the difference is minimal. In general it can be said that the westbound traffic travels at a greater speed with the westbound mean speed reaching 29.8mph, however the speed limit difference between sites is minimal.

### 3.3 Pedestrian Analysis;

Pedestrian counts were undertaken on 29<sup>th</sup> September 2015 (Tuesday), 1<sup>st</sup> October 2015 (Thursday) and 3<sup>rd</sup> October 2015 (Saturday) in order to assess pedestrian movements within the same areas as the vehicle speed and volume survey.

See page 9-14 for the summary of pedestrian data (see appendix for a larger copy of the drawing:



Below is the breakdown of the data at the three sites on each day:

**Tues 29<sup>th</sup> September 2015**

**Site A:**

Direction Time	N/bound between Headley Close and 530 Chessington Road							Prams/ Disabled	Total
	Adults			Children: School age and under					
		With Cycles	Total		With Cycles	Total			
07:00 – 19:00	5	1	6	1	0	1	0	7	
08:00 – 09:00	0	0	0	0	0	0	0	0	
17:00 – 18:00	0	0	0	0	0	0	0	0	

Direction Time	S/bound between Headley Close and 530 Chessington Road							Prams/ Disabled	Total
	Adults			Children: School age and under					
		With Cycles	Total		With Cycles	Total			
07:00 – 19:00	7	2	9	0	0	0	1	10	
08:00 – 09:00	0	0	0	0	0	0	0	0	
17:00 – 18:00	0	0	0	0	0	0	0	0	

**Site B:**

Direction Time	N/bound between Headley Close and Derek Avenue							Prams/ Disabled	Total
	Adults			Children: School age and under					
		With Cycles	Total		With Cycles	Total			
07:00 – 19:00	2	1	3	0	0	0	0	3	
08:00 – 09:00	0	0	0	0	0	0	0	0	
17:00 – 18:00	0	0	0	0	0	0	0	0	

Direction Time	S/bound between Headley Close and Derek Avenue							Prams/ Disabled	Total
	Adults			Children: School age and under					
		With Cycles	Total		With Cycles	Total			
07:00 – 19:00	2	0	2	0	0	0	0	2	
08:00 – 09:00	0	0	0	0	0	0	0	0	
17:00 – 18:00	0	0	0	0	0	0	0	0	

**Site D:**

Direction Time	N/bound between Derek Avenue and Ashby Avenue							Prams/ Disabled	Total
	Adults			Children: School age and under					
		With Cycles	Total		With Cycles	Total			
07:00 – 19:00	16	1	17	2	1	3	2	22	
08:00 – 09:00	1	0	1	0	1	1	0	2	
17:00 – 18:00	0	0	0	0	0	0	0	0	

Direction Time	S/bound between Derek Avenue and Ashby Avenue							Prams/ Disabled	Total
	Adults			Children: School age and under					
		With Cycles	Total		With Cycles	Total			
07:00 – 19:00	7	3	10	3	0	3	0	13	
08:00 – 09:00	0	0	0	0	0	0	0	0	
17:00 – 18:00	1	2	3	0	0	0	0	3	

**Thurs 1<sup>st</sup> October 2015****Site A:**

Direction Time	N/bound between Headley Close and 530 Chessington Road							Prams/ Disabled	Total
	Adults			Children: School age and under					
		With Cycles	Total		With Cycles	Total			
07:00 – 19:00	4	0	4	0	0	0	0	4	
08:00 – 09:00	0	0	0	0	0	0	0	0	
17:00 – 18:00	2	0	2	0	0	0	0	2	

Direction Time	S/bound between Headley Close and 530 Chessington Road							Prams/ Disabled	Total
	Adults			Children: School age and under					
		With Cycles	Total		With Cycles	Total			
07:00 – 19:00	1	1	2	1	0	1	0	3	
08:00 – 09:00	0	0	0	0	0	0	0	0	
17:00 – 18:00	1	0	1	0	0	0	0	1	

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**Site B:**

Direction Time	N/bound between Headley Close and Derek Avenue							Prams/ Disabled	Total
	Adults			Children: School age and under					
		With Cycles	Total		With Cycles	Total			
07:00 – 19:00	1	2	3	0	0	0	0	3	
08:00 – 09:00	0	0	0	0	0	0	0	0	
17:00 – 18:00	0	0	0	0	0	0	0	0	

Direction Time	S/bound between Headley Close and Derek Avenue							Prams/ Disabled	Total
	Adults			Children: School age and under					
		With Cycles	Total		With Cycles	Total			
07:00 – 19:00	1	0	1	0	0	0	0	1	
08:00 – 09:00	0	0	0	0	0	0	0	0	
17:00 – 18:00	0	0	0	0	0	0	0	0	

**Site D:**

Direction Time	N/bound between Derek Avenue and Ashby Avenue							Prams/ Disabled	Total
	Adults			Children: School age and under					
		With Cycles	Total		With Cycles	Total			
07:00 – 19:00	9	4	13	3	2	5	2	20	
08:00 – 09:00	1	0	1	0	0	0	0	1	
17:00 – 18:00	1	1	2	0	0	0	0	2	

Direction Time	S/bound between Derek Avenue and Ashby Avenue							Prams/ Disabled	Total
	Adults			Children: School age and under					
		With Cycles	Total		With Cycles	Total			
07:00 – 19:00	3	1	4	3	0	3	0	7	
08:00 – 09:00	0	0	0	0	0	0	0	0	
17:00 – 18:00	1	0	1	0	0	0	0	1	

**Sat 3rd October 2015****Site A:**

Direction Time	N/bound between Headley Close and 530 Chessington Road						Prams/ Disabled	Total
	Adults			Children: School age and under				
		With Cycles	Total		With Cycles	Total		
07:00 – 19:00	4	0	4	0	0	0	0	4
08:00 – 09:00	0	0	0	0	0	0	0	0
17:00 – 18:00	0	0	0	0	0	0	0	0

Direction Time	S/bound between Headley Close and 530 Chessington Road						Prams/ Disabled	Total
	Adults			Children: School age and under				
		With Cycles	Total		With Cycles	Total		
07:00 – 19:00	3	0	3	0	0	0	0	3
08:00 – 09:00	1	0	1	0	0	0	0	1
17:00 – 18:00	0	0	0	0	0	0	0	0

**Site B:**

Direction Time	N/bound between Headley Close and Derek Avenue						Prams/ Disabled	Total
	Adults			Children: School age and under				
		With Cycles	Total		With Cycles	Total		
07:00 – 19:00	2	0	2	1	0	1	0	3
08:00 – 09:00	0	0	0	0	0	0	0	0
17:00 – 18:00	0	0	0	0	0	0	0	0

Direction Time	S/bound between Headley Close and Derek Avenue						Prams/ Disabled	Total
	Adults			Children: School age and under				
		With Cycles	Total		With Cycles	Total		
07:00 – 19:00	0	0	0	0	0	0	0	0
08:00 – 09:00	0	0	0	0	0	0	0	0
17:00 – 18:00	0	0	0	0	0	0	0	0

**Site D:**

Direction Time	N/bound between Derek Avenue and Ashby Avenue							Prams/ Disabled	Total
	Adults			Children: School age and under					
		With Cycles	Total		With Cycles	Total			
07:00 – 19:00	5	0	5	0	0	0	0	5	
08:00 – 09:00	0	0	0	0	0	0	0	0	
17:00 – 18:00	0	0	0	0	0	0	0	0	

Direction Time	S/bound between Derek Avenue and Ashby Avenue							Prams/ Disabled	Total
	Adults			Children: School age and under					
		With Cycles	Total		With Cycles	Total			
07:00 – 19:00	7	3	10	0	0	0	0	10	
08:00 – 09:00	0	0	0	0	0	0	0	0	
17:00 – 18:00	0	0	0	0	0	0	0	0	

The above pedestrian survey data highlights that in general the road in question is not heavily crossed by pedestrians with the maximum number of people in a 12 hour period crossing a section of Chessington Road in either direction reached 35. In general it was evidenced that during the rush hour period at either end of the day, no pedestrians crossed Chessington Road. However it is clear that the most heavily used section of road to cross was site D (between Derek Avenue and Ashby Avenue).

As shown in appendix C Chessington Road's footway are relatively well utilised but as shown in the data above a relatively small number of those pedestrians cross the road. This questions the need for a pedestrian crossing in this location.

**3.4 Collision Data;**

The recorded collision data shows that there were 11 collisions in the vicinity of Chessington Road between the junction with Ashby Avenue and Hartford road in the 5 year period prior to June 2015. Of these only one involved a pedestrian who ran across the road and was hit by the passing vehicle. The others involved various collisions involving vehicle on vehicle.

The 11 collisions in question are unrelated and have not been recorded as speed related.

#### **4. DISCUSSION AND OPTIONS:**

As a result of the data collected it would seem the desire line for people crossing Chessington Road is between Derek Avenue and Ashby Avenue (site D of the pedestrian survey). Therefore the following options will examine the possibility of installing a provision for pedestrians to cross in that area, taking into account all the data which has been collected and examined previously in the report.

##### **4.1 Puffin Crossing**

A signalised crossing as highlighted in the LTN 1/95 (the assessment of pedestrian crossing, 1995) is most suited to roads where traffic volume is high and where pedestrian demand is high. As demonstrated in section 3.2 (vehicle survey analysis) the vehicle demand is relatively high but not to a point at which there are no suitable gaps in the traffic flow. But equally the demand for pedestrians is low as shown in section 3.3. For example at the desire line (between the junction with Derek Avenue and Ashby Avenue), from 7:00 to 19:00 the highest number of people to cross Chessington Road was 35 people. This is an issue again highlighted in the LTN 1/95 whereby when pedestrian's flows are generally light for long periods of the day caution must be exercised. 'Drivers who become accustomed to not being stopped at the crossing may be to ignore its existence, with dangerous consequences,' (LTN 1/95, 1995) with the problem accentuating as speeds increase.

It has also be noted that at rush hour the existing signals to the east at the junction with Ruxley Lane and to the west at the junction with Gilders Road often causes traffic to be near stationary. As a result a further signalised crossing at the junction with Derek Avenue is likely to cause further stationary traffic, resulting in traffic backing up further in either direction.

