

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (EPSOM & EWELL)



SURREY

DATE: 19 September 2016
 LEAD: Steve Howard, Transport Strategy Project Manager,
 OFFICER: Transport Policy

SUBJECT: Epsom 'Plan E' Highway Improvements

DIVISIONS: Epsom Town & Downs

SUMMARY OF ISSUES:

The purpose of this paper is to update members on Epsom 'Plan E' Highway Improvements scheme, and seek approval to advertise legal orders and notices in association with the overall scheme.

Annex 1 Plan showing the proposed general arrangements.

Annex 2 List of the proposed changes to existing waiting and parking restrictions.

Annex 3 Summary of proposed measures, notices and approvals to advertise.

RECOMMENDATIONS:

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

- (i) the update on the proposed measures and junction layouts as indicated in this report and illustrated in Annex 1 and summarised in Annex 3,

The Local Committee (Epsom & Ewell) is asked to approve advertising of the following notices:

- (ii) based on the information provided in this report in association with Annexes 1 and 2 and summarised in Annex 3 and with specific reference to:
 - (iii) Paragraph 2.9 (iv)
 - (iv) Paragraph 2.17 (vii-viii)
 - (v) Paragraph 2.20 (viii-ix)
 - (vi) Paragraph 2.25 (vi-x)
 - (vii) Paragraph 2.30 (viii-x)
 - (viii) Paragraph 2.32 (iv)
- (ix) The County Council's intention is to make the required orders under the Road Traffic regulation act 1984 to be advertised and, if no objections are maintained, the order(s) be made;
- (x) That if objections are received to the advertisement of the legal notices and traffic orders, that the Area Team Manager is authorised to resolve them in

consultation with the Chairman, Vice Chairman, Divisional Members and Project Manager, to decide whether or not they should be acceded to and therefore whether the orders should be made, with or without modification or to be discussed and if appropriate agreed at the next Local Committee meeting.

REASONS FOR RECOMMENDATIONS:

To ensure that the Local Committee is kept informed, the Local Committee is asked to note the current proposals and general arrangements as indicated within this report.

The Local Committee is asked to approve the proposals including the installation of flat top raised tables at locations as indicated in Annex 1 to signified a 'gateway to the high street area' to alter drivers perception and increase pedestrian priority and reduce traffic dominance within the town centre.

To ensure that the Plan E Highway Improvements Scheme receives the necessary approvals to start construction currently planned for Jan 2017 and once implemented contributed toward achieving the objectives of the Plan E Area Action Plan.

1. INTRODUCTION AND BACKGROUND:

Introduction

- 1.1 This purpose of this report is to update members on the progress of the Plan E Highway Improvements scheme and associated public realm/space improvements scheme. The scheme development builds upon the comments received during the public engagement event and exhibition held in March/ April 2015 and reported back to the Local Committee 22 June 2015, and following further engagement with key town centre stakeholders to explain how the scheme has developed and evolved from the concepts presented at the public exhibition.
- 1.2 Epsom Town Borough Members and the Major Scheme Member Task Group were briefed separately on the 25 & 26 November 2015 to provide an update on changes to the highways layout and public realm concepts and progress.
- 1.3 Borough and County members have received regular updates at informal Local Committee meetings including 20 January 2016, 20 April 2016 and 13 July 2016.

Background

- 1.4 The main objectives of the Plan E highway improvements scheme are taken from the borough's overall Town Centre Area Action Plan known as Plan 'E' and are primarily based on reducing congestion in the High Street and reducing the dominance of traffic to help achieve a more a pleasant town centre environment. Previous studies have concluded that the only feasible highway layout to achieve this is to revert South Street to two way working between West Street and Ashley Avenue.
- 1.5 Based on South Street becoming two-way, further scheme development has taken place to address comments and concerns received following the public engagement. This included addressing the balance of kerbside activity on the northern side of the High Street opposite the clock-tower, to accommodate the needs of bus, dial-a-ride and taxis users and improve

pedestrian movements, whilst minimising impacts on traffic movements and maximising the potential of the Market Place area in terms of appearance and functionality.

