



**OFFICER REPORT TO LOCAL COMMITTEE
(MOLE VALLEY)**

**REVIEW OF TRANSPORTATION S106 EXPENDITURE IN
LEATHERHEAD**

13 SEPTEMBER 2010

KEY ISSUE

A review of all recent transportation Section 106 expenditure within the vicinity of Leatherhead town centre

SUMMARY

Over the past few years £1,369,000 has been secured through section 106 agreements by Surrey County Council, within Mole Valley. Of this money £1,192,000 has been secured from developments in the Leatherhead area.

In June 2009, the Local Committee gave approval to a number of highway improvement schemes, to be funded using s106. A number of these schemes have been completed but not within the indicative costs originally presented to the committee.

This report reviews scheme delivery and expenditure to date and sets out how s106 expenditure can be better managed.

OFFICER RECOMMENDATIONS

The Local Committee (Mole Valley) is asked to agree that:

- (i) Following committee approval of spending plans for Section 106 monies across Mole Valley, any material change in scheme or cost is taken back to committee for consideration or, when time

constraints do not permit, the Chairman, Vice Chairman and local member.

- (ii) A fuller report will be taken to the Local Committee setting out options for spending the remaining money within Leatherhead.

1 INTRODUCTION AND BACKGROUND

- 1.1 Transportation Development Control has over the past 3 years secured £1,192,000 through section 106 agreements from developments in the Leatherhead area. The purpose of the money is to carry out works to mitigate the impact of those developments on the existing highways infrastructure, with an emphasis on schemes aimed at encouraging pedestrians, cyclist and the use of public transport.
- 1.2 Works commenced in 2008 on improvements to pedestrian facilities within the town centre, as well as specific schemes at Hawks Hill / Cobham Road and at Gravel Hill. In the early part of 2009 Surrey County Council arranged consultation meetings with SCC cycling and access officers, safer routes to school officers, the police and John Meudell from the Mole Valley Cycling Forum. At these meetings the various interested parties were asked for their suggestions on appropriate schemes, which included the Knoll Roundabout and Epsom Road.
- 1.3 A report was taken to the Local Committee in June 2009 entitled Highway Improvements Leatherhead, this report at **Annexe A** set out the options for the spending of monies obtained under Section 106 agreements, secured by Transportation Development Control, over the past 3 years. The reported recommended approval of 6 schemes to be progressed or further investigated.
- 1.4 The report set out the location of each scheme, a brief outline of the works, as well as an indicative cost of each based upon the original outline proposals. The Committee approved the recommendation.
- 1.5 In the July, following the Committee, works commenced on the scheme at Knoll Roundabout and Epsom Road. The works, with an original estimated cost, at the time of the Local Committee decision, of £300,000 involved widening the existing footways along Epsom Road and Leatherhead Road, and the provision of a new footway along Bypass Road. At the Knoll Roundabout high kerbs and guardrails were provided to protect pedestrians, as well as re-surfacing and the provision of anti-skid surfaces on the approaches.
- 1.6 This report provides an up-date on the scheme and the total cost of the works together with an explanation why they are in excess of the

estimated costs provided to the committee. However, it should be noted that the works that have been completed last year have improved safety and provided better facilities for vulnerable users, such as pedestrians, particularly school children and those with mobility concerns.

2 ANALYSIS

- 2.1 The estimate given to the Committee was based upon the information available at that time and were indicative based upon the available drawings, which were those presented to the committee. Following committee approval a detailed scheme was drawn up and a further estimate was prepared based upon these. This estimate produced by the contractor for the Knoll Roundabout alone was £298,884 but included only a minimal amount of resurfacing as this was what was considered necessary at the time..
- 2.2 Following further detailed consideration of the project a further estimate of £424,553 for the roundabout works alone was produced prior to the works commencing late July 2009, which more accurately reflected the amount of work required. The estimate and extent of works were based upon visual inspection while the roundabout was open to traffic rather than detailed inspection and testing with closures. Given the nature of the works, involving closures, night work and diversions it was necessary to programme the work carefully in order to minimise disruption and to avoid the school term. For this reason it was decided that the best time to carry out the works was during the summer school holidays, with works commencing on 27th July.
- 2.3 As with all schemes, conditions on site dictate the extent of the works and these are often only known once work has commenced and often involve additional works being carried out. In this instance there were a number of changes and additional work required due to the existing condition of both the roundabout and its approaches. Much of this additional work was essentially maintenance, but had to be carried out in order that the improvement scheme could be carried out.
- 2.4 It was necessary to patch greater areas of carriageway due to deformation and cracking, beyond the areas previously identified, which had to be carried out at night when closures were in operation, due to the fact that it was not possible to close the road during the day. In addition there were extra areas of excavation and kerbing, as well as signs and the electrical connections to them.
- 2.5 The net effect of the additional works results in a construction cost of £454,143, which is not significantly above the detailed estimate, but significantly above the cost provided to the local committee. However, when indices for price fluctuation included in the contract and fees are added in the total cost is £538,877 for Knoll Roundabout.

