



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

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

KEY ISSUE

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

SUMMARY

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

OFFICER RECOMMENDATIONS

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

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

For whichever option is preferred Committee is further asked to

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

1 INTRODUCTION AND BACKGROUND

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

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

2 ANALYSIS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Options summary

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

Table 1 – Summary of provision for different road users

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

Table 2 – Summary of provision for different road users

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

3 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

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

4 EQUALITIES AND DIVERSITY IMPLICATIONS

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

5 CRIME AND DISORDER IMPLICATIONS

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

6 CONCLUSION AND RECOMMENDATIONS

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

7 REASONS FOR RECOMMENDATIONS

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

8 WHAT HAPPENS NEXT

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

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