Scheme development - Progress to date

- 1.6 Following County and Borough Officers discussions with bus operators to review the High Street north-side kerbside activity, the location and function of the current 'bus-stand' opposite (Carpet Right / TK Maxx) was challenged as the best use of kerbside and location for this activity, and whether there was an alternative? Following further investigation, a section of Ashley Avenue was identified as the most suitable and appropriate location, as it provided the following benefits:
- (i) Relocates the bus stand away from the High Street and reduces the need for buses to pull-in/out twice within High Street area, minimising impact on traffic;
 - (ii) Provides benefits to bus drivers in terms of improved rest area and amenities;
 - (iii) Provides opportunity to separate bus stops and provide a new bus stop outside (Carpet Right) to allow buses travelling south more time and space to enter the 'off-side' lane and turn right at the Spread-Eagle to minimise disruption to traffic and provide greater clarity on where to board specific bus services;
 - (iv) Provides additional opportunity to provide public realm improvements to this area, potentially including private land (TK Max) by improving the appearance of a potential 'gateway' to the High Street / Market place space;
 - (v) Opens-up the space/connectivity between High Street, Market Place and Kingsshade Walk.
- 1.7 Impact on the Ashley Centre Car Park entrance lane, is expected to be minimal as it does not reduce road space or queue length when entering the Car Park. Furthermore the proposed new two-way working in South Street would provide access to the Ashley Centre Car Park to those entering the town centre from West Street, which, at present would travel through the High St and Ashley Road and enter the Ashley Centre Car Park from the westbound entry lane.
- 1.8 Epsom & Ewell Borough Council have agreed to transfer the land required for the Bus Stand to Surrey County Council for an agreed amount to provide 'highway rights' and use as a Bus Stand Area.

2. ANALYSIS:

Proposals and Required Legal orders and Notices

- 2.1 Following detailed ground investigation surveys officers from the County Council, Borough Council and engineering consultants WYG have been finalising the final design layouts taking account of comments received from various stakeholders and comments received during the public engagement event.
- 2.2 The current design layouts as set out in this report are contained in Annex 1 'General Arrangement & Phasing Plan' attached
- 2.3 The proposed changes to existing South Street waiting and parking restrictions based on the current design layouts in Annex 1 have been investigated and the recommendations can be found in Annex 2 attached as 'South Street Proposed Waiting & Parking

Restrictions.pdf and should be considered together with the proposals set out in this report and Annex1.

- 2.4 Surrey County Council, as the Highway Authority, has powers under the Road Traffic Regulation Act 1984 and the Traffic Sign Regulations and General Directions 2016 to create bus stop clearways. A bus stop clearway is a parking restriction at a bus stop that can be enforced by the Borough Council Civil Enforcement Officers as they would waiting restrictions. They are, however, more onerous than waiting restrictions because the clearway it also prohibits stopping and loading/unloading over the length of the bus stop.
- 2.5 Unlike waiting restrictions there is no mandatory statutory consultation process in order for a highway authority to implement a bus stop clearway. Consequently it is Surrey Highways policy that these measures are approved by the Local Committee to ensure that there is some local consultation prior to their implementation.

Annex 1 - Phase A – Bus Stand Ashley Avenue

2.6 Measures include the relocation of the current Bus Stand in High Street (West) outside Carpet Right to the proposed new location in Ashley Avenue, as set out in Annex 1 Phase A.

2.7 The Local Committee is asked to note the proposed measures to:

- (i) Relocate the Bus Stand in Ashley Avenue.

Annex 1 - Phase B ‘Spread Eagle’ Junction

2.8 The Local Committee is asked to note the proposed measures to:

- (i) widen and resurface footways on all four corners;
- (ii) provide a signal controlled right turn facility from High Street to Ashley Road and implement improved signal co-ordination between the Spread Eagle junction and the retained Pedestrian Crossing outside the Ashley Centre Main Entrance;
- (iii) introduce ‘Countdown’ pedestrian crossing facilities at the Spread Eagle junction;

2.9 The Local Committee is asked to approve the advertisement of appropriate notice of:

- (iv) the provision of a ‘raised flat top table’ with ramps at the Spread Eagle junction and extents including the Ashley Centre Pedestrian Crossing as indicated in Annex 1 Phase B.