- 2.6 Of the additional spend approximately £120,000 can be attributed to essential maintenance works that were required to be carried out in order that the improvement scheme could be completed. One of the main elements of this was resurfacing and patching on the approaches to the roundabout necessary to successfully lay the anti-skid surfacing, an important aspect of the safety scheme. As soon as the need came to light, efforts were made to have this maintenance element carried out by Surrey's maintenance contractor but unfortunately it was not planned maintenance and did not form part of their work programme.
- 2.7 At this point, given the time constraints, the additional spend and the reasons for it, set out above should have been, at least, taken to the Chair of the committee, vice chair and local member for their consideration. In future this will happen if Recommendation 1 is carried at the Local Committee today.
- 2.8 When the works on Epsom Road are added, including indices and fees, the combined cost of the works is £626,852.30, with the total cost of these works including fees being £87,975.07.
- 2.9 The original scheme, for Epsom Road, had been to construct a shared cycleway/footway that would have required minimal widening, however, following concerns expressed at the June 2009 Committee it was decided to amend the design to provide a segregated facility. Clearly, to provide a segregated facility with 2 metres for pedestrians and 1.5 metres for cyclists required a greater width, and this obviously raised the costs proportionately.
- 2.10 However, following concerns expressed after its' introduction the segregated route has been taken out. The cycle use originally outlined will be considered, both by SCC Members and more broadly via the Local Committee at a date to be decided. It is intended that consultation with local people and the Mole Valley Cycle Forum will be carried out in advance of the proposed report to the Local Committee.

3 OTHER WORKS

- 3.1 In terms of the other schemes that were presented to the June 2009 committee the current situation is as follows:-
- Randalls Road Cycle and pedestrian link - This scheme has yet to be progressed.
 - Station Approach Improvement - Work has been carried out on the feasibility of this scheme and the view has been taken that the scheme, as approved, is not achievable without considerable disruption to Leatherhead Town Centre and at a considerable cost. In order to carry the piling work necessary to widen the road Station

Approach would have to be closed for a considerable length of time.

- Accessibility Improvements - The accessibility works have continued at numerous locations within the town centre bringing existing crossing point in line with current standards, and providing dropped kerbs and tactile paving where none previously existed. The total cost of these works is £168,822.16.
- Road Sign Improvements - This scheme has yet to be progressed.
- Pedestrian Cycle Scheme Leatherhead Station to Leisure Centre - Further investigation into the development of pedestrian and cycle schemes between Leatherhead Station and the Leisure Centre are ongoing. This including consideration of the feasibility of providing an improved crossing point across Waterway Road at the Mill Lane junction.

- 3.2 In addition to the above works monies have been requested by the Passenger Transport Group towards the upgrading of facilities at the station and within the town centre. This money comes from the redevelopment of the PIRA site and can only be used for improvement to public transport facilities, as it was agreed with the developer of the site that any money remaining from the issue of travel vouchers could be spent accordingly.

4 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 4.1 The works have been paid for utilising monies received through contributions from a number of developments across the Leatherhead area and not from Surrey Highways budget. The level of the work that has been carried out reflects the money that has been spent and meets the objectives of the original scheme.
- 4.2 However, the financial implication for the remainder of the programme of works that was approved by the Committee in June 2009 is negated by the fact that the previously approved Station Approach Scheme will not be progressed in its intended form.
- 4.3 It is acknowledged that the changes to the original scheme and the significant cost changes associated should have been reported to the Local Committee. However, all costs were necessary to achieve the overall aims of the schemes approved by the Local Committee. It is essential that options for spending remaining section 106 funds for highways are provided to the Committee with subsequent reports regarding any material changes. These intentions are encapsulated in the Recommendations of this report.
- 4.4 A financial audit of this scheme is to be carried out by Surrey's internal Audit team to ensure that it provided value for money for the level of work carried out.

5 EQUALITIES AND DIVERSITY IMPLICATIONS

- 5.1 The Knoll Roundabout scheme has produced an environment that provides better protection for vulnerable road users at an extremely busy and important junction within the highway network.
- 5.2 The scheme that has been carried out at Epsom Road has provided a better environment for vulnerable highway users.

6 CRIME AND DISORDER IMPLICATIONS

- 6.1 None

7 CONCLUSIONS AND RECOMMENDATIONS

- 7.1 Highway improvements have been carried out in accordance with the previous committee recommendation in June 2009 and in light of requests / concerns of the public and councillors. However, in the case of the works at the Knoll Roundabout the total cost of the completed scheme was significantly in excess of the initial estimate provided to the committee.
- 7.2 Clearly, the overspend on the Knoll Roundabout could have had an effect on the rest of the schemes within the programme previously approved, although this has been negated by previously approved scheme for Station Approach not being viable to progress in its current form. Had the committee had the more detailed estimate at the time of the committee the recommendation made may have been different. The committee may have considered that other schemes within the programme were more desirable or cost effective.
- 7.3 It is therefore recommended that following committee approval, any material change in scheme or cost prior to commencement of construction are taken back to committee for consideration. However, it should be noted in relation to the works at Knoll Roundabout these were programmed towards a specific window of opportunity to minimise disruption to traffic and to local schools and therefore referring back to committee would have meant that the time slot would have been lost. In such instances where committee schedules do not permit that it is referred to the Chairman, Vice Chairman and local member.

8 REASON FOR RECOMMENDATION

- 8.1 Approval of the recommendation will allow members of the committee to have the most accurate and up-to-date information when considering proposals and their cost effectiveness.

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BACKGROUND PAPERS: Local Committee report in June 2009 entitled Highway Improvements Leatherhead

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To follow item: