

**SURREY COUNTY COUNCIL'S  
LOCAL COMMITTEE IN  
EPSOM & EWELL**

**PEDESTRIAN FACILITY  
IMPROVEMENTS IN  
EWELL VILLAGE**

**23 JANUARY 2006**

**KEY ISSUE:**

To provide Members with an update on the progress in implementing a scheme to improve pedestrian safety in Ewell Village.

**SUMMARY:**

At its meeting on 28<sup>th</sup> July 2003, the Committee gave approval for the detailed design and construction of improved pedestrian facilities at the junction of High Street with Spring Street and at the junction of High Street with London Road and Kingston Road, Ewell. Construction of improvements to these junctions commenced on 4<sup>th</sup> January 2006.

At its meeting on 3<sup>rd</sup> November 2003, the Committee approved a scheme for the widening of the footway in Spring Street. Construction of this improvement has been programmed for the 2006 school summer holidays.

Members have expressed concerns at the time taken to deliver these schemes.

**OFFICER RECOMMENDATIONS:**

The committee is asked to agree;

- (a) That the report be noted.

## **1.0 INTRODUCTION AND BACKGROUND**

- 1.1 The need to provide safe pedestrian crossings in Ewell Village was identified in the course of the study of the Glyn and Blenheim schools carried out as part of the Safe Routes to School Project in 2000.
- 1.2 At its meeting on 28<sup>th</sup> July 2003, the Committee gave approval for the detailed design and construction of improved pedestrian facilities at the junction of High Street with Spring Street and at the junction of High Street with London Road and Kingston Road, Ewell.
- 1.3 Construction of the improvement works at these junctions commenced on 4<sup>th</sup> January 2006 with the closure of Kingston Road by the Spring Tavern whilst a central island and pedestrian crossing facilities are provided.
- 1.4 In 2002 Epsom & Ewell Borough Council carried out a public consultation on proposed Environmental Improvements in Ewell Village. This identified a number of options including the need to improve pedestrian safety in Spring Street.
- 1.5 At its meeting on 3<sup>rd</sup> November 2003, the Committee approved the construction of a scheme for a widening of the footway in Spring Street with a road table at the vehicular access to Bourne Hall. Following more detailed design and safety audit, the proposal to construct the road table has been dropped.
- 1.6 The construction of the scheme to widen the footway in Spring Street is programmed to commence in the summer of 2006 during the school holiday period.
- 1.7 Members and the public have expressed concern at the length of time that has elapsed between the approval of the schemes and their construction.

## 2.0 FACTORS AFFECTING PROGRESSION OF THE SCHEMES

- 2.1 **Design issues.** Following their approval by this Committee and following further detailed discussions with local Members, the designs for both schemes were commissioned from Carillion plc. Carillion are Surrey County Council's Constructor for the East of the County under the Surrey Highways Partnership contract (SHiP) that commenced in April 2003. At the outset of the contract and indeed for some considerable time, Carillion experienced difficulty in sourcing adequate and experienced design staff to cope with the workload from the districts in the East of the County. In the case of the schemes in Ewell Village, this problem resulted not only in long delays in receiving designs, but also the need to have scheme designs amended and re-audited.
- 2.2 **Sub Contractors.** Once designs are approved, Carillion derive a Bill of Quantity for the work and invite bids to build the scheme from suitable sub contractors. In the case of the schemes in Ewell Village it proved extremely difficult for Carillion to engage sub-contractors willing to do the work. In March 2005, sub-contractors that had been engaged, suddenly declined the work, a matter of hours before they were due to commence construction. In September 2005, a similar situation arose with other sub contractors. The construction of the High Street improvement schemes is now being carried out by Carillion's own in-house operatives.
- 2.3 **Timing of working.** Throughout the summer of 2005, work was being carried out to lay a new gas main in Chessington Road. This was in addition to the works being carried out in association with the re-development of Highway House. These activities were creating significant delays to traffic in the area. Work on the improvement schemes was therefore programmed to follow the completion of these other roadworks. It is the County Council's policy to avoid working on the highway during the Christmas period, if at all possible, in order to minimise disruption to traders. Following the difficulties experienced with engaging prospective sub-contractors in September/October, Carillion were unable to guarantee that work would be completed by the start of the festive season. Therefore work was programmed to start immediately after the New Year, and did so.
- 2.4 **Method of working.** Carillion, quite rightly, place considerable importance on ensuring the welfare and safety of their workforce. This is reflected in the company's approach to specifying the measures that must be put in place on sites where they are working. In many cases, including Spring Street, it is their judgement that only a full closure of the road will be sufficient. Such closures, especially if prolonged, may have an enormous impact on the community. Therefore a start has been made on the High Street improvement schemes, but work on the footway widening in Spring Street has been deferred until the summer, when school traffic will be lighter.

### **3.0 IMPROVEMENTS IN THE MANAGEMENT OF THE SHIP CONTRACT**

- 3.1 It has been fully recognised that innovative contracts such as SHiP are not without risk and need to be regularly reviewed and refined. As such, a number of measures have been put in place, by both partners, in order to improve its operation.
- 3.2 **Design.** Carillion have put in place more of their own designers, rather than depending on external consultants, and apply quality control procedures.
- 3.3 **Construction.** Carillion have strengthened their own in-house capability to reduce dependence on sub-contractors.
- 3.4 **Programming.** Both Surrey County Council and Carillion now jointly use shared file systems (4-Projects) to aid works programming and progress monitoring.
- 3.5 **Contract Management.** The County Council's Medium Term Strategy review, carried out in 2005, took the opportunity to re-shape its organisation to provide more effective management of the contract through the creation of Contract Delivery Teams. Carillion have also strengthened their contract capability.

### **4.0 FINANCIAL IMPLICATIONS**

- 4.1 Funding for the works is through the Epsom and Ewell LTP programme, development-related funding, and from the Epsom & Ewell Borough Council Capital Programme.

### **5.0 SUSTAINABLE DEVELOPMENT IMPLICATIONS**

- 5.1 The improved pedestrian facilities will provide safe routes to school in Ewell Village, thereby increasing the number of journeys to school made on foot. This meets the aims and objectives of the Local Transport Plan.

### **6.0 CRIME & DISORDER IMPLICATIONS**

- 6.1 There are none for the purpose of this report.

**7.0 EQUALITIES IMPLICATIONS**

7.1 The facilities will help address the objectives of the Access for All policy.

**8.0 CONCLUSION AND REASONS FOR RECOMMENDATIONS**

8.1 The problems encountered in the delivery of the pedestrian facility improvements in Ewell Village have been actively addressed.

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**BACKGROUND PAPERS: Previous Committee reports**

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