2.10 The process for installation of a flat top road table firstly requires the approval of the Local Committee to, including a statutory consultation period and then the making of the required Traffic Orders.

2.11 Annex 1 Phase B plan of the Spread Eagle junction indicates where the approval for junction road table is required and its extent including the Pedestrian Crossing outside the Ashley Centre Entrance.

Annex 1 - Phase C High St (W) [Spread Eagle'- Clock tower]

2.12As stated in paragraph 1.6 the proposed measure to relocate the Bus Stand to Ashley Avenue provides an opportunity to rationalise the kerbside activity on the northern side of the High Street (W) opposite the Clock tower.

2.13The Local Committee is asked to note the proposed measures to:

- (i) widen the footway and resurface along the High Street (W) northern kerbside;
- (ii) remove the southern (dog-tooth paving) footway area;
- (iii) relocate existing Taxi Rank by the Clock tower to the northern side of High Street (See Phase D for new position);
- (iv) provide new eastbound 'egress' layout for market vehicles (east of Clock tower);
- (v) maintain existing accesses with new vehicle crossovers;
- (vi) improve bus stop waiting facilities including new, larger bus shelters with Real Time Passenger Information (RTPI) and improved boarding facilities to allow buses to 'pull-in' parallel to the new kerb alignment.

2.14The relocation of the taxi rank referenced in (iii) above requires the revocation of any existing Traffic Regulation Orders with respect to no loading at any time in the prescribed taxi rank and the need to replicate orders for no loading in the proposed new location.

2.15Annex 2 of this report sets out the proposed changes to waiting and parking restrictions.

2.16Improvements to bus stop waiting facilities referenced in (vi) A bus stop clearway is proposed to prevent vehicles parking at the bus stop and ensure access so buses can stop parallel to the kerb to enable the ramp equipment to be deployed for wheelchair users and pushchairs. This will also prevent unnecessary inconvenience to passengers and other road users, and assist bus operators in operating the service to schedule.

2.17The Local Committee is asked to approve the advertisement of appropriate notice of:

- (vii) the associated waiting and parking restrictions as set out in Annex 2 Ref 1 to revoke the 'no loading at any time restrictions' in current taxi rank next to the Clock tower;
- (viii) revised positions of bus stop clearways to the minor repositioning of the current Bus Stop A and B to accommodate the new bus shelters as indicated in Annex 1 Phase C,

Annex 1 - Phase D High St (W) [Clock tower – Assembly Rooms]

2.18As stated in paragraph 1.6 the proposed measure to relocate the Bus Stand to Ashley Avenue provides an opportunity to rationalise the kerbside activity on the northern side of the High Street (W) opposite the Clock tower.

2.19The Local Committee is asked to note the proposed measures to:

- (i) widen the footway and resurface along the High Street (W) northern kerbside
- (ii) remove the southern (dog-tooth paving) footway area;
- (iii) relocate the existing Pedestrian Crossing (opposite TK Maxx) further east to the location opposite (Nos. 98. Cafe Rouge), to provide better connectivity between the Market Place and Station Way.
- (iv) provide new 3 Bay Taxi Rank (opposite TK Maxx) and removal of existing taxi rank by the Clock tower as indicated by Phase C;

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- (v) maintain existing accesses with new vehicle crossovers;
- (vi) relocate the bus stand Ashley Avenue (Annex 1 Phase A)
- (vii) relocate Bus Stop C to previous Bus Stand location outside (Carpet Right) to improve bus stop waiting facilities including new, larger bus shelters with Real Time Passenger Information (RTPI) and improved boarding facilities to allow buses to 'pull-in' parallel to the new kerb alignment.

2.20 The Local Committee is asked to approve the advertisement of appropriate notice of:

- (viii) the associated waiting and parking restrictions as set out in Annex 2 Ref 1 for the new proposed Taxi Rank with 3 bays (opposite TK Maxx) to issue 'no loading at any time restrictions 'in the taxi rank;
- (ix) revised position of bus stop clearway for the new location of Bus Stop C outside (Carpet Right) to accommodate the new bus shelters as indicated in Annex 1 Phase D.

