



**SURREY COUNTY COUNCIL  
LOCAL COMMITTEE IN EPSOM & EWELL  
21 July 2021**

**MEMBER QUESTIONS**

**Question 1: Cllr Nigel Collin  
Re: Dropped kerbs**

Would it be possible to introduce dropped Kerbs at the Treadwell Road and Ashley Road junctions to facilitate wheelchair access into Epsom? Crossing Treadwell Road is extremely difficult for an able-bodied pedestrian and a nightmare for wheelchair and mobility scooter users?

**Officer Response:**

It would not be feasible to introduce dropped kerbs to make this junction fully accessible without a significant change to the layout of the junction. Any crossing would need to be forward of the STOP lines, however:

- The existing traffic islands on three of the arms are too small to be used as pedestrian refuge islands.
- Crossing between radii to bypass the traffic islands is not possible due to the traffic islands being in the way on the Longdown Lane arms of the junction, and limited visibility on the College Road arm of the junction that currently has a traffic island.
- On the arm of College Road that doesn't currently have a traffic island visibility of vehicles approaching from Longdown Lane South is limited.
- If pedestrian crossing improvements were to be a high priority at this location, consideration should be given to introducing push-button controlled facilities.

The Area Highway Manager would be pleased to discuss these constraints further to assist in understanding of the situation. It may be feasible to promote a scheme to change the geometry of the junction and thereby introduce safe pedestrian crossings. However this would be an expensive project, and would necessitate a reduction of capacity for traffic. The Area Highway Manager would be pleased to add this location to Committee's ITS prioritisation list for a potential new feasibility study, if Committee were to anticipate that this junction could become a priority in the near future.

**Question 2: Cllr Neil Dallen  
Re: High Street Bus stand**

Buses continue to stand in the High Street outside Ask restaurant area. We were told that it was because plan E works had not completed for non TfL buses. The 467 is now regularly standing in the High Street causing obstruction. When in the bus stand going to be removed completely?

**Officer Response:**

The Metrobus services 460/480 which were standing in the High Street (outside Santander) have been reinstated back to the Clocktower bus stops. These services were on diversion for some considerable time while the Plan E and more recently the Active Travel schemes were ongoing in the Town Centre. We are still awaiting the installation of new bus shelters and Real Time Information for the bus stops at the Clocktower, but the delivery of the shelters has been delayed by COVID with no confirmed delivery date. It was therefore decided to move these services back to the Clocktower until works are required to install the shelters.

However, this high frequency service returning to the Clocktower now clashed with low frequency TfL service 467. We therefore moved TfL service 467 (operating hourly Mon-Sat) to stop K as a temporary measure. TfL are extending service 470 (Colliers Wood–Morden-Sutton-Cheam-Epsom) to Epsom Hospital and when this happens it will “free up” space in the Ashley Avenue bus stand so 467 will then move to the bus stand. TfL are currently in discussions with Epsom Hospital regarding this extension.

The change to service 467 using the High Street is significant as it reduces the stand time required in the morning peak (7am – 9am) to between 9-20 minutes an hour and from 15:00 onwards to between 6–10 minutes per hour. When services 460/480 were using stop K this resulted in a bus taking stand for approximately 40/50 minutes every hour from 0805 to 2320.

At the current time (6<sup>th</sup> July) the High Street is experiencing additional services using the stops to take stand. This is due to the emergency closure of Woodcote Road resulting in buses being unable to turn around at the hospital. Therefore, whilst this closure is in place TfL services 166 and 293 are terminating in the High Street at stop J or K and cannot serve Epsom Hospital.

Once the 467 is moved to the Ashley Avenue bus stand the bus stand in the High Street will not be used unless operationally required for emergencies, such as the Woodcote Rd closure.

**Question 3: Cllr Neil Dallen**  
**Re: Bollards**

Bollards are needed to stop parking on the alley that runs alongside carpet world and 1 Temple Road. There are some there, but additional ones are needed to keep the footpath clear of parked cars.

