



CAPITAL AND MAINTENANCE PROJECTS PROGRESS REPORT

**Surrey County Council's Local Committee for
Epsom and Ewell**

7 June 2010

KEY ISSUE

To update the Local Committee about final outcomes from the 2009/10 highway works programme, works already undertaken in 2010/11 and the works programme for the current year.

SUMMARY

On 13 July 2009 the Local Committee agreed a programme of work for the 2009/10 financial year funded from the Integrated Transport Budget and Local Allocation. The attached report sets out what was achieved together with any outstanding actions yet to be taken. In addition it sets out the maintenance works that were completed to date in 2009/10, externally funded and Member funded schemes. Also included are outline details of highway improvements considered achievable within available budgets for this and subsequent years.

OFFICER RECOMMENDATIONS

The Local Committee (Epsom and Ewell) is asked to note the report for information.

EPSOM AND EWELL CAPITAL PROJECTS 2009/10

INTEGRATED TRANSPORT SCHEMES	
Project	Progress
Epsom Town Centre – Accessibility and junction improvements	<p>Minor improvements were carried out at the Spread Eagle junction during the year, which included the provision of louvers to the forward signal heads and louvers to the right turn head leading to Ashley Road. Monitoring of the junction will continue and, should it appear justified, developer related funding may be available to provide additional signal heads above the existing units at the pedestrian crossing set at a height more readily seen by approaching drivers heading east along High Street.</p> <p>West Street / Station Approach junction improvement – Works at this junction to install new signals was substantially completed in December. Traffic capacity issues were identified following commissioning of the new signals and the Council's Traffic Systems Team have applied a sequence of adjustments and alterations to reduce delays. Further monitoring of traffic movements and adjustment is planned but, in the meantime pedestrians using the area continue to enjoy the benefits the junction alterations have delivered.</p> <p>Dropped kerbs and tactile paving have been installed on junctions alongside East Street where previously facilities for the disabled were poor or non-existent.</p>
Cycle Strategy Scheme	<p>A small contribution of development related monies has attracted substantial Sustrans funding which has enabled upgrade of the Bonesgate path so it is now suitable for cycle use. The Bonesgate path follows the route of the Bonesgate Stream which coincides with Epsom and Ewell's boundary with the Royal Borough of</p>

	<p>Kingston. Once the scheme has been completed, it will dovetail with the Hogsmill route and become part of the Thames to Downs Strategic Link.</p> <p>A further dedication of developer related monies has enabled Surrey to participate in the partnering arrangement with Epsom and Ewell Borough Council, the Environment Agency, the Lower Mole Project and Sustrans for the on-going development of the Hogsmill cycle path.</p>
<p>Speed Management –</p>	<p>A safety camera was installed in Ruxley Lane. Although too early to draw any substantiated conclusions about its success, the camera is intended to address a history of injury accidents linked to excessive speed.</p>
<p>Blenheim Road Recycling Centre</p>	<p>Following a meeting of local Members, Epsom Coaches, Surrey Waste Management and Surrey Highways which took place in January, it was arranged that an experimental traffic order would be implemented. The order was designed to allow a point closure to be placed outside the waste site permitting domestic deliveries via Felstead Road only whilst commercial deliveries/collections continued via the northern arm of Blenheim Road. The experiment will include consultation with all those affected and the results will be submitted to this Committee after a period of 12 months following installation, seeking decision on whether it should be retained on a permanent basis or removed. Should a serious problem become apparent within the experimental period, the closure will be removed immediately in consultation with the Committee Chairman and the Divisional Member. Although the Traffic Order became available in April a perceived issue identified by the Council's Waste management Team has delayed implementation until June.</p>
<p>Stones Road Tunnel</p>	<p>It is proposed to retain pedestrian access across the railway at the northern end of Stones Road by re-opening the existing tunnel before removing the elderly concrete footbridge. Substantial works are needed to improve the tunnel before it becomes re-useable for pedestrians and the last financial year was used to finalise detailed</p>