Annex 1 - Phase E 'Marquis' Junction (West St / South St / High St)

2.21 The Local Committee is asked to note the proposed measures to:

- (i) reshape the existing pedestrian refuge island to provide sufficient carriageway space to allow right turn vehicle movements into South St (proposed new two-way operation);
- (ii) retained and re-aligned existing access to Market Place area and Ashley Centre Service Yard to complement Market place improvements;
- (iii) to provide a signal controlled exit from Market Place area and Ashley Centre Service Yard an allow only right turn movements;
- (iv) to prohibit the left turn movement from the signal controlled exit from Market Place area and Ashley Centre Service Yard;
- (v) the provision of a 'raised flat top table' with ramps;

2.22 The current junction layout will be modified to allow the right turn from West Street in to South Street, including a signal controlled exit from Market Place area and Ashley Centre Service Yard, which will operate on a 'demand call' basis using vehicle detector loops, to allow vehicles to exit via a 'Right Turn' manoeuvre only. The geometric layout of this junction will not accommodate sufficient space to allow vehicles, especially large vehicles associated with the Service Delivery Yard to turn left into South Street, in a safe manoeuvre, without encountering oncoming vehicles in the 'middle' lane in South Street, hence the need to prohibit the left turn from the Ashley Centre Service Yard signalised exit.

2.23 To complement the 'Spread Eagle' junction, the 'Marquis' junction is also proposed to be on a raised table to signify the 'gateway to the High Street and Market Place area to signify to drivers that they are entering an area of high pedestrian activity, and to drive through the High Street in an appropriate manner and speed.

2.24 Vehicle access to the Market Place area will be retained with egress for market traders and other vehicles associated with the operation of the market, to be provided to the east of the Clock-tower where the existing taxi rank opposite (Natwest Bank) is located. (See Annex 1 Phase C).

2.25 The Local Committee is asked to approve the advertisement of appropriate notice of:

- (vi) reshape the existing pedestrian refuge island to provide sufficient carriageway space to allow right turn vehicle movements into South St (proposed new two-way operation);
- (vii) retained and re-aligned existing access to Market Place area and Ashley Centre Service Yard to complement Market place improvements;

- (viii) to provide a signal controlled exit from Market Place area and Ashley Centre Service Yard an allow only right turn movements;
- (ix) to prohibit the left turn movement from the signal controlled exit from Market Place area and Ashley Centre Service Yard;
- (x) the provision of a 'raised flat top table' with ramps.

Annex 1 - Phase F South Street

2.26 The Local Committee is asked to note the proposed measures to:

- (i) change South Street to two-way working to provide alternative to one way system;
- (ii) the provision of 'raised flat top table' with ramps; opposite nos. 24 to 35 South Street;
- (iii) to provide new kerb and footway resurfacing to accommodate two way working in South St,
- (iv) renew road markings for two way working;
- (v) provide 1 x insert loading bay on eastern side (southbound) outside nos. 35a / 35b South St and maintain 1.5m footway;
- (vi) provide 1 x 'half vehicle on / half vehicle off' loading bay on western side (northbound), outside 'Acorn Bar / Restaurant';
- (vii) changes to existing and waiting and parking restrictions in South Street to accompany the introduction of 'two-way working' in South Street and provision of 'loading \ delivery' bays in (v) and (vi) above.

2.27 The need to provide adequate provision for servicing of South Street businesses and effective enforcement was the main outcome of the public engagement event stated in paragraph 1.1. The loading bay proposals have been developed following consultation with South Street businesses to provide for servicing and delivering needs.

2.28 The proposed ramped tables will allow pedestrians to cross South Street more easily, and signify to drivers that they are entering an area of pedestrian activity, and to drive through South Street in an appropriate manner and speed.

2.29 The proposed changes to the existing waiting and parking restrictions in South Street to accompany the introduction of 'two-way working' in South Street and provision of 'good only loading \ delivery' bays in (v) and (vi) above are set out in Annex 2 Ref 2 which accompanies this report.

2.30 The Local Committee is asked to approve the advertisement of appropriate notice of:

- (viii) the provision of a 'raised flat top table' with ramps, opposite nos. 24 to 35 South Street and extents as indicated in Annex 1 Phase F.
- (ix) Removal of clause 1 (c) from the current 1990 (one way traffic order) for a one way working in South Street to allow two way working in South Street between the High St (W) and Ashley Avenue.
- (x) the associated waiting and parking restrictions in South Street to accompany the introduction of 'two-way working' in South Street and provision of 'loading \ delivery' bays as set out in Annex 2 Ref 2.

