

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (EPSOM & EWELL)**

**DATE: 7 December 2015**

**LEAD  
OFFICER:**

**SUBJECT: Kiln Lane Link Road Petition**

**DIVISION:**



**SUMMARY OF ISSUE:**

A petition signed by 31 individuals has been submitted to the Epsom and Ewell Local Committee requesting commencement of the Kiln Lane Link Road scheme.

**Wording of Petition**

The petition states the following:

“We the undersigned petition Surrey County Council to commence the Kiln Lane Link Tunnel that has been deferred for over 20 years.

This has been approved by Epsom & Ewell BC and also Surrey CC, but is never able to commence as they do not seem able to obtain adequate funding! It has been deferred because of Funding shortages for more than 20 years at great cost to the local tax payers for constant regular updates and is now essential to reduce the accidents occurring as a result of increased HGV traffic from the increased levels of recycling at the Longmead refuse collection site. All of this traffic enters the A24 at the Hook Road junction having negotiated the single file traffic at the Network Rail bridge by Chase road. This was the scene of a young cyclist fatality just over a year ago.”

**Officer Recommendations:**

The Epsom & Ewell Local Committee is asked:

- 1 To confirm to the petitioners that both Surrey County Council and Epsom and Ewell Borough Council continue to support the proposed Kiln Lane Link scheme and seek funding opportunities for the scheme;
- 2 To make the Cabinet Member aware of the petition, in acknowledgement that while Surrey County Council’s Local Committee for Epsom and 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.

## **Background and Key Dates**

The Kiln Lane Link is a proposed road crossing under the Epsom to Waterloo railway line linking the A24 East Street with Longmead Road through the Nonsuch and Longmead business and retail parks. The key dates in the development of this scheme are set out below.

The Link was identified as part of the Epsom and Ewell Movement Study, undertaken by Surrey County Council between 1994 and 1997 and land is (and remains) safeguarded in the Epsom and Ewell Local Plan.

Following the development and submission of a transport business case the scheme received 'Provisional Funding' acceptance from Government in 2001. The funding was classed as Provisional as it was subject to satisfactory completion of Statutory Procedures such as obtaining Planning Permission and confirmed Compulsory Land Purchase Orders and Side Road Orders.

Following this decision a detailed public consultation/exhibition was undertaken in June 2004. The returned questionnaires indicated strong support for the scheme layout, with 83% of respondents supporting the proposed layout, 13% opposing the layout and 4% who didn't reply to this question. The design of the scheme was further developed taking account of the consultation and resulted in the scheme layout being modified and subsequently approved by the Epsom & Ewell Local Committee on 12 July 2004.

The County Council were progressing the Statutory Procedures when in December 2004 the Department for Transport (DfT) announced that, following the 2004 Spending Review, all major transport schemes that had not received committed funding, including the Kiln Lane Link, be re-assessed. The process to determine the priority of schemes, within available financial resources, was subsequently undertaken by the then Government Office for the South East Regional Transport Board (RTB), and with a focus on investment in the 3 Regional Transport Hubs in the County; namely Guildford, Woking and Reigate-Redhill.

At its meeting on 24 January 2005, the Epsom & Ewell Local Committee were advised that work on the development of the Kiln Lane Link proposals would be suspended until the government confirmed the priority and potential funding for the scheme. Following the priority assessment and advice from the RTB in July 2006, the DfT announced that the Kiln Lane Link, although remaining provisionally approved, would not be funded in the period 2006 to 2011 and a decision on whether to progress the scheme in the period 2011 to 2016 would be made in the light of the advice provided by the RTB, who would undertake a further prioritisation in order to recommend schemes to be funded in the period 2011-2016. The Kiln Lane Link scheme was therefore placed 'on-hold'.

Following a change in Government (in 2010) Local Enterprise Partnerships (LEPS) were set up by the Department for Business, Innovation and Skills to help determine local economic priorities and lead economic growth and job creation within the local area; with Epsom and Ewell being included in the Coast to Capital LEP (C2C LEP). The focus of the LEPs is economic growth and as such projects need to demonstrate how they provide growth in jobs, employment floorspace and/or housing.

This provided an opportunity for the County Council to submit an Expression of Interest to the newly formed C2C LEP in 2013/14 to enable them to decide as to whether to support the scheme for inclusion in its Strategic Economic Plan (SEP). Following submission of the Expression of Interest the scheme was included in the C2C SEP (published in 2014) as a medium term proposal.

## **Current Status of the scheme**

The current status of the proposed Kiln Lane Link Road remains that both Surrey County Council and Epsom & Ewell Borough Council continue to both support and seek funding opportunities for the scheme.

As set out above the current potential source for funding this scheme is via the C2C LEP who have included the scheme in its SEP as a medium term proposal. This does not mean that the C2C LEP have already approved the scheme and will fund it in the medium term, merely that the C2C LEP have

stated that they agree that they see a need for the scheme. The medium term being at least the next 5-7 years as there are a number of complex processes involved e.g. arranging rail track possessions, land purchase, potential public inquiry, design.

The C2C LEP have also stated that they require an updated business case to be submitted before they would agree to provide any funding. However this updated business case would need to show more than just the updated transport benefits and would want to see the economic benefits in terms of jobs and employment floorspace provided on the regenerated business parks as a result of the scheme and/or housing.