**Guide Price: £120,000**

##### **4.2 Zebra Crossing**

According to the LTN 1/95 (the assessment of pedestrian crossings, 1995) it states, 'zebra crossings should not be installed on roads with an 85<sup>th</sup> percentile speed of 35mph or above.' Therefore as a result of the outcome of our vehicle survey (item 3.2) the 85<sup>th</sup> percentile speeds came in over 35mph and therefore is not advisable to install a zebra crossing in this location due to issues related to safety.

**Guide Price: N/A**

### 4.3 Pedestrian Refuge

The road width averages at 6.4m, which meant we do not have the space to fit in a pedestrian refuge without acquiring some of the footway. A 2.0m refuge was used as that is seen as preferable to a narrower version as it allows space for those with prams, pushbikes or those in wheelchairs to safely wait on the refuge. I explored the possibility of locating a refuge on either side of the junction with Derek Avenue;

#### **A) – Pedestrian refuge to the east of the junction with Derek Avenue**

– In terms of visibility this is an ideal location to install a refuge. Visibility is great in both directions, with visibility distance far exceeding the requirements set out in the LTN 2/95 (the design of pedestrian crossings, 1995), which states that when the 85<sup>th</sup> Percentile is 35mph the desirable minimum visibility is 80m. As well as there being a suitable distance (5.5m of HB2 kerbs) between the dropped kerbs for private accesses outside house number 533 and 535 which allows for the installation of pedestrian island. Although it is worth noting here that as can be seen from the design (Drawing 1) the available space is very limited and restrictive.

After exploring the turning movements of vehicles on auto-turn it was realised that the location does not adhere itself to the installation of a pedestrian island (see appendix B for autoturn drawings – Drawings 4 and 5) With a large car travelling eastbound unable to turn into property number 548, as well as the car struggling to make numerous other turns without striking either the island or the kerbs at the edge of the carriageway, as well as having difficulty entering the driveways at the exact location of the dropped kerbs.

As a result it would not be advisable to locate the refuge in this location due to the struggles experienced with a car, let alone larger vehicles, despite exploring the possibility of narrowing the island down to 1.5m. As well as the lack of desire from pedestrians to cross in this location (see 3.3).

#### **B) – Pedestrian refuge to the west of the junction with Derek Avenue –**

This location is the preferable choice as it presents itself to be in the desire line according to the pedestrian survey (see Item 3.3). As well as again providing great sight lines for those crossing, above and beyond that of the visibility requirements set out in the LTN 2/95.

As above a 2.0m wide pedestrian island has been proposed as that is seen as the desirable minimum width in terms of safety aspects, and 3.5m wide lanes have been proposed. This has resulted in the need to acquire footway as carriageway to make this possible, at a width of approximately 1.8m (see drawing 2).

Unlike the location of the pedestrian refuge proposed above the turning movements are possible with a large car. However to make this possible it

has meant that the island has had to be located closer to the junction with Derek Avenue; approximately 1.8m from the tangent point of the kerb at the junction with Derek Avenue (see drawing 2). Although there are no regulations which set out the minimum distance at which a refuge can be installed from a junction, I believe this island could be perceived by some as too close, and therefore could create a risk.

The refuge is also located just to the east of the bus stop. The proximity of this could become a risk. Vehicles could go to overtake a stopped bus without realizing the refuge is located there leading to car overtaking and passing the refuge on the wrong side of the road. This in itself creates a safety risk, worsened by the proximity of the junction. This means it is possible that people may pull out of the junction from Derek Avenue whilst the bus has stopped at the bus stop, meaning the driver's visibility is already restricted at the same point as vehicles travelling eastbound may overtake the stopped bus resulting in the potential for collisions.

Again it seems that although this refuge is located in a more desirable location, the proximity to both the junction and bus stop could lead to drivers taking unnecessary risks and as a result the possibility for collisions increases.

The installation of a pedestrian refuge in this location brings with it carriageway widening works itself and the need to illuminate the bollards due to being within 50m of a street light. Both of which will raise the cost of this scheme. But more than the cost, the installation in either location brings with it risks, whether it's from potential increase in possibility of vehicle/pedestrian collisions to the risk of creating access problems to private driveways due to difficulty with turning movements.

**Guide Price: £32,000 per refuge and associated works.**

#### **4.4 Uncontrolled Crossing**

The traffic flows levels along this stretch of road are reasonable but not so high that there are not generous sized gaps in the traffic levels which allow for pedestrians to cross. Nor the road too wide that it does not create a safe crossing distance for pedestrians. As a result the installation of dropped kerbs is a further potential option.

There are a number of private driveway accesses along the road but no formal pedestrian crossing points with dropped kerbs and tactiles to assist those with disabilities, or prams. As a result the installation of uncontrolled crossings at either bus stops or both could rectify this concern.

This is not a costly option and would allow us to formally assign crossing points however it does not affect the traffic flows and as a result the traffic does not by law have to stop and allow the pedestrians a chance to cross as a puffin or zebra crossing would. But the traffic flows do not determine that such a requirement is necessary and that traffic flows, especially away from rush hour when the majority of people cross, is low enough that suitable gaps are available in the traffic to allow people to cross in a safe manner. The dropped kerbs will also formalise the best areas to cross due to visibility, and proximity to junctions.

As shown in drawing 3, it is possible to locate uncontrolled crossing either side of the junction with Derek Avenue and therefore it provides an option of installing both or either crossing.

**Guide Price: £1,500 per pair of crossings (both pairs of uncontrolled crossings; £3,000).**

#### **4.5 Do Nothing**

Given the fact there has been 1 collision involving pedestrians in the last 5 years and given the limited number of pedestrians wanting to cross the road. Combined with the fact the majority of the pedestrians were recorded to cross the road outside of rush hour when the number of gaps in the traffic would have been higher, the do nothing approach seems a potential option.

The results from the collision data survey do not indicate there is a safety issue in this instance, which combined with the pedestrian survey data that indicates there is an extremely low number of people, weekdays and weekends, looking to cross the road demonstrates there is neither a need or real desire for a crossing in any form to be installed in this location.

**Guide Price: £0**

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

The table below shows the various Options and an estimated guide price for each. Additionally the main advantages and disadvantages are also tabulated.

Please note the following costs have not been included in these estimates: Street lighting, Diversions to Statutory Undertakers' apparatus and Legal and design processes.

Option	Advantages	Disadvantages	Cost
<b>Puffin Crossing</b>	Formally creates gaps in the traffic to allow safe time for pedestrians to cross.	Very costly, and is a risk due to limited number of people who cross, that drivers may be used to the signals being green and therefore ignore its existence, with dangerous consequences.	£120,000
<b>Zebra Crossing</b>	N/A	The regulations in LTN 1/95 specify that due to the speeds recorded it is not advisable to install a zebra in this location.	N/A
<b>Pedestrian Refuge</b>	Provides a safe area in the centre of the road to ease the process of crossing and means that a gap is only needed on one side of the road rather than both, making crossing easier.	Will cause issues with turning movements, potentially increase the possibility of collisions at the refuge west of the junction with Derek Avenue and requires extensive widening of the carriageway.	£32,000 (per pedestrian refuge and associated works)
<b>Uncontrolled Crossing</b>	Formalises a crossing point and creates greater ease for those with disabilities crossing.	Does not increase the gaps in the traffic therefore not easing the process of crossing in any way.	£1,500 per pair of dropped kerbs/tactiles
<b>Do nothing</b>	The survey data does not indicate there is a collision problem in terms of pedestrians nor a high level of demand to cross the road therefore any work may be deemed unnecessary. No cost.	No improvement to existing situation	£0

**6. RECOMMENDATION:**

Due to the existing survey data relating to this site it would seem that the need to improve the current situation and provide a formal crossing facility is relatively low with very few pedestrians wishing to cross Chessington Road. This combined with the high number of private accesses into properties along this road leaves us with a restricted area at which it would be possible to install any such crossing. Therefore any location we choose is likely to bring with it issues related to turning circles as seen with the pedestrian refuges.

Due to the lack of personal injury collisions, a cost benefit of the Options cannot be calculated.

As such, in order of preference the Options are:

- 1) Option 5 - Do nothing
- 2) Option 4 – Uncontrolled Crossing

Not suggested for progression:

- 3) Option 3 – Pedestrian Refuge – both options
- 4) Option 2 – Zebra Crossing
- 5) Option 1 – Puffin Crossing

Therefore the preferred Option is '**Do nothing**'

**7. APPENDICIES: (Not available with the agenda, contact the Community Partnership & Committee Officer 020 8541 9437 if you would like a copy)**

**A) Drawings showing proposed options:**

PC0621-003 - Feasibility Option 3(A) - Pedestrian Refuge (1 of 3)  
(Drawing 1)

PC0621-004 - Feasibility Option 3(B) - Pedestrian Refuge (2 of 3)  
(Drawing 2)

PC0621-005 - Feasibility Option 4 - Uncontrolled Crossing (3 of 3)  
(Drawing 3)

**B) Autoturn Designs and Pedestrian Survey Plan:**

PC0621-006 - Pedestrian Island Feasibility - Autoturn (1 of 2)

PC0621-007 - Pedestrian Island Feasibility - Autoturn (2 of 2)