	design and put in place the necessary arrangements for demolition and construction works. Although this scheme has suffered from a series of delays and postponements, confidence has been expressed that it will be possible to go ahead with the work summer 2010.
Waiting Restriction Review	<p>Phase 4 waiting restrictions were considered at a special meeting of the Local Committee on 1st February and decisions reached on the individual proposed amendments. Since then road markings and signs have been placed to allow the measures to be enforced.</p> <p>Phase 5 amendments were considered by the Local Committee on 17th December and a decision given on which could be advertised. Since the update report was submitted to this Committee in March, it has been established that funding for Phase 5 may be provided from the budget held by the County's Parking Team, thus negating the requirement for this Committee's decision on revenue expenditure that would otherwise be needed. Implementation during 2010/11 will be subject to discussion with Divisional Members in the first instance and Committee decision of final proposals following advertisement.</p>
Watersedge accessibility improvements	A scheme to install dropped kerbs with tactile paving together with parking enhancements was completed in December.
Ewell By Pass southbound right turn ban into Cheam Road	Works were completed in September in accordance with the original design. Following observations of non compliance, more recently, a "no right turn" sign has been erected to complement the "ahead only" signs that were originally used. The site continues to be monitored.
A240 Reigate Road speed limit reduction from 40 to 30 mph Ewell By Pass to a point 100 metres south of Longdown Lane North	Following Committee decision in March to proceed with the proposed speed limit reduction, the required Traffic Regulation Order has been made. It is anticipated that measures necessary to impose the revised limit will be completed July 2010.
A240 Ewell By Pass and Kingston Road speed limit regulatory sign replacement	Completed in January.
Tattenham Corner speed limit reduction	A traffic regulation order was advertised and received no

	objections. Measures to impose the new speed limit have been delayed but are now expected by July 2010
Cheam Road traffic islands	Illuminated bollards were placed on the two traffic islands between Ewell By Pass and Nonsuch Court Avenue following a pattern of vehicle strikes. Although in place for a few months only, the measure appears to have improved the situation.
MEMBER FUNDED SCHEMES	
Chalk Lane – waiting restrictions and property protection measures	The scheme was completed in November and included alterations to the northern end of the road where non-observance of the “no entry” restriction was frequently reported. A custom made kerbline bollard has also been installed on the corner outside number 5 to address a long term problem of turning vehicles making contact with the property.
Rosebank – parking scheme	Works to optimise parking availability at the busy cul-de-sac end of Rosebank have now been completed. Further works to improve soft landscaping will be carried out during the next two months.
Vehicle Activated Signing to support Police Enforcement	The following sites were proposed: 2 VAS in Church Street, Epsom 1 VAS in Hook Road 1 VAS in Wells Road 1 VAS in Longdown Lane South 1 VAS in Chessington Road near Derek Avenue In Church Street it was found the sign post could not be placed due to the presence of unrecorded buried plant and alternative arrangements for a bracket on a nearby lighting column are being discussed. On all other sites, new posts have been placed and power connecting is awaited before the sign heads are erected.
Rosebury Gardens additional lighting	Three additional columns are to be erected during March / April to improve lighting levels along the paths which cross the Gardens. Power connections to the new columns were programmed for mid May.
Windmill Close footways	The footways were resurfaced with slurry seal which enhances

	appearance, provides a slip resistant finish and helps prevent damaging water ingress.
Cheam Road footway (near to Northey Avenue Roundabout)	The footway on the south side of Cheam Road leaves the carriageway for a length of approximately 160 metres and is separated from the road by a border of trees and shrubs. Work was carried out to cut back vegetation, renew the adjoining tensioned wire fence and replace non-operational street lighting.
Cheam Road railway bridge	Works were completed in March to install new illuminated regulatory signs on the bridge indicating the height restriction together with chevron reflective markings, painted on the structure at the base of each parapet. The measures comply with the Traffic Signs Regulations & General Directions and the Protocol for the Prevention of Strikes on Bridges over Highways. Remedial works to repair the power supply to the sign facing westbound drivers is programmed for May.
Castle Way resurfacing	Although insufficiently used to trigger repair under the criteria applied to determine routine maintenance priorities, it was clear this road would benefit from resurfacing. The works were completed in March.
London Road j/w Elmwood Drive	Following concerns that Elmwood Drive was inadvertently being used by HGV drivers, a new sign was placed indicating the road is unsuitable for HGVs.
Ewell by pass	On the northbound approach to Bradford Drive signalised junction, the existing surface course binder had failed and significant areas had been plucked out by passing traffic. The surface had been treated with anti- skid dressing and drivers were faced with differential braking as they approached the signal junction. Damage to the surface had also rendered the detector loops for the junction and enforcement camera inoperative. A £5,000 contribution from the Divisional Member's revenue allowance secured a £50,000 surfacing repair and new anti-skid dressing.
Elmstead Close	The roundabout feature at the cul-de-sac end of Elmstead Close has been reconfigured to reduce the likelihood of vehicle over-run and posts have been placed to prevent anti-social parking.

