

**SURREY COUNTY COUNCIL
LOCAL COMMITTEE IN EPSOM & EWELL
9 March 2015**

MEMBER QUESTIONS

**Question 1 Cllr Neil Dallen
Re: West Street Traffic signals**

A few Local Committee meetings ago I brought up the problem with exit from West Street at the traffic lights. I have checked again by driving in and turning round. It is impossible to see traffic signals when exiting from shop entrance. There have been a number of near misses. What changes can be made to ensure that the traffic lights can be seen? When can they be made?

Officer Response:

When exiting from the private shop frontage there is a line of dropped kerbs on the boundary with the public highway. If a vehicle waits at this line to observe the traffic signal heads they can be seen clearly as demonstrated in the photographs below.



**Question 2 Cllr Neil Dallen
Re: Temple Road**

Temple Road has a problem with speeding traffic. Residents would like a 20mph speed limit for a number of very good reasons. Whether the reduced speed limit is agreed or not, speeding down this road can only be 'enforced' by highway engineering changes (eg humps or chicanes). Can some changes be proposed and implemented before a fatality occurs?

Officer Response:

Surrey County Council's website has a copy of Surrey's Speed Limit Policy.

www.new.surreycc.gov.uk/roads-and-transport/road-safety/speed-limits

With regards to traffic calming measures, when the parking bays were introduced some time ago it was with the intention of creating a chicane effect, with bays on alternate sides of the road. When the road was last resurfaced the centre line was re-laid to emphasise this chicane effect.

The accident data shows 3 personal injury collisions, all in 2011, but none since. It would not be considered a high priority for further traffic calming measures.

Question 3 Cllr Jan Mason

Re: Quality concerns on some resurfacing work

Could officers please inform me as to why roads that were resurfaced last year in Project Horizon were done to a decent standard, but the roads that were resurfaced in 2013 still under Project Horizon were done to a lesser standard. I raise this because Amis and Derek Avenues were resurfaced (at long last) in summer of 2013. Some 4 months after the work was completed I reported that the road surface was lifting on the bend of Amis Avenue. Officers said it wasn't bad enough to warrant any further work to it. However now some 18 months after the completion both roads have numerous cracks across the entire width of the road. In Amis alone there are 21- and rising- cracks and a similar number in Derek Avenue. Also where there were dips in the cement based roads before they are still there filling with water each time it rains. When you drive along these roads all the original dips and faults are still there. This is totally unsatisfactory. I have visited Hazon Way recently and it has been resurfaced to a good standard and my question is why in 2013 the same standard of work was not carried out. I wish for officers to carry out a site visit and get the road resurfaced to a good standard.

Officer Response:

Derek Avenue and Amis Avenue both have a concrete underlying structure. The most recent resurfacing was a microasphalt, which is a thin bituminous seal laid on top of the existing surface. At the time this was completed, there was no work done to address any underlying structural weakness in the roads. The purpose of microasphalt (and indeed other surface treatments like surface dressing) is to seal the existing road, for approximately 10% of the cost of a full reconstruction, and in doing so extend the life of the road by approximately 5 years. The additional life achievable depends very much on the condition of the underlying structure. The structure of Derek Avenue and Amis Avenue is sound for the most part; it is unfortunate that the concrete was ever overlaid with asphalt at all. There are a number of small sections that would benefit from structural repairs. Otherwise it is the overlaid microasphalt that is starting to fail; having overlaid these roads two or three times in the last few years, the only remaining option is to plane off the overlaid surface treatments and resurface using a regular asphalt material. Committee should note that this would cost approximately ten times the cost of a surface treatment.

Question 4 Cllr Jan Mason

Re: Jasmin Road/Nightingale Drive Resurfacing

Many residents from Jasmin Road have contacted me regarding the resurfacing of their road as promised in the Project Horizon Year 2 (for the year 2014)

I enquired and was told it would be done in the Spring of 2015. I then advertised this in our winter newsletter. However from a recent report I see that Jasmin Road and Nightingale Drive have been put back with the comment "design" next to it. Please could someone explain why as both roads are only having the entrance to the estate resurfaced SCC now needs to draw up a design? Indeed one local Cllr complained that their car went down one of the pot holes in Jasmin Road.