**Officer Response:**

The Local Committee would be able to allocate funding for new bollards in this location next Financial Year 2022-23, if it were to be agreed that this was a priority. Officers would need to check that bollards could be positioned to have the desired effect of preventing obstruction, while avoiding any underground utility pipes / cables / etc.

**Question 4: Cllr Neil Dallen**  
**Re: Red Routes**

What is happening regarding implementing red lines on major routes in Epsom and Ewell? This is now permitted and would allow use of cameras to control illegal parking that causes traffic jams and pollution.

**Officer Response:**

The response provided to Cllr Dallen at the last meet to a similar question is unchanged.

**Question 5: Cllr Neil Dallen****Re: CCTV**

What use is currently being made of CCTV? How many cameras are there in the borough and who owns and controls them?

**Officer Response:**

There are many thousands of CCTV cameras located in the borough, the vast majority are privately owned by households, businesses and individuals and used for a variety of purposes. The Borough Council operates about 200 which are used primarily to detect crime and improve community safety. The County Council also uses cameras for traffic monitoring purposes and the security of premises. The cameras are not under the control of one authority.

**Question 6: Cllr Neil Dallen****Re: East Street shared cycle way**

The new cycle way from Sainsbury's into Epsom town has a number of issues:

- The pavement drawings show a cycleway only and not shared with pedestrians (the sign posts do).
- The junctions at Hook Road does not end the cycleway for those cycling down Hook Road.
- Every junction gives right of way to motorists, this is against government guidance
- The junction in the High Street where the cycleway continues into the alley behind the Ebbisham Centre needs a 'dismount' or similar warning to protect pedestrians.

**Officer Response:**

- Although it has been used in a fair few places in the past there isn't actually an authorised marking for a "person" symbol on a shared surface.
- This should be picked up by the Stage 3 Safety Audit.
- The detailed design for this scheme was virtually complete by the time the latest standard for cycle route provision was published in summer 2020. This means that there wasn't sufficient time to review the design in the light of the latest guidance before the scheme was constructed. It may be possible to revisit the scheme to provide cycle priority across side roads, and the Local Committee would be able to allocate funding to investigate what might be possible next Financial Year 2022-23.
- The design has been subjected to Road Safety Audit at stages 1 and 2. This area was highlighted as a potential problem, and therefore mitigations in the form of signs and road markings were proposed as part of the detailed design. The scheme is due to be subject to stage 3 Road Safety Audit after completion of the footway resurfacing scheme, which should identify any outstanding problems.

**Question 7: Cllr Neil Dallen****Re: Safety – Ashley Avenue**

The image below shows the result of an accident on Ashley Avenue on 21st June at Ashurst, a warden assisted accommodation opposite the Epsom Playhouse. This is the second time

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in a month that the wall and railings have been damaged by vehicles crashing on the road outside the scheme. This has now become a real issue as someone is likely to be killed.

The warden has spoken to police officers who attended on both occasions and they have said it's down to the council to do something about the problems with the road. Since the new road layout was introduced the traffic has become worse not better. The warden reports that there are cars going well over the speed limit as well as traffic parked over the pedestrian crossing when people are trying to cross.

What action can be urgently taken to improve the safety at the junction?



### **Officer Response:**

There is no evidence to suggest an inherent problem the road layout at this location. Evidence from road casualty data suggests that this location is one of the safest on the entire Epsom Town Centre one-way system. If drivers are choosing to exceed the speed limit, or indeed to drive too quickly for the conditions, or are choosing to obstruct the pedestrian crossing, then that is the drivers' responsibility. The junction outside the main entrance to Ashurst, where the incident shown in the photographs provided took place, has not been changed for a number of years. The only change on the approach to this junction was the construction of a new bus layby on the northern side of Ashley Avenue, but this did not make any significant difference to the layout of traffic lanes on the approach to the junction. The junction of Ashley Avenue with Ashley Road has not been changed for a number of years. If there were to be a new cluster of casualties at this location it would be picked up as part of our regular casualty reduction partnership work with Surrey Police.