	Planting was also carried out to enhance appearance.
Preston Drive (Bradford Drive to Manor Drive)	Typical of many concrete roads in the Ewell area, Preston Drive had previously been overlaid with asphaltic material to enhance ride and skid resistance. This had failed, leading to shallow potholes which, although not deemed to present a danger, spoiled the appearance and ride quality. A newly developed, low cost treatment was applied during March, which enhances appearance, helps prevent water ingress and improves ride quality and slip resistance.
Pams Way	A problem of surface water accumulation had been identified by the Divisional Member and, following a site survey, it was established this was due to poor operation of roadside gullies and subsidence of two vehicle crossovers. Works to clear gullies and pipes was carried out in December and reshaping of two crossovers was undertaken in March.
Ruxley Lane / Chessington Road slip road	Observations reveal that, on the southbound approach to this junction along Ruxley Lane, some drivers avoid the traffic signals by using the service road on their left running alongside the shops to turn left into Chessington Road. The service road is protected by road tables to prevent excess speed but many exit onto the main road by cutting across the adjoining resident's drive and without apparent regard for other road users. Works were carried out to formalise the kerblines at this corner, changing the horizontal alignment thus forcing drivers to slow and position their vehicles in a way that will provide a better view of other road users.
Ruxley Lane / Chessington Road guardrailings	Aesthetic enhancement of this junction has been achieved by painting the guardrails green in keeping with the Borough's identity.
West Ewell Infant School, Ruxley Lane	Work has been carried out to prevent surface water collecting on the footpath leading to the school. In addition, posts have been installed to prevent anti-social parking on the grass and footway areas nearby.
Green Lanes	Footpaths serving the bridge which crosses the stream running between the two carriageways of Green Lanes have been

resurfaced and posts placed to prevent future traffic damage.

2009/10 EXTERNALLY FUNDED SCHEMES

Project	Progress
Hospital Cluster Development	Work on the St Ebbas Development progressed. The new access has been constructed and Hook Road has been resurfaced. In addition a new, shared cycle path has been created from Horton Lane to Chantilly Way.
Cuddington Avenue	New lighting has been installed along the public highway to complement development of a residential housing development in this road.
College Road j/w Longdown Lane	Re-phasing of the signal junction is to be carried out, funded by the Council's Accident Working Group. This has followed concerns raised by the Divisional Member that drivers turning right into Longdown Lane North and Longdown Lane South have been uncertain whether to pass one another nearside to nearside or offside to offside. An investigation into accident patterns revealed this may have been a contributory factor in some cases and the re-phasing proposed will eliminate the potential for future conflict. It is expected the new signal arrangement will become operational during June.

EPSOM AND EWELL MAINTENANCE PROJECTS PROGRESS

2009/10 MAJOR MAINTENANCE SCHEMES

Project	Progress
A232 Cheam Road; from Ewell By Pass to Conaways Close Plus Northey Avenue Roundabout	Completed
A232 Cheam Road roundabout j/w Northey Ave	Completed
A240 Kingston Road; south east bound carriageway from Firwood Avenue to Beggars Hill Roundabout approach.	Completed

A240 northbound approach to Bradford Drive junction	Completed
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2009/10 MICRO ASPHALT SCHEMES CARRIAGEWAYS	
Project	Progress
Manor Green (second section)	Completed
Highfield Drive	Completed

2009/10 CARRIAGEWAY LOCAL STRUCTURAL REPAIRS	
Project	Progress
Freshmount Gardens; junction with Christ Church Mount	Completed
Woodcote Green Road; Chalk Lane to Woodcote Side	Completed
Christ Church Road; junction with Stew Ponds car park	Completed

2009/10 ADDITIONAL CARRIAGEWAY SURFACING WORKS

We have negotiated with Asset Planning to fund the following resurfacing schemes. Works are on-going presently.

Project	Progress
Temple Road	Completed
Ridgeway	Completed
Danetree Road	Completed
Stoneleigh Broadway (slip road outside Co-op)	Completed
Grafton Road	Completed

2009/10 FOOTWAY SCHEMES

Location	Extents	Progress
Ewell Court Avenue; slurry seal overlay	A240 to Lakehurst Road	Completed
Eastcroft Road; take up slabs and lay asphalt	Station Avenue to Green Lanes	Completed

2010/11 MAJOR MAINTENANCE SCHEMES

Location	Extents	Progress
None	Proposed schemes withdrawn due to lack of funding	

2010/11 MICRO ASPHALT SCHEMES (CARRIAGEWAYS)

Location	Extents	Progress
Woodcote Green Road	Chalk Lane to Woodcote Side	Pre patching complete; surface treatment to be applied by the end of June
Burgh Heath Road	Randolph Road to Beech Road	- ditto -
Middle Lane	Kiln Lane to Middle Close	- ditto -

2010/11 SURFACE DRESSING SCHEMES (CARRIAGEWAYS)