Officer Response:

Jasmin Road and Nightingale Drive are on the Yr 3 (2015) programme. However as per the report they were marked as in design, as being concrete roads, they require specialist works (which we are aiming to carry out on a coordinated programme). We will be able to update in more detail on when the work will be carried out in the updated reports to follow. Pot Holes should be dealt with from our maintenance dept following the standard safety criteria until full surfacing works are carried out.

**Question 5 Cllr Jan Mason
Re: Gatley Avenue, surfacing**

The road surface of Gatley Avenue is in an appalling state. It is a well used road with lorries using it to turn round at the roundabout to enable them to get back out of Gatley Avenue shopping parade on to Ruxley Lane. Can officers please confirm that this road is definitely on the list for resurfacing this year?

Officer Response:

Gatley Avenue is still on the Horizon Programme and is scheduled for either year four (2016-17) or year five (2017-18)

**Question 6 Cllr Jan Mason
Re: Pavement surfacing**

Does anyone check the workmanship of slurry covered pavements? Amis and Derek Ave were done 5 years ago (in February and in heavy rain). Half the driveways have lifted and look dreadful. The pavement outside my house is so bad, a resident fell over because of the camber. Why was slurry chosen for pathways that had not been resurfaced since 1937? These roads are heavily used by residents using Chessington North Station and Epsom and Ewell High School. When will SCC carry out a thorough inspection?

Officer Response:

The purpose of footway slurry, rather like surface treatment for carriageways, is to seal the existing surface and refresh the slip resistance. It can extend the life of an existing footway by up to approximately five years, depending on the condition of the underlying structure. It does not stand up well to trafficking, as it was never intended for this purpose. Like surface treatment for carriageways, it is approximately 10% of the cost of a full reconstruction. The workmanship is not in question here.

**Question 7 Cllr Jan Mason
Re: Cuts to Youth Service Grants**

Following the decision to cut the Youth Service Budget can officers confirm that discussions have been held and/or recommendations have been made to cut Individual Prevention Grants and Small Grants. If these grants are to be cut what is estimated saving County wide and within Epsom and Ewell.

Officer Response:

Surrey County Council (SCC) is looking to achieve overall savings of £62 million in 2015/16, the Children, Schools and Families directorate is looking to save £12.1 million and, as part of this, Services for Young People (SYP) is being asked to save £1.9 million. This is in addition to approximately £700,000 of lost income, which jointly equates to a total of around 16% of SYP's discretionary budget.

The decisions about budget reductions were taken by SCC's Cabinet, as part of the overall budget setting process. During these discussions SYP Officers clearly set out to Cabinet what the impact of budget reductions would be on the SYP offer to young people in the county. This was informed by the relative impact of the services concerned on our goal of employability for young people. Following debate about how SCC should respond to the range of budget pressures, Cabinet's decision on 3 February was to recommend the draft Medium Term Financial Plan 2015-16 on 3 February 2015, inclusive of a £1.9 million reduction to SYP for 2015-16. This was approved by The County Council on 10 February 2015.

Whilst SYP is responding as positively as possible to the Cabinet decision, through focussing on how it can generate additional income, improve efficiency and deliver services differently, the service has had to make a number of changes to its intended model of delivery for 2015-16. This model was set out in the 'Creating Opportunities for Young People: Re-commissioning for 2015-20' report to Cabinet on 23 September 2014.

The Project Board for the 2015-20 SYP re-commissioning project is chaired by Clare Curran, Associate Cabinet Member for Young People, and also includes four other elected Members as well as representative young people. On 10 February 2015 SYP Officers consulted with the Board about the budget position and the implications of this for the service. This included the proposal not to continue with the Youth Small Grants and Individual Prevention Grants programmes, alongside a package of additional savings and increased income generation targets.

The countywide value of the Youth Small Grants programme was £242,000 in 2015-16 (inclusive of a £22,000 administration cost), of which £15,000 was earmarked for projects in Epsom and Ewell. This programme allocated small grants to local youth organisations, but, of the range of our commissions, had the least direct impact on ensuring young people are employable.

