



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

**TRAFFIC MANAGEMENT IN STATION APPROACH, EPSOM
11 MARCH 2013**

KEY ISSUE

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

SUMMARY

Epsom Station is currently being redeveloped with completion expected in March 2013. Road space needs to be allocated to the various anticipated users of Station Approach. Traffic Regulation Orders are required to establish road space formally and to enable enforcement.

OFFICER RECOMMENDATIONS

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

- Option 1: Promote the layout that was originally suggested by the Working Group, shown in drawing PC0326_05 and included in this report at Annex A.
- Option 2: Amend the suggested layout to replace the 23m Hackney Carriage rank on the south side of Station Approach with a pick up and drop off facility for commuters – this alternative layout is shown in drawing PC0326_06 and included in this report at Annex B.
- Option 3: Refer the results of the consultation to the Working Group to consider what amendments to the suggested layout should be incorporated, and for the Working Group to report back to Committee in June 2013.

If Committee chooses option 1 or option 2, Committee is asked to:

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

1 INTRODUCTION AND BACKGROUND

- 1.1 The development of Epsom Station is due to be completed in March 2013.
- 1.2 The Local Area Committee gave approval in September 2012 to set up a Working Group to suggest a way forward regarding road space allocation in Station Approach.
- 1.3 The Working Group, comprising County Members, Borough Members, The Police, Southern Rail, Passenger Transport Officers, Hackney Carriage representatives and SCC Highway Officers, met in November 2012 and again in December 2012.
- 1.4 A suggested layout was presented to the Local Area Committee meeting in December 2012. It was agreed to undertake public consultation with residents of Station Approach and Horsley Close as well as businesses in Station Way and Station Approach. In addition, commuters using the station have been consulted.

2 ANALYSIS

Layout suggested by the Working Group

- 2.1 A leaflet was distributed to local residents, businesses and commuters asking for comments on the layout suggested by the Working Group. The proposals can be seen on Drawing PC0326_05, which is included at Annex A.
- 2.2 The layout suggested by the working group necessitates the removal of the pedestrian crossing outside the station, together with the associated zigzag road markings, to free up road space for other users. To compensate for the removal of this crossing the existing pedestrian crossing at the Waterloo Road junction would be widened to 4m. For pedestrians going to and from the Spread Eagle junction there is no difference in distance. However, residents of Hudson House or pedestrians using Station Way would have a slightly longer journey than present to cross at the traffic signal controlled crossing.

- 2.3 It is suggested to restrict the lay by outside the new Travelodge to provide a day time off-peak and overnight loading bay, with a peak time pick up and drop off facility for commuters:
- loading only between 10:00am to 4:30pm and overnight between 8:00pm to 6:30am;
 - short term parking of 10 minutes, with no return within 1 hour between 6:30am to 10:00am and 4:30pm to 8:00pm.
- 2.4 The area immediately in front of the station entrance would be reallocated to a 36m Hackney Carriage rank, once the crossing is removed, running westwards from the lay-by.
- 2.5 To the west of the taxi rank would be a 12m long part-time loading bay, with the same restrictions as the lay-by outside the new Travelodge:
- loading only between 10:00am to 4:30pm and overnight between 8:00pm to 6:30am;
 - short term parking of 10 minutes, with no return within 1 hour between 6:30am to 10:00am and 4:30pm to 8:00pm.
- The purpose of this loading bay is to allow daily refuse collection from the residential and commercial parts of the development. During peak times this would provide a second pick up and drop off point for commuters.
- 2.6 To the west of the loading bay would be a 37m long combined bus stop and stand. This would serve two bus services. A Bus Stand Clearway would be needed Monday to Saturday 7:00am to 7:00pm to prevent obstruction of the anticipated bus services. Outside of these restricted times the area would become available as a further pick up and drop off facility for commuters.
- 2.7 On the south side of Station Approach the current temporary Hackney Carriage rank would become a permanent rank.
- 2.8 A new 23m Hackney Carriage rank would be introduced where the existing pedestrian crossing is currently, leaving 18m of existing double yellow lines from the end of the guardrail outside Co-Op. This length of double yellow lines would allow Hackney Carriages to set down passengers and join the end of the rank. Furthermore the yellow lines provide a further opportunity for pick up and drop off of commuters; drivers are permitted to stop on double yellow lines momentarily for this purpose.