Location	Extents	Progress
Cheam Road	Spring field Road to Boro boundary	Pre patching completed; dressing to be applied on or before 18th May.
Windmill Lane	Mill Road to Wallace Fields	- ditto -
Alexandra Road	College Road to Bridge Road	- ditto -
Epsom Road	Windmill Lane to Hampton Gr	- ditto -
Ewell By Pass (north and southbound)	Cheam Road to Reigate Road	- ditto -
Kingston Road (northbound and southbound)	Bradford Drive to Thorndon Gdns	- ditto -
Ashley Road	Tattenham Corner rbt to Downs Hill Road	- ditto -
Christchurch Road	Manor Green Road to Boro boundary	- ditto -

2010/11 LOCAL SURFACE REPAIRS (CARRIAGEWAYS)

Location	Extents	Progress
Pams Way	Ruxley lane to Elm Way	None to date
Ruxley Lane southbound lane	Kingston Road to Pams Way	None to date

2010 – 2012 ENVISAGED HIGHWAY IMPROVEMNT SCHEMES

Despite zero integrated transport or local allocation budgets for the forthcoming year, it may still be possible to deliver highway improvement schemes within Epsom and Ewell by utilising monies collected under Section 106 of the Town and Country Planning Act. Section 106 contributions are received from developers as a means of addressing the additional burden on the highway imposed by a development. Such contributions are collected under an Agreement which may include conditions relating to the location and scope of proposed works. There may also be a time limit within which the money must be spent.

Further sums are received by the Council as a Planning Infrastructure Charge (PIC), for use to improve an aspect of the highway which can be associated with a new development. When collecting PIC contributions, the Council will cite where and for what the contribution will be used. Typically, the improvement identified will be in close proximity of the new development, relevant in terms of use and fulfil a demand created by an additional demand on the highway. For example, contributions from a new housing development which may result in an increase in pedestrian traffic, may be put towards improvements to a pedestrian crossing point.

The list below sets out initiatives derived from consultation with Local Members and which fall within conditions set under Section 106 Agreements and PIC related sums for monies received or anticipated at the present time. In each case, specific details will be discussed with the Divisional Member or presented to this Committee for approval as appropriate.

Location	Extents	Details
Long Grove Road	Outside Southfields School	Reconfiguration and landscaping to existing roundabout in keeping with present level of use and to deter a history of anti social behaviour.
East Street	Junction with Kiln Lane	Lengthen right turn lane into Kiln Lane, including removal of existing pedestrian island and provision of pedestrian controls on eastern arm of signal junction
East Street and Kiln Lane	Form west side of Hook Road junction to Sainsburys car park	Create shared use cycle path along existing footways in East Street and Kiln Lane and link via Middle Lane. Also to include a toucan crossing over Kiln Lane outside Sainsburys car park and new pedestrian pedestrian/cycle controls at the East Street/Hook Road junction.
A240 Kingston Road	Immediately north of Beggars Hill Roundabout	Introduce a new signal crossing for pedestrians
Ruxley Lane	Outside Epsom and Ewell High	Paint guardrails green consistent with those at Chessington Road and

	School and other suitable locations	undertake other minor environmental works.
Tattenham Corner	In accordance with advertised traffic order	Implement speed limit reduction.
Epsom Town Centre	Positions to be determined	Provide additional parking facilities
Beaconsfield Road	Location to be determined	Provide improvements for pedestrians in consultation with Divisional Member
A240 Kingston Road	Whole length	Review of speed repeater signs
A240 Reigate Road	Ewell By-Pass to Longdown Lane North	Implement speed limit reduction as previously agreed by Committee.
A240 Reigate Road	Outside 136a	Introduce new island to provide continuity of route for pedestrians
Hogsmill Cycle Route	Link to Ewell Village ponds	Continuation of on-going initiative in collaboration with partners to deliver strategic cycle link
Ewell Village consultation	Village centre	Undertake consultation and feasibility to determine what improvements may be available to enhance accessibility and environment
Ruxley Lane alley	Ruxley Lane to Scotts Farm Road	Following completion of deed of dedication for adjoining land, the path is to be widened (subject to monies becoming available)
Hospital Cluster Development	Bridleway between Hook Road and Chessington Road	To be progressed this year and to include a new toucan crossing over Chessington Road and the northern end
B280 – Route Study Christ Church Road		Feasibility complete. Maintenance measures identified are to be added to West St/Christ Church Road developer (West Park) funded scheme as resources and circumstances dictate.

OTHER INITIATIVES	
Location	Progress
Safety camera in Dorking Road	subject to funding
Kiln Lane Link	Government decision to dedicate funding towards this initiative has been deferred at least until 2016. However, Surrey remains committed to the objectives of the scheme and recognises the potential benefits that may be delivered.

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