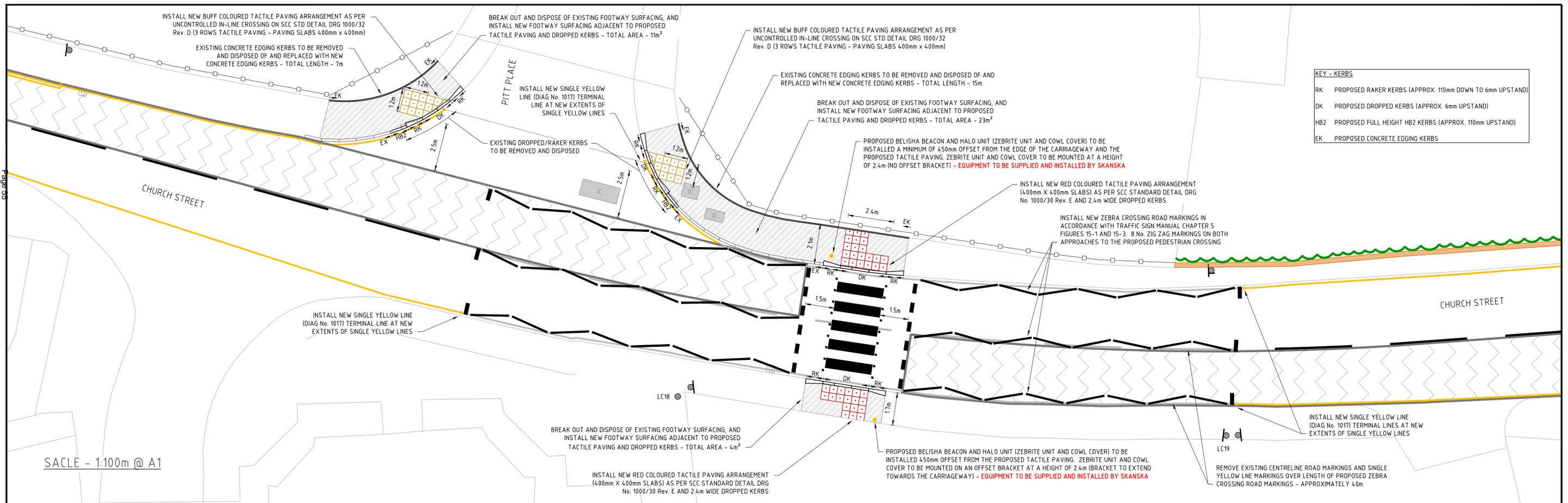
PC0621-002 – Pedestrian survey plan

**C) Survey Data Results:**

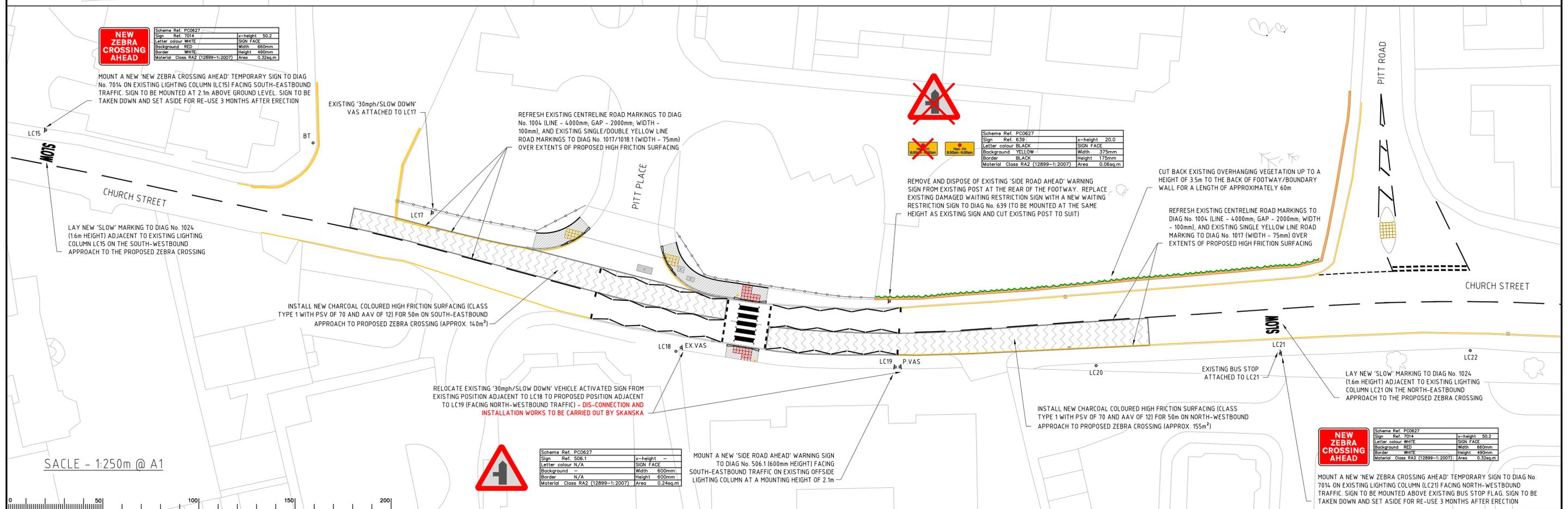
Pedestrian survey Data

Vehicle Survey Data

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SACLE - 1:100m @ A1



SACLE - 1:250m @ A1

Notes

- DRAWING BASED ON OS DATA. ALL WORKS TO BE SET OUT BY SCC ENGINEER ON SITE PRIOR TO CONSTRUCTION
- ELECTRICAL/LIGHTING WORKS TO BE CARRIED OUT BY SKANSKA
- ALL KERBING TO SCC STANDARD DETAIL DRAWING 1000/01 Rev. C
- TRIMMING/CUT BACK OF VEGETATION IN THE AREA TO BE ADDED TO LOCAL MAINTENANCE SCHEDULE

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date
A	AMENDMENTS POST RSA 1/2 COMMENTS	SP	SP	18/01/16	SP	SP	18/01/16	JD	JD	18/01/16

North Point

Drawn by	SP	Date	13/10/15
Checked by	JD	Date	13/10/15
Approved by		Date	

Project: CHURCH STREET, EPSOM  
PROPOSED ZEBRA CROSSING

Classification: GENERAL ARRANGEMENT

Project No. PC0627

Contract No. PC0627/03

Revision: A

Classification: DRAFT

SHEET 1 OF 1

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# **HOOK ROAD / TEMPLE ROAD EPSOM: ONE-WAY SYSTEM**

## **Microsimulation Modelling: Option Test Report**

**Project Title:** Hook Road / Temple Road Epsom: One-Way System

**Document Title:** Microsimulation Modelling: Option Test Report

**Client Reference:**

**Date:** 08 February 2016

**Prepared By:** Print Emma Brundle

**Authorised By:** Print Gemma Joyner

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Ordnance Survey 100019613

#### Amendment List

Iss. / Rev.	Iss. / Rev Date	Insert	
		Page	Iss. / Rev.
2	08/02/16	9/10	Alterations to Figure 3.1, paragraph 3.2.4 and 3.2.5
		10	Paragraph 3.2.7 and 3.2.9
		10/11	Alterations to Figure 3.2 and paragraph 3.2.8
		12	Alterations to Figure 3.3 and paragraph 3.3.5
		13	Alterations to Figure 3.4 and paragraph 3.3.6
		15	Paragraph 3.4.5
		16	Alterations to paragraph 4.1.5.

0201SF1007/08/02

Filename: H:\Modelling\Params\4A814001\_Hook Road Epsom One Way System\_Dec 2014\04 Documents\Doc02 - Hook Road One-Way System\_Option Test\_V2.Doc

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## 1 INTRODUCTION

- 1.1.1 Surrey County Council's Transport Studies team has been asked to review the transport impacts related to introducing a permanent one-way system on B284 Hook Road and Temple Road, Epsom.
- 1.1.2 This request was raised by Surrey County Council's Highway team after a temporary one-way system was enforced to accommodate utility works on the highway. There were mixed perceptions, however, as to whether congestion on the local roads had eased as a result of altering sections of the highway from two-way to one-way working.
- 1.1.3 This document outlines the appraisal undertaken, as well as the potential transport impacts, related to altering parts of the B284 Hook Road and Temple Road to one-way working.

## 2 BASE AND OPTION MODEL

### 2.1 Modelling Program

- 2.1.1 The microsimulation modelling program S-Paramics version 2014.1 developed by SIAS has been used for this study.
- 2.1.2 S-Paramics is an internationally recognised microsimulation traffic flow modelling program. It simulates the individual components of traffic flow and congestion, and presents its output as a real-time visual display for traffic management and road network design.

### 2.2 Base Model

- 2.2.1 The Epsom town centre microsimulation model was previously developed by WYG. The model has been revalidated and extended by Surrey County Council to allow the model to incorporate the B284 Hook Road, Temple Road and Lower Court Road.
- 2.2.2 The model represents highway conditions of the average weekday AM (08:00 – 09:00) and PM peak hour (17:00 – 18:00).
- 2.2.3 The option model has been developed from a direct copy of the base model. Information regarding the base model can be found in: '*Epsom Microsimulation Model: Local Model Development and Validation Report*' (document number 4A814001/001).

