

**SURREY COUNTY COUNCIL
LOCAL COMMITTEE IN EPSOM & EWELL
12 September 2011**

MEMBER QUESTIONS

**Question 1 Cllr Julie Morris
Re: Speed Cushions Burgh Heath Road**

There remains a distinct difference between the speed cushions on the lower section of Burgh Heath Road to those on the upper part. Those before the S-bend are of the original design and in a normal car can be driven at around 25mph comfortably whereas those on the upper part require driving speeds of around 10mph because of alteration caused during resurfacing works. Are there further remedial works planned and if not, why not?

Officer Response:

The speed cushions were revisited and amended following resurfacing work. The location will be visited once more and if it is found they do not meet agreed standards further amendment will be requested.

**Question 2 Cllr Julie Morris
Re: Drainage on Ashley Road**

Drains on Ashley Road are still blocked despite requests for clearance. Cycling is impossible uphill during rainfall because of the runoff downhill and there is still flooding at Downs Hill Road as a result. What is the timescale for clearing the Ashley Road drains. Burgh Heath Road suffers similar problems during heavy rainfall because the drains on the steepest part are blocked.

Officer Response:

The roads referred to above are included on the cyclical jetting programme and are therefore visited every six weeks. On occasion it may be that it is difficult to access the drainage system due to parked cars or the lids being difficult to remove. If the contractor is unable to clear the drainage system the local team are given a report detailing issues which then may require further investigation. In some instances this may require a more costly solution to be pursued eg if the system needs renewing, for which there are limited budgets. In many cases such as Downs Hill Road it is inevitable that drains will become blocked again once cleared given the debris which enters/blocks the system hence the need for a cyclical jetting programme. If the Member has any specific locations of concern the local team will investigate further.

Question 3 Cllr Michael Arthur
Re: Street Lighting in Kingston Road

For some months now there is a stretch of highway from the new crossing at Park Avenue West to Stoneleigh Park Road which has non-illuminated street lights making this a very dark area. I am told the reason is due to a cable rupture occurring during the crossing installation.

It is unacceptable to this situation continues, especially given the now lengthening hours of darkness.

Could I have assurance that this fault will be corrected most urgently, within 14 days?

Officer Response

The lighting units in question are affected by multiple cable faults and road traffic collisions.

These units have been identified as requiring major works like many assets along Kingston Road and Ewell By pass.

Having looked into the power supply within this area it is confirmed that the power has been obtained from the DNO (UK Power Networks). Unfortunately the DNO will no longer accept connections to its network where the main is located in the middle of the road as in this case it is.

We have taken a view of the whole road and it is our intention to bring forward the Column Replacement Program and carry out a whole scale replacement of the streetlighting columns along Kingston Road and Ewell By Pass to include the relocation of some column. In addition, as far as possible, the replacement of illuminated signs located within the centre of the road will also be undertaken at this time.

I can confirm the designs for this road have now been received and approved by the independent verifier (Motts) and as such we are in the process of final costing and presentation of the required works.

I would envisaged these works will be undertaken at the start of 2012

In addition to the above it has been confirmed to me that Skanska operative has been to site and carried out a repair to the lighting units between Park Avenue West and Stoneleigh Park Road the result of which has returned the majority of units back into light. I will of course undertake an inspection of this myself one evening this week.

Question 4 Cllr Neil Dallen
Re: Spread Eagle Junction

There are still too many occurrences of vehicles driving through the red lights at the Ashley Centre crossing when lights at the Spread Eagle junction are green. In addition there is a problem with the bleeping from the Ashley Centre crossing being heard at the Spread Eagle junction when the lights are still green.

The phasing and delays have been played about with for years and, to date, no successful result found.

What plans are there for finding a solution before there is a serious accident?

Officer Response

This issue was raised many years ago by Cllr Taylor. Following site visits, louvres were fitted to the green signal aspects at the main junction. This was done around Jan 2010.

The main signals change to green a variable time before vehicle greens at the pedestrian crossing change. This depends on variable inputs from UTC (Urban Traffic Control System), but is to ensure the space between the crossing and junction clears before vehicles at the crossing are given the signal to go.

There can be a problem sometimes and there are occasional complaints, but certainly not as much as before. There will be a risk at all locations and it no possible to ensure that everything is 100% safe.

There are options:

- Install a central island at the crossing - with additional signal risks, additional traffic delays, congestion and red light violation. Pedestrians will get caught in the centre of the junction
Not recommended.
- Narrow carriageway at crossing - bringing signals more into view. Risks: additional traffic delays, congestion and red light violation.
Not recommended.
- Remove delay between junction green and crossing vehicle green (simultaneous greens) Risks - Slight additional traffic delays.

Further investigation is recommended but this will most likely necessitate the whole UTC database being addressed.

There is currently no funding available within the highways budget to do anything other than maintain the current operation. Any modifications requested would therefore need to be financed from other sources.