Annex 1 - Phase G 'Playhouse' Junction'

2.31 The Local Committee is asked to note the proposed measures to:

- (i) the provision of 'raised flat top table' with ramps; opposite the Playhouse (South Street) and including South Street and access to Saddlers Court as indicated in Annex 1 Phase G;

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- (ii) realign kerbs and traffic island (existing flowerbed) to allow for two-way working of South Street;
- (iii) widen footway 'locally within embankment area' in South Street,
- (iv) provide improved pedestrian crossing facilities at the junction.

2.32 The Local Committee is asked to approve the advertisement of appropriate notice of:

- (v) the provision of a 'raised flat top table' with ramps; opposite the Playhouse (South Street) and including South Street and access to Saddlers Court as indicated in Annex 1 Phase G.

Other associated Measures

2.33 The proposed changes to the highway layout allow for some additional associated measures to be implemented so the Local Committee is asked to note the proposed associated other measures to:

- (i) update the 'Urban Traffic Control' (UTC) system to improve traffic flow including using smarter technology to provide more resilient communications using wireless technology;
- (ii) update the 'Car Park Guidance Information Systems' (CPGIS) signs using smarter technology and infrastructure signs to take account of new routes to Car Parks;
- (iii) provide 'Real Time Passenger Information' (RTPI) at the new bus shelters to provide up-to date information for bus users and reduced street clutter of existing bus timetable stands and other bus infrastructure;
- (iv) implement town centre 'Way-finding' signs including 'totems' and maps to provide better information to key destinations and promote pedestrian networks;
- (v) improve the appearance and functionality of the Market Place, including improved seating areas and additional planting.

Temporary Traffic Management Orders

2.34 The majority of work will generally be carried out from Mondays to Fridays, with restricted lane closures operating between the hours 09.30am and 16.00pm. However, some night time works will be required, subject to Street-works permits.

2.35 During the working hours, access to properties and businesses will be maintained at all times. However, in order that the works are carried out as safely and efficiently as possible, temporary lane / road closures with traffic diversions and some parking / loading suspensions will be required when necessary whilst the works take place. High Street Bus Stops will be moved to temporary locations whilst the works are undertaken.

2.36 Surrey County Council, as lead authority for the work, will seek to minimise disruption to businesses and the travelling public and will ensure that adequate advanced notifications are provided to publicise what is happening and when, leading up to and during the construction works.

2.37 SCC's Contractor Kier will install information boards on-site to update on the progress as the works proceed. Surrey County Council's website page will be regularly updated to advise on what is happening and update on progress, which can be accessed via

www.surreycc.gov.uk/epsomhighwayimprovements

3. OPTIONS:

- 3.1 The scheme complements the objectives set out in the Borough Council's Plan E Area Action Plan (AAP), adopted by the Borough Council in April 2011. The key principles behind the highways improvements have been consulted on before, during an extensive consultation on the Plan E strategies and policies for the Area Action Plan, in 2009/10.
- 3.2 The main objectives of the Plan E highway improvements scheme are to reduce congestion in the High Street and reduce the dominance of traffic to provide a more pleasant town centre environment / experience, previous traffic modelling studies have concluded that the only feasible highway layout to achieve this is to revert South Street to two way working between West Street and Ashley Avenue.
- 3.3 The development of the scheme builds upon the comments received during the public engagement event and exhibition held in March/ April 2015 and reported back to the Local Committee on 22 June 2015.
- 3.4 Further scheme development has taken place to address comments and concerns over the balance of kerbside activity on the northern side of the High Street opposite the clock-tower, to accommodate the needs of bus, dial-a-ride and taxis users and improve pedestrian movements, whilst minimising impacts on traffic movements and maximising the potential of the Market Place area in terms of appearance and functionality.

4. CONSULTATIONS:

- 4.1 Any traffic orders and notices required for the Epsom 'Plan E' Highway Improvements scheme, as described above, and summarised in Annex 3 of this report will be advertised as per the prescribed procedures and any objections will be dealt with by the Area Team Manager, in consultation with the Chairman, Vice Chairman, Divisional Members and Project manager, under delegated authority from this Local Committee (subject to approval).