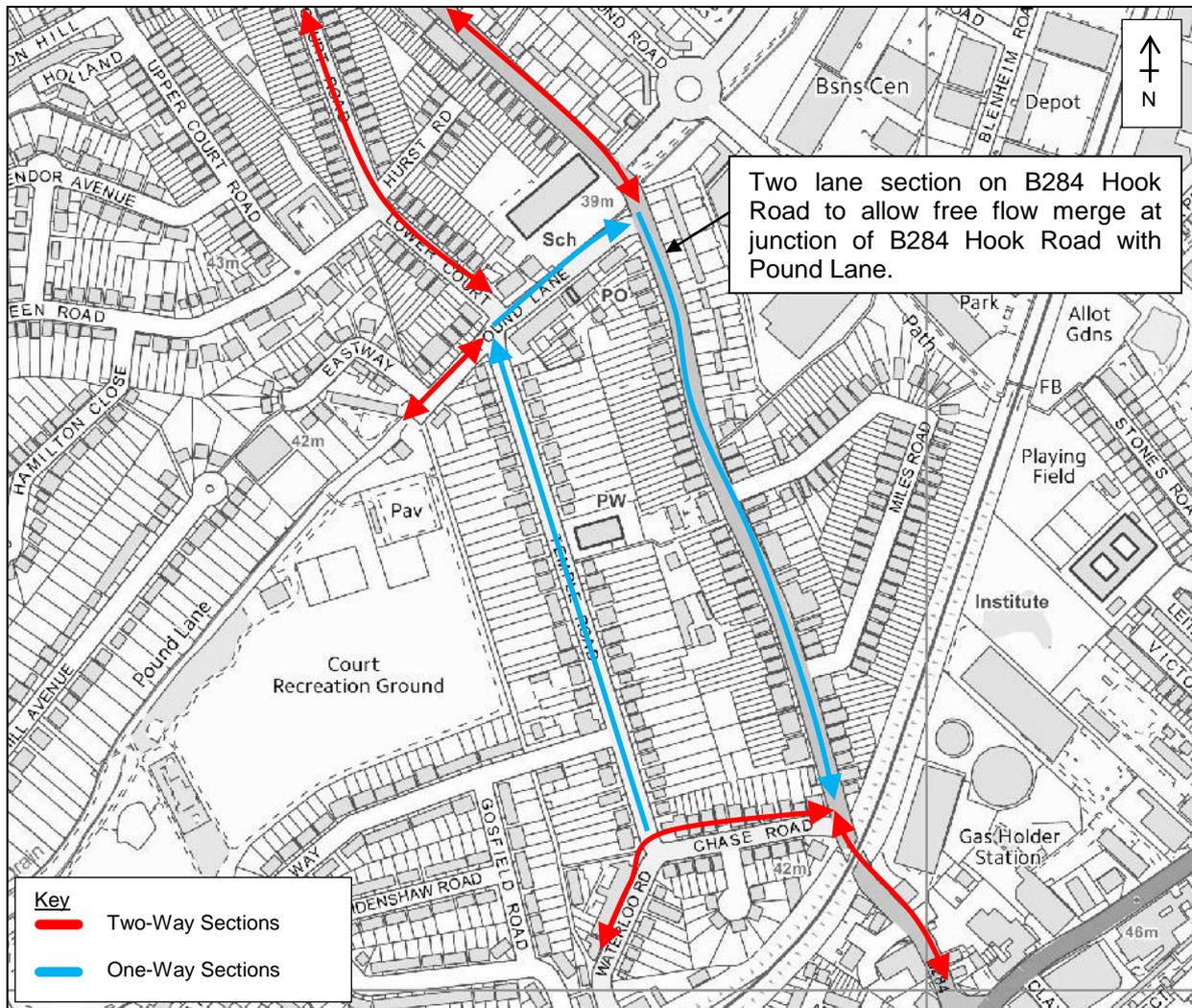
### 2.3 Option Model

#### Highway Alterations

- 2.3.1 The option model included the following key highway alterations to represent a one-way system in the area of B284 Hook Road and Temple Road:
- B284 Hook Road converted from two-way to one-way working in a southbound direction of travel, between Pound Lane and Chase Road;
  - Temple Road converted from two-way to one-way working in a northbound direction of travel, between Chase Road and Pound Lane; and

- A small section of Pound Lane between Temple Road and Lower Court Road converted from two-way to one-way working in a eastbound direction of travel.

2.3.2 **Figure 2.1** shows the alterations to the highway layout that were assessed in the option model.



**Figure 2.1: Highway layout modelled in option**

2.3.3 Due to sections of the highway becoming one-way, turning movements at associated junctions also needed to be altered. Some of these movements are no longer permitted, for example at the roundabout of B284 Hook Road and Chase Road it is no longer possible to turn left from Chase Road approach or travel ahead from B284 Hook Road southbound approach to the junction.

2.3.4 It was also necessary to make more detailed alterations to junctions. Due to the small section of Pound Lane between Temple Road and Lower Court Road becoming one-way eastbound, it is only possible to turn left onto Pound Lane when exiting Lower Court Road in a southbound direction. At the junction of B284 Hook Road with Pound Lane the ahead movement from B284 Hook Road southbound and the right turn from Pound Lane have been modelled as free flow merges, requiring a small section of B284 Hook Road to remain two lanes to allow such a merge. **Figure 2.1** illustrates the location of this two lane section, in a southbound direction of travel, on B284 Hook Road.

Forecasting

- 2.3.5 No forecasting of traffic flows was included in the assessment of the option model. Therefore the vehicle trips utilised in the option model are the same as the base model, allowing a direct comparison to be made between the two models.

Model Stability

- 2.3.6 Random numbers govern many aspects of microsimulation modelling, such as the allocation of certain types of driver behaviour to a particular vehicles and the time at which the vehicle is released. Each time the model is simulated, a unique stream of random numbers is applied, with each different random number generating a different output. This makes the simulation more authentic, because in reality traffic flow is not the same, at the same time, everyday. For this reason, the model was seeded with a value of 0 which ensures that this occurs.
- 2.3.7 The option model was run twenty-five times, in accordance with the base model, to capture this daily variation in traffic flow. All reported model results are an average of runs undertaken.
- 2.3.8 **Table 2.1** sets out the model stability acceptability guidelines, taken from the Department for Transport's TAG unit 3.19 'Highway Assignment Modelling', which have been used to assess the stability of the option model, as well as the base over multiple runs.

Measure	Acceptability Guideline
Delta	Less than 0.1% or at least stable with convergence fully documented and all other criteria met.
Percentage of links with flow change (P)<1%	Four consecutive iterations greater than 98%.
Percentage change in total user costs (V)	Four consecutive iterations less than 0.1%.

**Table 2.1: Model stability acceptability guidelines**

- 2.3.9 **Table 2.2** presents the model stability results of the option model for the AM and PM peak hours for the last ten of the twenty-five model runs. The absolute average difference (AAD) and relative absolute average difference (RAAD) in link flows as well as the standard deviation are also presented.
- 2.3.10 Model assignment stability results provide an indication of the stability of the model outcomes between consecutive runs.
- 2.3.11 The model results in **Table 2.2** indicate that the AM option model meets the acceptability guideline in relation to the percentage of links with a change in flow less than 1% as well as delta, but does not meet the criteria with regard to percentage change in total user costs (V). Delta is an indicator of model convergence and measures how far the current flow pattern is removed from the desired equilibrium, represented by 0. The PM option model misses the delta and V criteria but is stable with regard to percentage flow.
- 2.3.12 It is not considered that on the occasions where the model stability criteria are not met, that it will affect the conclusions of the study. However, if further consideration or option testing is required regarding the outcomes of the study, a greater number of model runs is recommended to increase the stability of the model.

Comparison	AAD	RAAD	%FLOW	STDEV	DELTA	V
<b>AM PEAK HOUR (08:00 – 09:00)</b>						
16	2.85	0.56	98.69	98.25	0.21	0.15
17	1.30	0.48	97.16	99.78	0.08	0.03
18	1.32	0.42	99.34	100.00	0.10	0.11
19	1.01	0.46	96.94	100.00	0.09	0.30
20	1.78	0.51	98.03	100.00	0.12	0.27
21	1.16	0.37	98.25	100.00	0.07	0.42
22	1.94	0.40	99.78	100.00	0.17	0.31
23	1.30	0.40	99.34	100.00	0.10	0.12
24	0.94	0.26	100.00	100.00	0.07	0.14
25	1.05	0.36	98.91	100.00	0.08	0.16
16	2.85	0.56	98.69	98.25	0.21	0.15
<b>Criteria Met</b>	-	-	✓	-	✓	✘
<b>PM PEAK HOUR (17:00 – 18:00)</b>						
16	5.26	0.89	97.60	100.00	0.59	0.38
17	4.41	0.60	99.78	100.00	0.49	0.75
18	3.87	0.49	99.56	100.00	0.43	1.51
19	3.25	0.44	100.00	100.00	0.35	0.50
20	3.17	0.39	100.00	100.00	0.38	0.13
21	3.07	0.49	100.00	100.00	0.34	0.24
22	3.01	0.42	100.00	100.00	0.31	0.26
23	7.49	1.05	98.04	100.00	0.84	1.00
24	8.08	0.91	99.78	100.00	0.93	0.63
25	2.72	0.36	100.00	100.00	0.29	0.11
16	5.26	0.89	97.60	100.00	0.59	0.38
<b>Criteria Met</b>	-	-	✓	-	✘	✘

Table 2.2: Option model AM and PM peak hour model stability results

### 3 RESULTS AND ANALYSIS

#### 3.1 Network Summary Statistics

- 3.1.1 Network summary statistics for the base and option test are presented in **Tables 3.1** and **3.2**. The results indicate the delay and average network conditions across the entire model network for both the base and option models. Comparisons are made for both the AM and PM peak hours.
- 3.1.2 The network summary statistics indicate that altering the highway layout to a one-way system in the vicinity of the B284 Hook Road and Temple Road increases delay, distance travelled and average travel time, whilst reducing average speed during both the weekday AM and PM peak hours.
- 3.1.3 The results indicate that the largest impacts are to occur in the PM peak hour. Total network delay is expected to increase by 3% and total distance travelled across the model network is to increase by 424 km (4%). The average speed of vehicles is to decrease by nearly 1 km/hr, relating to a 6% decrease.
- 3.1.4 It should be noted that an increase in total distance travelled is to be expected as the introduction of one-way roads can cause routes to be less direct. For example, those beginning a journey on Temple Road wishing to travel south now need to initially travel north to route via Pound Lane to then be able to travel south.

Statistic	Base	Option
Total demand (no. of vehicles)	18,209	18,209
Total network delay (days)	37	38
Total distance travelled (km)	10,946	11,155
Average speed (km/hr)	12.3	12.1
Average travel time (mins)	7.81	8.01
Average distance (km)	1.60	1.62
<b>Difference from base</b>		
Total demand (no. of vehicles)	-	0 (0%)
Total network delay (days)	-	1 (3%)
Total distance travelled (km)	-	209 (2%)
Average speed (km/hr)	-	-0.19 (-2%)
Average travel time (mins)	-	0.20 (3%)
Average distance (km)	-	0.02 (1%)
<b>Scheme benefit?</b>		
Total network delay (days)	-	x
Total distance travelled (km)	-	x
Average speed (km/hr)	-	x
Average travel time (mins)	-	x
Average distance (km)	-	x