As such in 2014 the County Council undertook updated traffic surveys to update the traffic modelling and transport economics. The County have also (via consultants) undertaken a business survey in 2014 to set out the potential for growth. This business survey involved conversations with key businesses and landowners on both business parks in terms of their current and future plans and feedback on the current and future business issues that could be addressed by the proposed Kiln Lane Link Road.

The feedback also highlighted some areas of concern from some local businesses, for example the proposed bridge to serve the Epsom Business Park and potential disruption during construction. As such the County and Borough Council's have been engaged in discussions with key businesses to seek to understand and address these concerns.

### **Rational of Scheme Layout as approved by the Epsom & Ewell Local Committee**

The route of the proposed Link road took into account various factors, which included the following:

- 1 to avoid environmentally sensitive areas such as the Stones Road Site of Special Scientific Interest (SSSI) and other areas e.g. allotments
- 2 to seek to minimise landtake from non-highway/County owned land, for example existing privately owned businesses freeholds/long leaseholds
- 3 where non-highway/County owned landtake was proposed providing the ability to provide exchange land, e.g. Dagenham Motors where exchange land to the rear of this property was available
- 4 minimising disruption to existing business operations as far as possible
- 5 providing a scheme consistent with land safeguarded in the Epsom & Ewell Local Plan
- 6 to enable proposed gradients of the road to be provided within defined design standards to enable the road to pass beneath the railway line whilst allowing acceptable headroom under the railway and allow side roads to either tie into the proposed road or provide alternative access arrangements (for example to Epsom Business Park)

Alternative alignments were previously considered but rejected at that time due to potential cost to purchase private land/businesses and meet compensation costs to private landowners/businesses.

As an example taking a straight route of the underpass from the T junction at the bottom of Kiln Lane, straight through to Felstead Road, directly opposite on the other side of the railway, would involve the purchase/demolition/rebuilding of the major car dealership. This could incur significant land purchase and compensation costs. In addition there would be the need to ensure that the gradients of the road/headroom under the railway could be provided within design standards and allow side roads to either tie into the proposed road or provide alternative access arrangements.

Overbridges were considered but the longer lengths required to achieve the required safe forward visibility and headroom required to clear the railway line could lead to problems tying into existing roads either side and potential visual impact.

## ITEM 5

It should be recognised that the proposed Kiln Lane Link scheme is a complex engineering project as it requires routing a new road through two existing business parks under the existing Epsom to Waterloo railway and tying into existing road levels whilst seeking to minimise both impact on existing businesses and visual impacts on surrounding residential areas.

The current estimated cost of the project is £22.43m (this includes the construction cost, utility diversions, land purchase, rail track possession and design costs).

### **Personal Injury Accidents and Waste Site Flows**

The petition makes reference to accidents occurring as a result of increased HGV traffic from the increased levels of recycling at the Longmead refuse collection site. It also refers to a young cyclist fatality just over a year ago.

The County Council receives details of personal injury accidents (PIA) from Surrey Police. Accidents where there is no resultant personal injury, known as damage only accidents, are not received from Surrey Police.

There are Road Safety Working Group meetings held in each district at six monthly intervals, where a number of sites and lengths are discussed by County Council officers and Surrey Police officers. Where there are treatable accident patterns, officers consider a range of options including engineering, road user education and enforcement or combinations of these.

The PIA records show the young cyclist fatality at the junction of Chase Road/Hook Road on 8 September 2006 involving a young cyclist and a medium goods vehicle.

A discussion has also taken place with SITA (Surrey County Council's Waste Disposal provider) regarding heavy goods vehicle (HGV) movements serving the waste transfer station. SITA have stated that waste related HGV traffic would have decreased from January 2015 following the construction of the County Council's new waste transfer station at Earlswood in December 2014. This is because Reigate and Banstead Borough Council are delivering less waste to Epsom and directing more to Earlswood. Surrey County Council officers have obtained the latest waste tonnage figures showing the monthly tonnages of waste being taken out of Epsom from April 2014 to October 2015. This shows that there has been a decrease in tonnage when comparing the same months in 2014 to that in 2015.

### **Challenges and Next Steps**

There are currently a number of challenges facing Surrey County Council and Epsom & Ewell Borough Council regarding the funding and development of this scheme, which can be summarised under the following:

- 1 **Scheme Costs and Local Contribution/match funding** - A current requirement for funding by the C2C LEP is that they require a 20% third party match funding. A funding package to meet the C2C LEP requirements needs to be agreed.
- 2 **Local business concerns and scheme alignment** - Discussions are continuing with key local businesses regarding the potential to overcome concerns with the proposed alignment and disruption during construction.
- 3 **Updated Business Case** - The need to develop an updated business case in terms of growth in jobs and employment floorspace that can satisfy the funding body and is agreeable with to the County Council, Borough council and local businesses.

In summary both Surrey County Council and Epsom and Ewell Borough Council continue to support the proposed Kiln Lane Link scheme and are working on the above challenges to seek funding for the scheme. Both authorities are in discussion with the C2C LEP regarding both the challenges and the potential optimal timing for the submission of an updated business case

**Contact Officer:**

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