The countywide value of the Individual Prevention Grants programme was £176,000 in 2015-16, of which £8,500 was allocated to Epsom and Ewell. We have retained a core of £60,000 funding to be held centrally for emergency grants and are exploring options to secure external funding, albeit a smaller amount, to continue some of the work of the programme in 2015-16.

A paper explaining the impact of the SYP budget changes will be taken before the Children and Education Select Committee on 26 March 2015, which will provide an opportunity for further scrutiny.

A full breakdown of the planned reductions to SYP services as a result of overall budget reductions is provided in the table below:

Table 1 - Services for Young People 2015-16 Budget Reductions

| Service Area | Funding reduction in 2015-16 (£) |
|-------------------------------------------------|-----------------------------------------|
| Commissioning & Development | -1,130,000 |
| Community Grant (previously Youth Small Grants) | -235,000 |
| Community Youth Work | -300,000 |
| Commissioning & Development | -250,000 |
| Local Prevention (in Neighbourhood) | -110,000 |
| Local Prevention (One to One Early Help) | 0 |
| Year 11-12 contract | -105,000 |
| Individual Prevention Grant | -130,000 |
| Youth Support Service | -770,000 |
| Community Skills | -490,000 |
| Youth Support Services | -280,000 |
| Other reductions / Activities not funded | -710,598 |
| Leader's Ready for Work Funding | -250,000 |
| Youth Contract Grant | -270,000 |
| Youth Justice Board Grant | -73,000 |
| Woking Borough Council | -37,000 |
| Further YSS staffing reduction | -1,660 |
| SYP Income | -78,938 |
| Total Services for Young People Savings | -2,610,598 |

**Question 8 Cllr Michael Arthur
Re: Kiln Lane/East Street signals**

Notwithstanding the reply to my question at the December 14 meeting the traffic signals remain at fault and I am disappointed that these defects now pertain for around nine months causing unnecessary delay on forward running of the very busy A24 in both directions. Can very urgent attention please be given?

Officer Response:

Since the last Committee when I was assured the fault had been remedied on the 4th December, the contractor has been back to the site on a number of occasions. Each time I have been told it is working properly again, I check and find it is still bringing up a green signal for Dirdene Gardens when there is no demand. I have been assured that the contractor will be back to fix the fault as a matter of urgency.

**Question 9 Cllr Michael Arthur
Re: East Street Cycle Route**

A condition within the planning approval dated 30th April 2013 for a multi-deck car park for the Superstore at Kiln Lane was that the applicant was required to construct a cycle way between the store and the Town Centre before commencing operation of the deck. Given that rumour has it that the applicant may well not proceed with this proposal and that the validity of this permission expires in just over 13 months time, can early consideration be given to re-instatement of an earlier and similar (but then dropped) SCC scheme?

Officer Response:

There are no plans to implement the East Street Cycleway from SCC funds at this time. The Sainsbury's proposal is still a realistic prospect, but we will have to wait until the expiry of the planning agreement before any action is taken.

There would be two alternative sources of funding for this scheme if the developer were not to implement it. If the Local Committee considered the scheme to be of high enough priority, the Local Committee could allocate funding or alternatively Epsom and Ewell Borough Council may be favourable to a bid for CIL funding to construct the scheme.

**Question 10 Cllr Michael Arthur
Re: Chantilly Way**

One of my constituents is a rider/owner using Horton Farm Livery Yard and has drawn attention to the necessity to use the road/pathway for hacking horses to Horton Country Park because their track is waterlogged and basically unrideable.

There have been recent instances of speeding traffic, especially HGV's frightening horses and the consequent threat to riders.

There is an increasing volume of traffic using this road and a request has been made to erect some speed restriction awareness signs, ridden signs, etc. and to promote a desire to "Slow down for Horses".

Could this be addressed please?

Officer Response:

One of the proposed schemes in the next Financial Year's (2015-16) programme of ITS schemes is a Speed Management scheme for Chantilly Way. If the Local Committee were to approve the recommended programme of ITS schemes, we could take into account the concerns raised in the development of this scheme.

The proposed scheme could include horse warning signs if appropriate. However horses should not be using the shared use footway / cycleway running along Chantilly Way as it is not a bridleway.