**Table 3.1: Option versus base model network summary statistics for the weekday AM peak hour (08:00 – 09:00)**

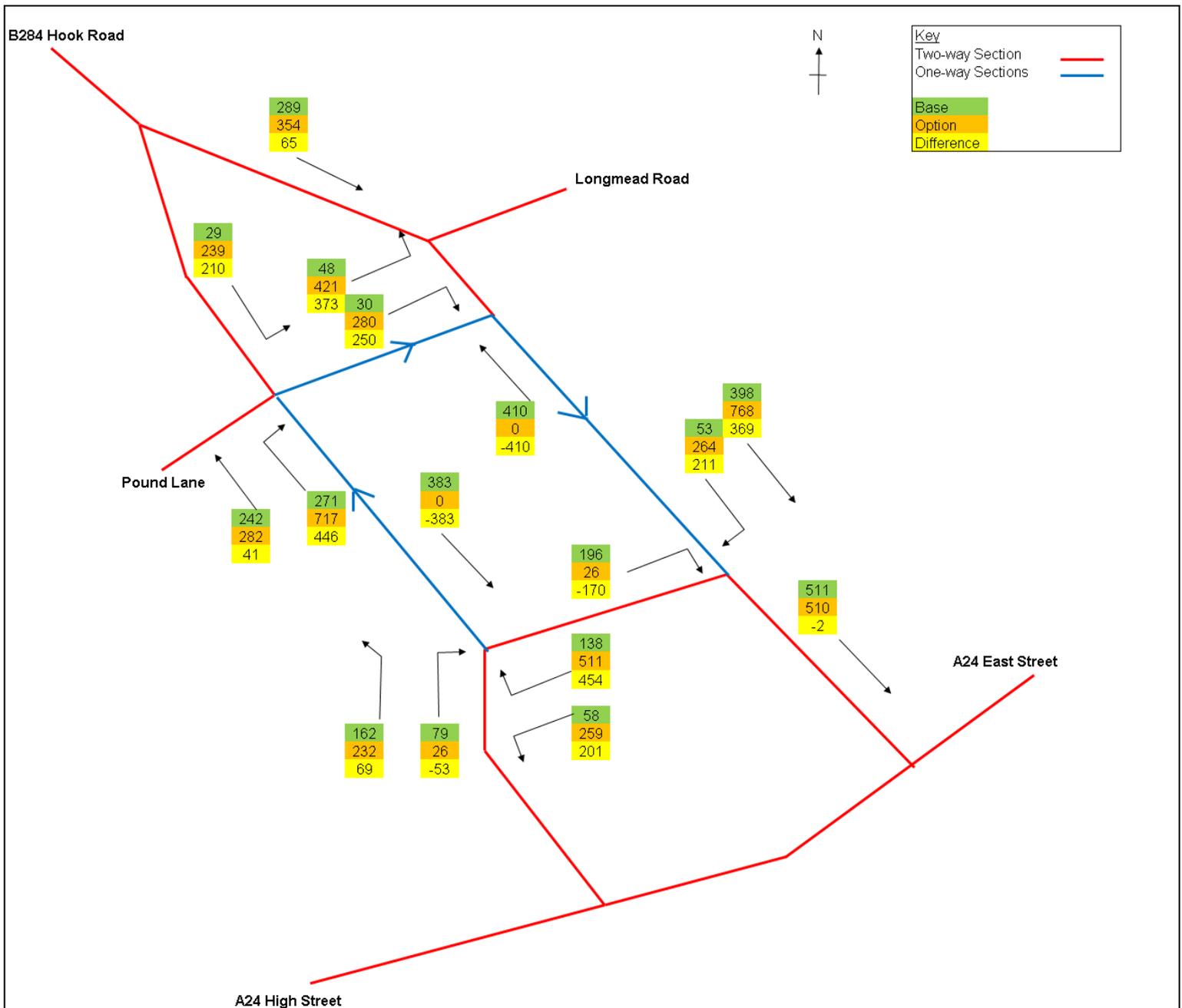
Statistic	Base	Option
Total demand (no. of vehicles)	19,623	19,623
Total network delay (days)	28	31
Total distance travelled (km)	10,180	10,604
Average speed (km/hr)	15.1	14.3
Average travel time (mins)	6.05	6.49
Average distance (km)	1.53	1.55
<b>Difference from base</b>		
Total demand (no. of vehicles)	-	0 (0%)
Total network delay (days)	-	3 (10%)
Total distance travelled (km)	-	424 (4%)
Average speed (km/hr)	-	-0.84 (-6%)
Average travel time (mins)	-	0.44 (7%)
Average distance (km)	-	0.02 (1%)
<b>Scheme benefit?</b>		
Total network delay (days)	-	x
Total distance travelled (km)	-	x
Average speed (km/hr)	-	x
Average travel time (mins)	-	x
Average distance (km)	-	x

**Table 3.2: Option versus base model network summary statistics for the weekday PM peak hour (17:00 – 18:00)**

### 3.2 Difference in Flow

3.2.1 By converting a section of the B284 Hook Road and Temple Road from two-way to one-way working, the routing options for vehicles travelling through this section of the network in a north and southbound direction of travel become more restricted.

3.2.2 **Figures 3.1 and 3.2** display the changes in traffic flow between the base and option model, at key turning movements in the vicinity of the proposed one-way system.



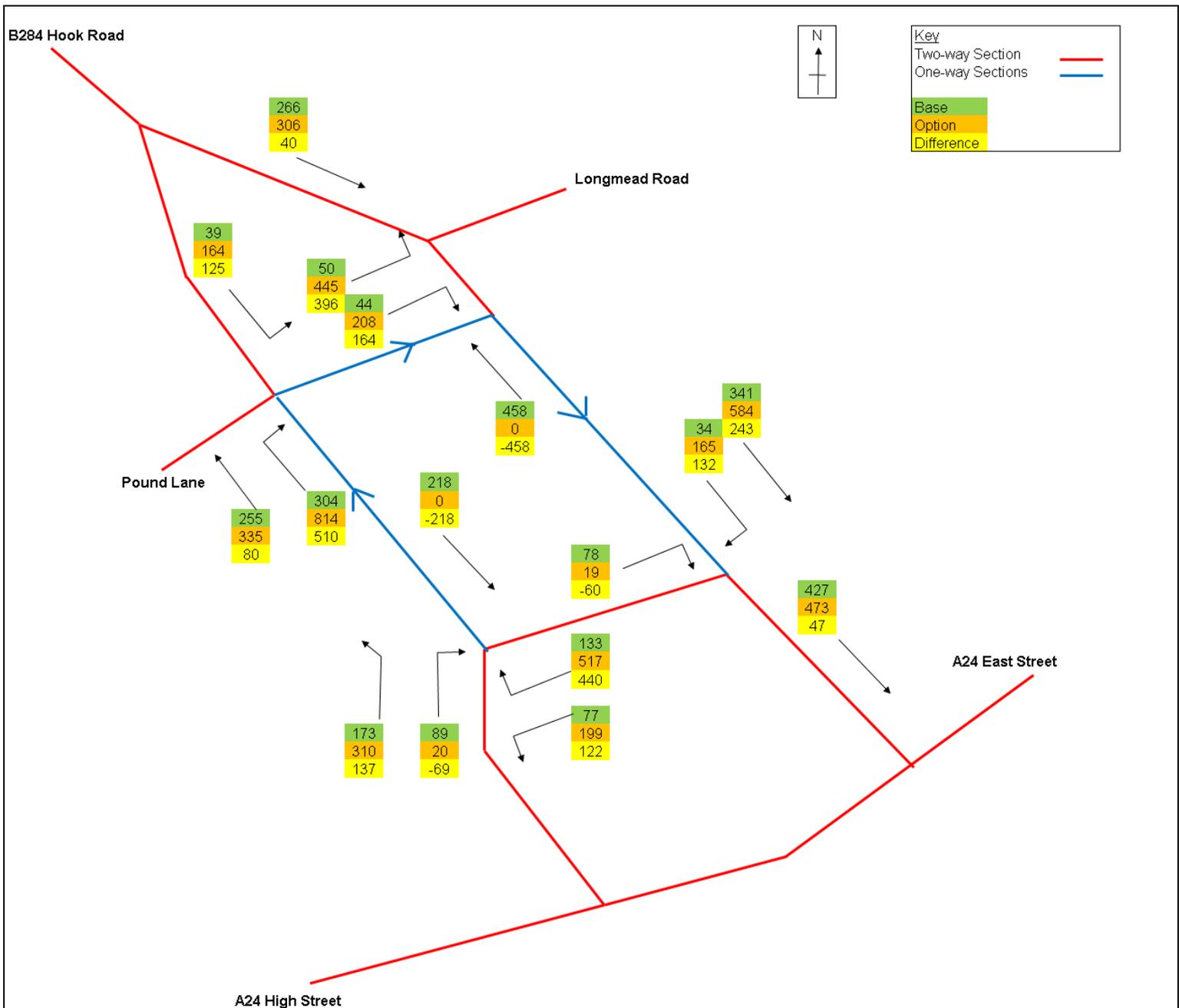
**Figure 3.1: Option versus base model average flows (vehicles) for the weekday AM peak hour (08:00 – 09:00)**

3.2.3 **Figure 3.1** indicates that the total amount of traffic flow approaching the one-way system from the south via Waterloo Road and the north via B284 Hook Road remains relatively similar in the weekday AM peak hour, with variations of approximately 50 to 60 vehicles. The number of vehicles exiting via the B284 Hook Road southbound, towards, A24 East Street, also remains constant. However, an additional 200 vehicles are exiting southbound via Waterloo Road, towards A24 High Street, when compared to the base model.

3.2.4 As a result of the Temple Road and B284 Hook Road becoming one-way, the right turn from Chase Road westbound to Waterloo Road northbound is to experience an increase in flow of approximately 450 vehicles. The left turn from Pound Lane westbound to B284 Hook Road northbound is also expected to experience a similar large increase of approximately 370 vehicles. These increases in flow at both these movements are a result of vehicles travelling from the town centre which previously travelled northbound on the B284 Hook Road, which is no longer

possible and are therefore having to route via Chase Road (westbound), Temple Road (northbound) and Pound Lane (eastbound). Due to the left turn from Pound Lane to the B284 Hook Road now being unopposed and free flowing, it is more attractive for traffic to go via Pound Lane rather than continuing from Temple Road onto Lower Court Road, as vehicles must give-way at the junction of Lower Court Road with B284 Hook Road. It is apparent that the increase in traffic flow travelling northbound via this route is approximately the equivalent amount of traffic that travelled northbound on the B284 Hook Road in the base model where the road was two-way operation, approximately 410 vehicles.

- 3.2.5 The same re-routing pattern occurs in a southbound direction as the left turn from Lower Court Road to Pound Lane is to experience an increase in flow of approximately 200 vehicles. The right turn from Pound Lane to B284 Hook Road, as well as the right turn from B284 Hook Road to Chase Road, and the left turn from Chase Road onto Waterloo Road, are all to experience similar increases in flow. By converting Temple Road from two-way to one-way working, approximately 380 vehicles have to re-route to travel southbound as this direction of travel is no longer permitted on Temple Road.
- 3.2.6 The alterations from two-way to one-way working on B284 Hook Road and Temple Road is causing traffic to re-route via Chase Road and Pound Lane to continue travelling north and south to reach their destinations.
- 3.2.7 In the AM peak hour total flow on the B284 Hook Road, between Pound Lane and Chase Road, in the base model is 861 whereas in the option model the total flow is 1,032, an increase in total flow of 171 vehicles. With regards to Temple Road, between Chase Road and Pound Lane, the total flow in the base and option models are 896 and 999 vehicles respectively, resulting in an increase in total flow of 103 vehicles.
- 3.2.8 **Figure 3.2** shows very similar changes in traffic flows in the weekday PM peak hour. As a result of the one-way working there are approximately 400 additional vehicles travelling northbound along Temple Road, and 150 vehicles southbound along the B284 Hook Road, during the weekday PM peak hour. Such increases in flow equate to the amount of flow that travelled along the opposite directions of these roads in the base model where two-way working is permitted.
- 3.2.9 Total flow on the B284 Hook Road, between Pound Lane and Chase Road, is to decrease by 84 vehicles between the base and option models in the weekday PM peak hour, as the total flow on this section of road is 833 and 749 vehicles respectively. Whereas the total flow on Temple Road, between Chase Road and Pound Lane, is to increase by 371 vehicles in the option test when compared to the base model as the total flows in each model is 777 and 1,149 vehicles respectively.