Consultation results

- 2.9 The consultation leaflet is included in this report at Annex A. It included background information and a plan showing the layout suggested by the Working Group.
- 2.10 The leaflet did not ask any specific questions, but rather provided contact details for respondents to submit their views. As such it is not possible to summarise the results numerically, as each submission was unique. However there are two strong recurring themes that were evident within the responses:

- A perception that there is not sufficient space allocated for pick up and drop off of commuters;
- A perception that the allocation of road space to Hackney Carriages is excessive.

2.11 The consultation leaflet does not refer to the pick up and drop off opportunities afforded by the lay-by, the loading bay or the Bus Stand Clearway that are already contained within the original suggested layout. Notwithstanding this in the light of the concerns raised, officers have drafted an amendment to the suggested layout for Committee's consideration. This amended layout is shown in drawing PC0326_06 and included in this report at Annex B. In this amended layout the 23m Hackney Carriage rank on the south side of Station Approach has been exchanged with a pick up and drop off facility for commuters. It is suggested that this new pick up and drop off facility could be restricted to provide short term parking of 10 minutes, with no return within 1 hour, all day.

2.12 If Committee wished to adopt this amendment to the suggested layout, the change could be made easily without any delay to the implementation.

2.13 If in the light of the consultation feedback Committee is not happy to progress with either the original suggested layout or the amended layout, it is recommended that Committee refers the results of the consultation to the Working Group to consider what amendments to the suggested layout should be incorporated, and for the Working Group to report back to Committee in June 2013.

2.14 The deadline for responses to the public consultation was set as 4th March 2013, which was after the date of dispatch for Committee. Therefore it was not possible to include all the consultation responses with the Committee papers. All consultation responses will be provided to Committee in advance, and available for inspection on the night.

3 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

3.1 In December 2012 Committee allocated £100,000 Capital for larger, more strategic schemes. The costs of implementing the new layout in Station Approach will be drawn from this allocation. Officers will also explore any opportunities for funding from developer contributions in the vicinity.

4 EQUALITIES AND DIVERSITY IMPLICATIONS

4.1 The allocation of road space to different road users in Station Approach is ultimately intended to meet the conflicting needs of the different users of Epsom Station, together with the needs of the local businesses and local residents. While it is not possible to satisfy all those needs, the suggested and amended layout does provide a facility for all needs so far identified.

5 CRIME AND DISORDER IMPLICATIONS

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

6 CONCLUSION AND RECOMMENDATIONS

- 6.1 The layout of Station Approach suggested by the Working Group has been put to public consultation. Two recurring concerns are evident in the responses.
- 6.2 Committee now has the opportunity to promote the layout originally suggested, or to promote an amended layout, or to refer the results of the public consultation to the Working Group for further consideration.
- 6.3 Both the original and amended layouts offer something to all the identified demands for use of Station Approach. The original layout would provide the Hackney Carriage community with all the spaces requested by their representative on the Working Group. The amended layout would answer the recurring concerns raised during the public consultation. Both layouts provide for the anticipated bus services; both layouts provide loading facilities for the new development (both business and residential) and for Hudson House. Both layouts provide pick up and drop off facilities; the amended layout provides more pick up and drop off space at the expense of Hackney Carriage rank length.

7 REASONS FOR RECOMMENDATIONS

- 7.1 Recommendations are made to expedite implementation of a preferred layout in Station Approach, while giving due regard to the views of the Working Group, and the concerns raised during the public consultation.

8 WHAT HAPPENS NEXT

- 8.1 If Committee opts to promote a layout, officers will start the process towards implementing the chosen option straightaway.
- 8.2 If Committee chooses to refer the matter back to the Working Group, the next opportunity for Committee to authorise a preferred layout would be June 2013.
- 8.3 It would be for Epsom and Ewell Borough Council to establish the Hackney Carriage ranks as described.

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