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The indicative costs for the processing of the relevant traffic orders and notices are included within the overall project management costs for the scheme.
- 5.2 The current estimated cost for the scheme is £3.365 million. Including £2.7 million approved funding from the Coast to Capital Local Enterprise Partnership Local Growth Fund. The Local Growth Fund is subject to (20%) local contributions and the balance of £0.675million has been agreed between Surrey County Council Cabinet and Epsom and Ewell Borough Council including £80k from existing developer contributions towards scheme costs.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 Surrey County Council is mindful of equalities and diversity in relation to its activities and attempts to treat all users of the public highway equally and understanding. The improvements to the Town Centre through 'Epsom Plan E Highway Improvements scheme' aim to improve safety and accessibility.

7. LOCALISM:

7.1 These changes are being brought about to improve Epsom Town Centre as set out in the Epsom Area Action Plan, Plan E.

7.2 The headline benefits of the Epsom Plan E highway improvements major scheme are to boost economic growth by:

- Tackling congestion;
- Improving journey time reliability;
- Reducing journey times;
- Improving pedestrian connectivity from Epsom station to the town centre.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report
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 It is recommended that the proposals set out in Annex 1 and Annex 2 and summarised in Annex 3 of this report is advertised in the Autumn 2016.

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

(i) the update on the proposed measures and junction layouts as indicated in this report and illustrated in Annex 1 and summarised in Annex 3,

The Local Committee (Epsom & Ewell) is asked to approve advertising of the following notices:

(ii) based on the information provided in this report in association with Annexes 1 and 2 and summarised in Annex 3 and with specific reference to:

- (iii) Paragraph 2.9 (iv)
- (iv) Paragraph 2.17 (vii-viii)
- (v) Paragraph 2.20 (viii-ix)
- (vi) Paragraph 2.25 (vi-x)

- (vii) Paragraph 2.30 (viii-x)
- (viii) Paragraph 2.32 (iv)
- (ix) The County Council's intention is to make the required orders under the Road Traffic regulation act 1984 to be advertised and, if no objections are maintained, the order(s) be made;
- (x) That if objections are received to the advertisement of the legal notices and traffic orders, that the Area Team Manager is authorised to resolve them in consultation with the Chairman, Vice Chairman, Divisional Members and Project Manager, to decide whether or not they should be acceded to and therefore whether the orders should be made, with or without modification or to be discussed and if appropriate agreed at the next Local Committee meeting.

10. WHAT HAPPENS NEXT:

- 10.1 Subject to the approval of this Local Committee, the locations and extends of the proposed flat top road tables will be advertised during the Autumn 2016.
- 10.2 Subject to the approval of this Local Committee changes to the current Traffic Regulation Orders will be advertised and public notices detailing the proposed changes will be displayed in the local press and on site as and where appropriate. Notices will be posted to affected parties.
- 10.3 Subject to the approval of this Local Committee, the proposed Bus Stop clearways will be implemented as part of the Plan E Highway Improvements scheme.
- 10.4 Subject to the approval of this Local Committee, advertisements of Notices will be made to for the revocation of one-way working in South Street and changes to the taxi rank location.
- 10.5 Subject to any objections to the proposals being resolved, traffic regulation orders will then be made and the appropriate signs and lines installed to allow the restrictions to be enforced.

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Consulted

Surrey County Council officers:
 Epsom and Ewell Borough Council Officers

Annexes:

Annex 1 – General Arrangements and Phasing Plan

Annex 2 – Plan E Proposed Changes to Existing Waiting and Parking Restrictions

Annex 3 – Summary of proposed measures, notices and approvals to advertise.

Sources/background papers:

C2C LTB Major schemes submissions (July 2013)

C2C Expressions of Interest (March 2014)

Notes of Member Task Group (October 2014)

Epsom & Ewell Local Area Committee Report 8 December 2014

Epsom & Ewell Local Area Committee Report 22 June 2015

Informal Local Committee Paper 20 January 2016

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Informal Local Committee Paper 20 April 2016

Informal Local Committee Paper 13 July 2016