**Figure 3.2: Option versus base model average flows (vehicles) for the weekday PM peak hour (17:00 – 18:00)**

### 3.3 Link Delay

3.3.1 Delay at key junctions can be estimated by use of link delay. Link delay refers to the average journey time travelled along individual sections of roads. Delay can increase or decrease according to the level of congestion at a junction in close proximity.

3.3.2 **Figures 3.3** and **3.4** present comparisons of link delay between the base model and option model for the weekday AM and PM peak hours.

3.3.3 **Figure 3.3** indicates that in the weekday AM peak hour, the greatest increase in link delay is to occur on the B284 Hook Road southbound between Lower Court Road and Longmead Road, with an increase of approximately 80 seconds, just over one minute. Consequently, Longmead Road, approaching the mini

roundabout with the B284 Hook Road is also projected to experience one of the largest increases in journey time, approximately one minute.

3.3.4 The journey time on Pound Lane is estimated to remain relatively constant between the base and option models, even though the flow is estimated to increase by approximately 500 vehicles in the AM peak hour. The journey time on Pound Lane is not impacted by such a large increase in flow due to traffic no longer having to give-way when adjoining the B284 Hook Road in the option model. As part of the one-way system layout the left turn from Pound Lane is unopposed and the right turn is facilitated by a free-flow merge.

3.3.5 Introduction of the one-way working on B284 Hook Road and Temple Road removes the link delay of approximately 35 to 40 seconds, encountered in the base model at the junctions with Chase Road and Pound Lane.

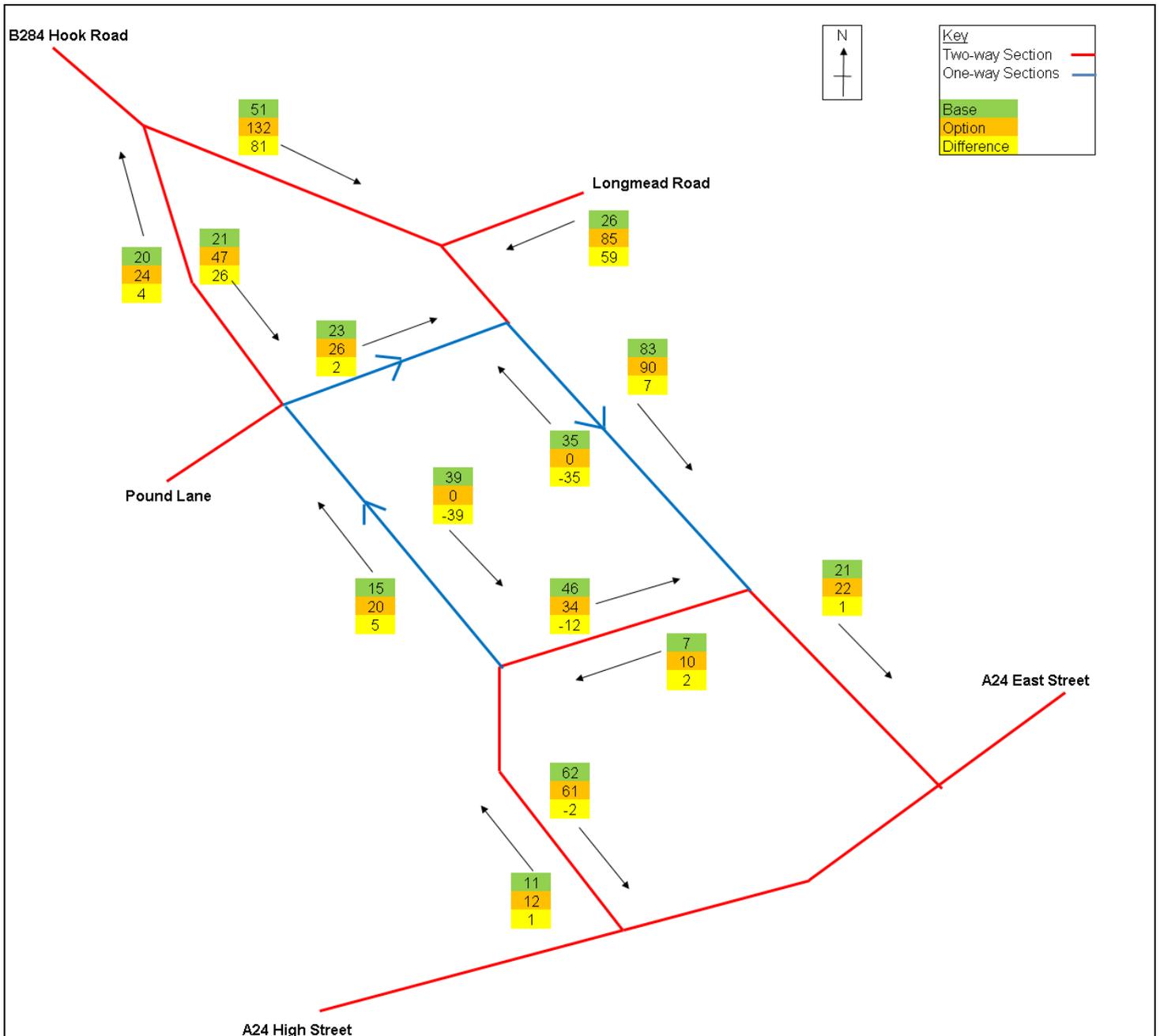
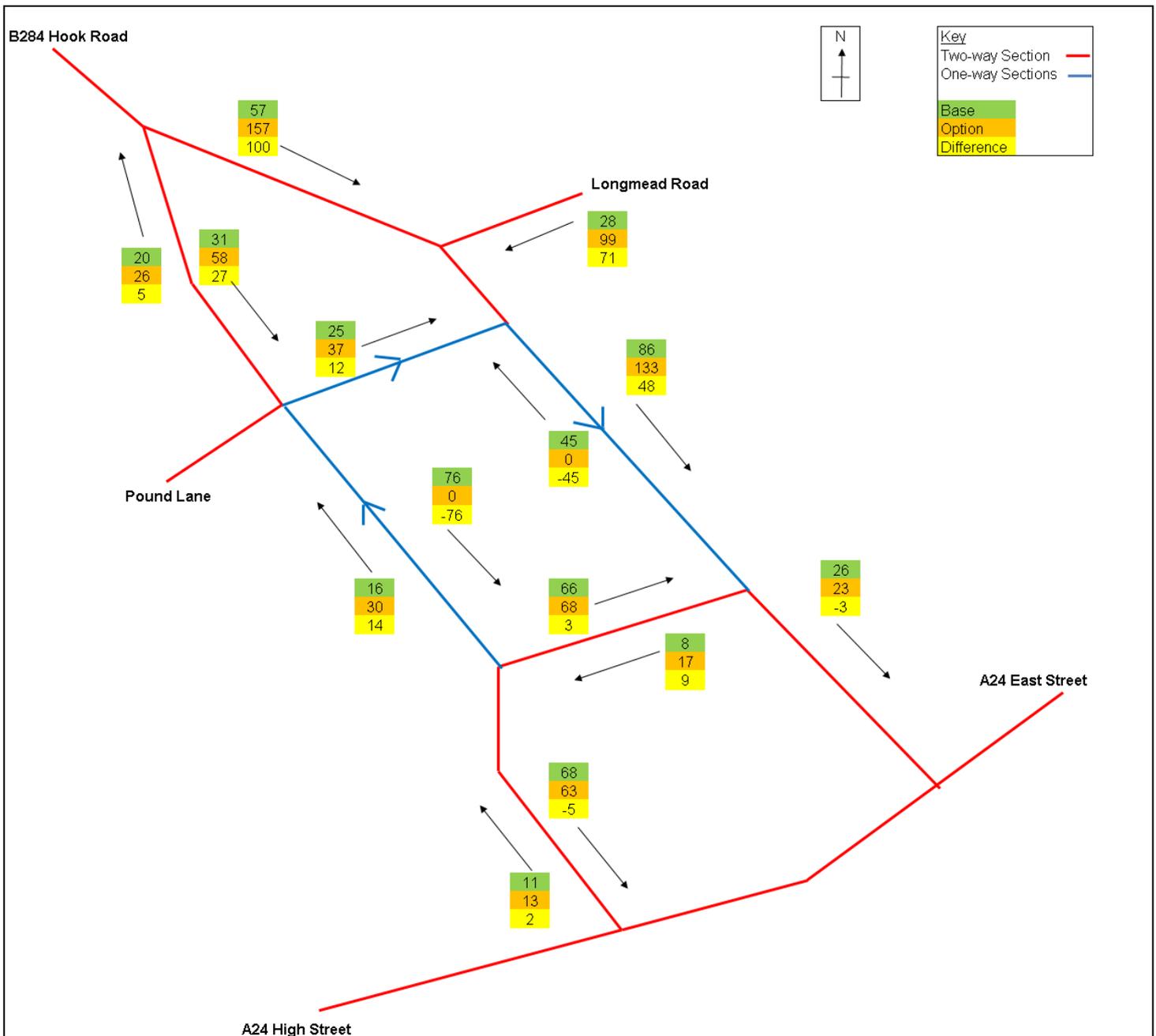


Figure 3.3: Option versus base model average link delay (seconds) for the weekday AM peak hour (07:00 – 08:00)



**Figure 3.4: Option versus base model average link delay (seconds) for the weekday PM peak hour (17:00 – 18:00)**

3.3.6 **Figure 3.4** shows the weekday PM peak hour is also expected to follow similar patterns to the weekday AM peak hour. However, the link delay that is removed by converting B284 Hook Road and Temple Road to one-way is greater in the weekday PM peak hour than the AM, specifically on Temple Road with a reduction greater than one minute.

3.3.7 The largest increases in journey time are to occur on the B284 Hook Road southbound between Lower Court Road and Longmead Road, with an increase of approximately 100 seconds, just under two minutes. An increase in journey time continues further downstream on the B284 Hook Road southbound in the weekday PM peak hour as the section between Pound Lane and Chase Road is to incur an increase of approximately 50 seconds.

- 3.3.8 Similarly to the AM peak hour, Longmead Road is also expected to incur an increase in journey time approaching the roundabout with the B284 Hook Road in the PM peak hour 70 seconds, just over one minute.
- 3.3.9 Pound Lane is to incur a slight increase in journey time in the option when compared to the base, which is also slightly larger than that forecast to occur in the AM weekday peak hour, approximately 10 seconds.
- 3.3.10 In summary, the majority of links in the vicinity of the B284 Hook Road and Temple Road proposed one-way system are expected to experience an increase in delay.

### 3.4 Journey Times

- 3.4.1 Four journey time routes have been analysed, as presented in **Figure 3.5**.

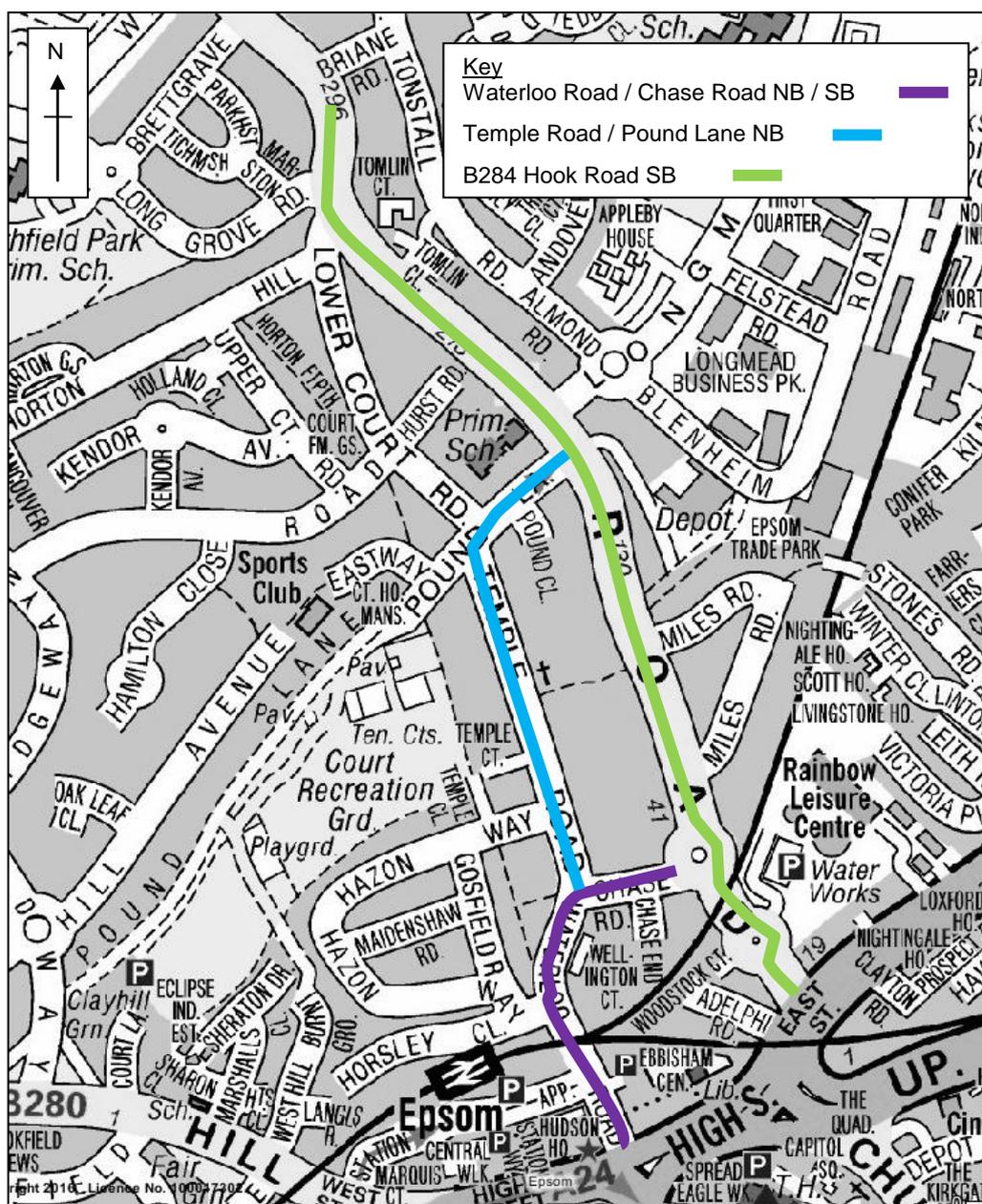


Figure 3.5: Analysed journey time routes

**3.4.2 Table 3.3** presents a comparison of average journey times between the option and base models for the four analysed routes during the weekday AM peak hour. The results for the weekday PM peak hour are shown in **Table 3.4**.

Route	Base (mm:ss)	Option (mm:ss)
Waterloo Road / Chase Road northbound	01:58	01:26
Waterloo Road / Chase Road southbound	03:54	03:23
Temple Road / Pound Lane northbound	01:15	01:32
B284 Hook Road southbound	08:14	09:44
<b>Difference from base</b>		
Waterloo Road / Chase Road northbound	-	-00:32
Waterloo Road / Chase Road southbound	-	-00:31
Temple Road / Pound Lane northbound	-	00:17
B284 Hook Road southbound	-	01:30
<b>Scheme benefit?</b>		
Waterloo Road / Chase Road northbound	-	✓
Waterloo Road / Chase Road southbound	-	✓
Temple Road / Pound Lane northbound	-	✗
B284 Hook Road southbound	-	✗

**Table 3.3: Option versus base model average journey times for the weekday AM peak hour (08:00 – 09:00)**

Route	Base (mm:ss)	Option (mm:ss)
Waterloo Road / Chase Road northbound	02:26	02:00
Waterloo Road / Chase Road southbound	05:32	05:02
Temple Road / Pound Lane northbound	01:13	01:27
B284 Hook Road southbound	08:12	10:07
<b>Difference from base</b>		
Waterloo Road / Chase Road northbound	-	-00:26
Waterloo Road / Chase Road southbound	-	-00:30
Temple Road / Pound Lane northbound	-	00:14
B284 Hook Road southbound	-	01:55
<b>Scheme benefit?</b>		
Waterloo Road / Chase Road northbound	-	✓
Waterloo Road / Chase Road southbound	-	✓
Temple Road / Pound Lane northbound	-	✗
B284 Hook Road southbound	-	✗

**Table 3.4: Option versus base model average journey times for the weekday PM peak hour (17:00 – 18:00)**

**3.4.3 Tables 3.3 and 3.4** show that the Waterloo Road / Chase Road northbound and southbound routes benefit from the proposed one-way system in both the weekday AM and PM peak hours, as the journey times are estimated to reduce by approximately 30 seconds.

**3.4.4** However, the routes of Temple Road / Pound Lane northbound and B284 Hook Road southbound are to dis-benefit from the proposed scheme as journey times on these routes are to increase by approximately 15 seconds and between 90 and 120 seconds, in the AM and PM peak hours respectively.

**3.4.5** The local validation of the base model indicated that the model journey time on the B284 Hook Road southbound is presented as slightly optimistic in the weekday AM peak hour. However, the option model is consistently presenting that increases in journey times, of over 120 seconds, are expected to occur for this entire route in both the weekday AM and PM peak hours.

## 4 SUMMARY AND CONCLUSIONS

- 4.1.1 This document outlines the traffic impacts of converting a section of the B284 Hook Road and Temple Road from two-way to one-way working, thus introducing a one-way system to this part of the highway network.
- 4.1.2 In the model option the following sections of the highway were converted from two-way to one-way working: the B284 Hook Road, between Pound Lane and Chase Road in a southbound direction of travel; and Temple Road between Chase Road and Pound Lane in a northbound direction of travel.
- 4.1.3 As a result of reduced route choices to travel north and south, traffic flows have altered at the junctions in the vicinity of the roads changed from two-way to one-way working. Consequently, changes in average link delay are a result of vehicles having to re-route to reach their destination, with the majority of link delay increasing, specifically on the B284 Hook Road southbound.
- 4.1.4 The Waterloo Road / Chase Road north and southbound journey time routes benefit from a reduction in journey time of approximately 30 seconds in both the weekday AM and PM peak hours. Whereas, the Temple Road / Pound Lane northbound and B284 Hook Road southbound routes dis-benefit as the journey times are to increase, specifically the B284 Hook Road southbound by a maximum of two minutes.
- 4.1.5 In summary the proposed one-way system would have traffic impacts related to route choice and thus alter flows, delays and journey times in the vicinity of the proposed alterations. Consideration must be given as to whether the scheme is beneficial for the highway network in the vicinity of the scheme.
- 4.1.6 This assessment only looks at traffic impacts of the scheme. There are other aspects of the scheme which could bring benefits, such as increased pedestrian space, which are not addressed here but should be considered when deciding whether this scheme should be taken forward.

## TEMPLE ROAD TRAFFIC CALMING MEASURES

Traffic calming can be defined simply as the use of self-enforcing speed reduction measures.

Vertical deflection traffic calming measures include round top humps, flat top humps (tables) and road cushions (smaller humps that allow wider wheel tracked vehicles to pass unhindered). Vertical deflection traffic calming has been particularly successful in reducing speeds and consistently achieves accident reduction in excess of 60%. Vertical deflection is most suited to residential roads, where as advised by the DfT, average speeds of 20mph are appropriate.

Horizontal deflection traffic calming measures include chicanes and road narrowings. Horizontal deflection schemes do not generally reduce speeds below 30mph and are unsuitable when slower speeds are required, although site circumstances and designs differ greatly. However, by virtue of the lesser speed reduction, typically horizontal deflection schemes are less effective than vertical schemes in terms of accident savings.

A traffic calming scheme could involve the use of other traffic management techniques. For example, road closures, mini roundabouts, cycle lanes, or changes in junction priority may not in themselves be considered traffic calming measures yet their use may be entirely compatible with the aims of a traffic calming scheme.

Traffic calming should only be used when it is the most appropriate solution to a problem. This is most likely to be when speed is identified as a contributory factor to an accident problem in an area where there are vulnerable road users.

Traffic calming is most likely to be appropriate when

- there is clear casualty reduction potential from its use to solve a speed related casualty problem
- existing traffic speeds are inappropriate and vulnerable road users are particularly at risk
- through traffic has diverted from the strategic road network onto less appropriate roads
- it will promote walking or cycling, in particular for the journey to school.

All traffic calming schemes must have specific objectives relating in some way to the above and it is essential that the success (or otherwise) of schemes should be assessed against these aims.

From the accident data available it would suggest that there are many roads in Epsom and Ewell with high numbers of collisions. With limited funding available prioritisation is essential.

Over the past 3 years figures indicate that there have been 4 personal injury accidents in Temple Road. Two accidents have occurred at the Chase Road junction, one at the Hazon Way junction and 1 at the Pound Lane junction. Over the same period there have been 11 accidents on Hook Road between Longmead Road and Chase Road. For a relative comparison, 20 collisions have occurred on Longmead Road (which has a High School, recycling centre and business park) between Hook Road and Chessington Road, with

## ITEM 10

Ruxley Lane (also with 2 schools) between the Chessington Road and Kingston Road junctions having had 18 accidents during the same period.

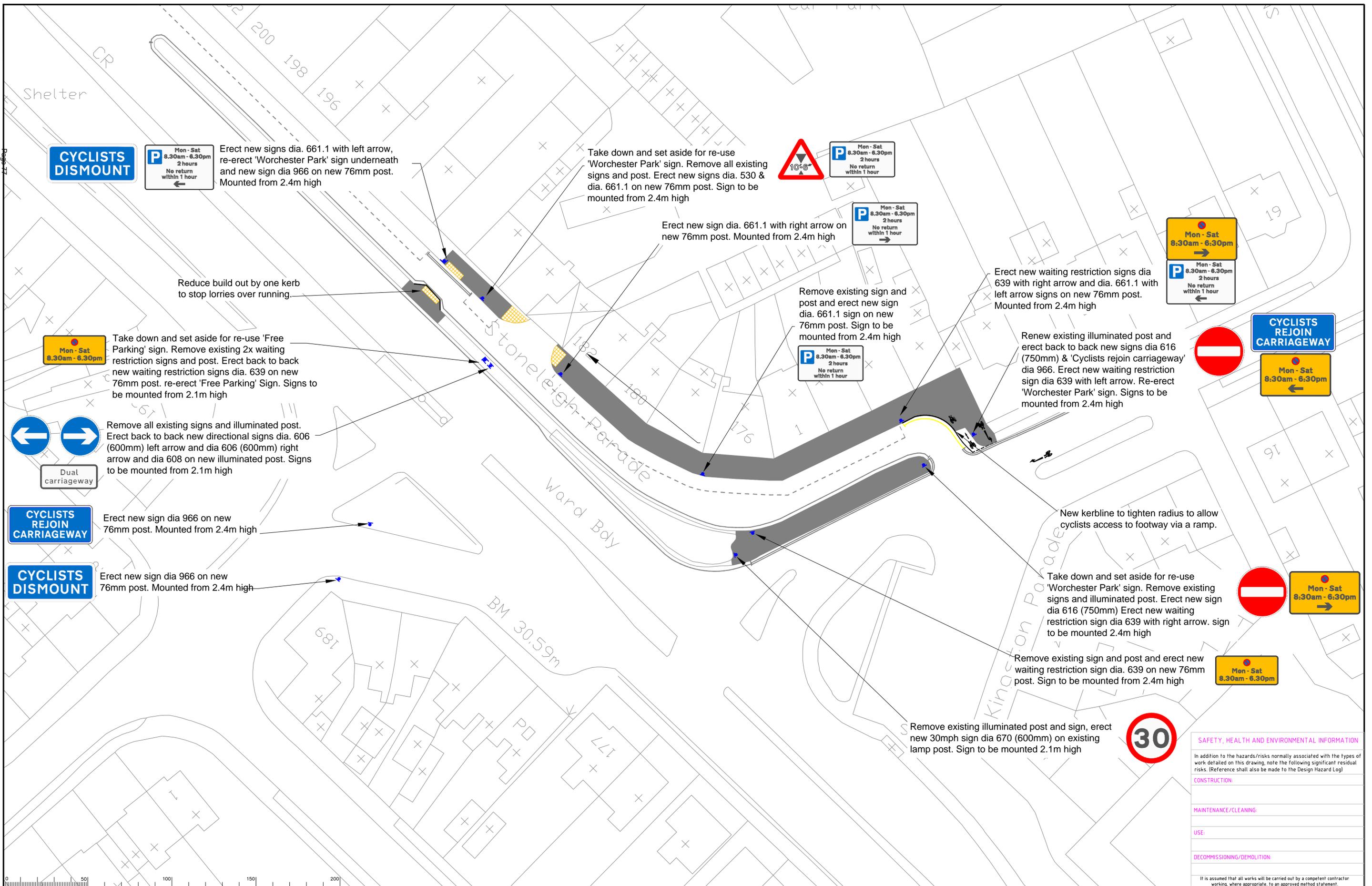
The speed data collected would suggest that in the peak hours average speeds are below the 30mph speed limit on both Temple Road northbound between Chase Road and Lower Court Road (24mph), and on Hook Road northbound between Chase Road and Pound Lane (19mph).

In theory Committee could promote a traffic calming scheme in Temple Road despite the relatively good recent accident history. However there are a number of technical constraints that would make this a challenging scheme. Temple Road has had parking bays marked out in places that do not obstruct private driveways. Horizontal deflections (chicanes etc) would also need to be installed in places that did not obstruct private driveways, and so Committee may need to consider removing parking to make these possible. Vertical deflections (road humps etc) can be expensive and are by no means universally popular due to concerns over noise and vibration. It is also advisable to avoid any conflict between vertical deflections and private driveways, which again is very difficult in Temple Road without removal of parking.

On account of the relatively good recent accident history in Temple Road, the favourable peak time vehicle speeds, and the technical challenges of introducing a scheme, it is not recommended to prioritise Temple Road for a traffic calming scheme at the present time.



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Notes

- Proposed 430m2 section of resurfaced footway
- Proposed section of new road marking
- Proposed 15m2 of new tactile paving

Rev.	Description	Drwn	Sig.	Date	Chkd	Sig.	Date	Appr	Sig.	Date

Drawn by	Sig.	Date	Checked by	Sig.	Date	Approved by	Sig.	Date
RT		16/06/15	JD		16/06/15			

North Point

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Scale 1:500

Project: Stoneleigh Park Road Cycle Improvements Feasibility Layout

Project No. PC0615

Contract Sheet No. PC615\_001

Classification: DRAFT

SHEET 1 OF 3

**SUREY COUNTY COUNCIL**  
Surrey's Strategic Transport for Surrey

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

In addition to the hazards/risks normally associated with the types of work detailed on this drawing, note the following significant residual risks. (Reference shall also be made to the Design Hazard Log)

CONSTRUCTION:

MAINTENANCE/CLEANING:

USE:

DECOMMISSIONING/DEMOLITION:

It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.

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# Epsom & Ewell Local Committee Decision Tracker

This Tracker monitors progress against the decisions that the local committee has made. It is updated after each committee using the 'RAG' (red, amber, green) ratings below.

**Green:** Actions are on track and progressing as expected towards the agreed deadline.

**Amber:** Action is off track but corrective measures are in place to meet the original or updated deadline.

**Red:** Action has not been progressed and is off track. Deadline will not be met.

NB. Once actions have been reported to the committee as complete, they are removed from the tracker.

Meeting Date	Item	Decision/action	Due By	RAG	Officer	Comment or Update
22 June 15	7	The Committee asked for a report setting out possible options for traffic calming in the Temple Road area for consideration at the next meeting 21 September	29 February 16 (revised date)	G	N Healey	Report on agenda for Feb 16 Committee <b>Complete</b>
22 June 15	15	To keep the £3337 allocated to the Committee under its control and to authorise its expenditure on activities meeting the criteria	End of financial year 2015/16	G	N Morris	Four bids agreed £1000 for Prevent and £750 for CSE training for education staff. £800 for a music tutor at the Watersedge YC targeting young people involved with ASB. £787 to repair and replace locks on alley gates on Longmead Estate. <b>Complete</b>
21 September 15	3	A report to be prepared on the effectiveness of the phase 1 work and whether the scheme should be completed.	29 February 16 Local Committee	G	N Healey	Report on agenda for Feb 16 Committee <b>Complete</b>

Meeting Date	Item	Decision/action	Due By	RAG	Officer	Comment or Update
21 September 15	9	Officers to consider further restrictions to Blue Badge parking in The Parade as part of the parking review.	20 January 16 (revised date)	G	S Clavey	Discussed at the Parking TG. Loading restrictions in the Parade have been agreed as part of the Phase 9 parking review. Although RPZ bays are used by blue badge holders there are usually sufficient spaces left. <b>Complete</b>
21 September 15	12	To confirm whether performance measures will stay the same to allow comparison between years	End October 15	R	R Leary	
7 December 15	5	The Cabinet member to be informed of the petition requesting the construction of the Kiln Lane Link	End December	G	D Stempfer	<b>Complete</b>
7 December 15	8	Cllr Smitheram to be contacted by the appropriate officer to discuss how residents will be consulted on potential parking issues associated with the expansion of Danetree School.	End December	G	M Harris	<b>Complete</b>
7 December 15	10	<ul style="list-style-type: none"> <li>To advertise and subject to any objections implement an increase in the speed limit in part of Chantilly Way from 30mph to 40mph</li> <li>Review the effectiveness 6 months after implementation</li> </ul>	End March	G	N Healey	Notices being prepared
7 December 15	11	<ul style="list-style-type: none"> <li>Advertise and subject to any objections Implement the parking restrictions and RPZs agreed in the Phase 9</li> </ul>	June 2016	G	S Clavey	Notices should be by the end of February

Meeting Date	Item	Decision/action	Due By	RAG	Officer	Comment or Update
		parking review <ul style="list-style-type: none"> <li>• Consider further identified roads from which representations have been received for a RPZ under the current criteria in the Phase 10 review or earlier if possible</li> </ul>	March 2017		S Clavey	

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