

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (EPSOM & EWELL)

DATE: 9TH DECEMBER 2013

LEAD OFFICER: NICK HEALEY, AREA TEAM MANAGER (NE)

SUBJECT: HIGHWAYS UPDATE

DIVISION: ALL



SUMMARY OF ISSUE:

This report summarises progress with the Local Committee's programme of Highways works for the Financial Year 2013-14.

Recommendations are made for next Financial Year's Integrated Transport Schemes (ITS) programme.

Members are asked to work with the Area Team Manager to identify their Divisional Programmes for 2014-15.

RECOMMENDATIONS:

The Local Committee (Epsom & Ewell) is asked to:

- (i) Agree to reallocate £35,000 from this Financial Year's Pooled Capital Allocation to capital maintenance of footways, and to authorise the Area Team Manager to decide which footway repair schemes to take forwards in consultation with the Chairman, Vice Chairman and relevant Divisional Members (paragraphs 2.8 and 2.9 refer);
- (ii) Agree the 2014-15 programme of Integrated Transport Schemes as set out in paragraph 2.7 below, with the Tattenham Corner Road flooding scheme and the schemes relating to the Ewell Village AQMA as being the highest priorities;
- (iii) Authorise the Area Team Manager in consultation with the Chairman, Vice Chairman, to decide Divisional Programmes for next Financial Year, in the event that individual Divisional Members have not indicated their priorities by 15th January 2014 (paragraph 2.20 refers);
- (iv) Authorise the Area Team Manager in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s) to undertake all necessary procedures to deliver the agreed programmes.

REASONS FOR RECOMMENDATIONS:

The recommendations are intended to enable the 2013-14 Highways programmes funded by the Local Committee to be decided in good time to facilitate timely delivery of those programmes.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Surrey County Council's Local Transport Plan (LTP) aims to improve the highway network for all users. In general terms it aims to reduce congestion, improve accessibility, reduce the frequency and severity of road casualties, improve the environment, and maintain the network so that it is safe for public use.
- 1.2 The Local Committee in Epsom and Ewell has been delegated Highway budgets in the current Financial Year 2013-14 as follows:
- Local Revenue: £189,401
 - Community Enhancement: £25,000
 - Capital Integrated Transport Schemes: £108,483
 - Capital Maintenance: £108,483
 - **Total: £431,367**
- 1.3 The funds delegated to the Local Committee are in addition to funds allocated at a County level to cover various Highways maintenance and improvement activities, including inspection and repair of safety defects, resurfacing, structures, vegetation maintenance, and drainage.

2. ANALYSIS:

Annual Local Revenue and Capital Programmes

- 2.1 In December 2012 Committee approved the 2013-14 budget allocations shown in Table 1 below:

Table 1 Approved allocation of budgets for 2013-14

Approved allocation	Amount
Pooled Revenue	£100,000
Pooled Capital	£100,000
Divisional Allocations	£231,367 (£46,273.40 per Division)
Total	£431,367

- 2.2 The Pooled Revenue is being used to fund the following activities:
- Contribution to Annual Parking Review
 - Community Gang
 - Extra jetting
 - Signs and road markings
 - Other reactive maintenance works
- 2.3 The Pooled Capital is being used to promote capital schemes that were identified with Members last Financial Year and reported to Committee in March 2013. Table 2 below summarises progress with this capital programme:

Table 2 Progress with Annual Capital Programme

Scheme	Description	Progress	Cost
Spread Eagle Junction	Extend footway on Ashley Road arm to reduce crossing distance, and align tactile paving.	Committee decided in September 2013 to defer this scheme until the outcome of the Plan E Major Scheme bid is known.	-
Hogsmill cycle / footbridge at Green Lanes	New bridge to complete missing link.	Complete.	-
South Street / Ashley Avenue pedestrian phase	Introduction of new pedestrian phase to existing traffic signals.	Committee decided in September 2013 to defer this scheme until the outcome of the Plan E Major Scheme bid is known.	£1,000 <i>(Cost to complete detailed design)</i>
Station Approach	Road space allocation following development – also two new cycle routes in accordance with s106 agreements	Under construction. See separate report on Waterloo Road element of this scheme.	£215,000 <i>Including two new cycle routes – note £166k s106 funding available.</i>
Tattenham Corner Road Flooding	Investigation and resolution of ponding opposite Grandstand.	Geotechnical investigation complete. Options for resolving the problem being developed. Unlikely to have preferred option in time to implement this FY. Need to reallocate budget.	£15,000 <i>Cost for investigation and design only</i>
Quadrant junction resurfacing	Resurfacing of area between East Street, Upper High Street, Church Street and Depot Road	The Year 2 Project Horizon programme includes: <ul style="list-style-type: none"> • High Street, between Ashley Road and East Street • Church Street, between High Street and Downs Road 	-
Total – noting that costs are approximate			£231,000

2.4 The total cost of the scheme in Station Approach, together with the costs of the two cycle routes, will total approximately £215,000 including fees, traffic orders, etc. The s106 agreement monies contributed in relation to the redevelopment of Epsom Station total £166,000. This means that the Station Approach scheme would require approximately £49,000 funding from the Local Committee's Pooled Capital Allocation. The Waterloo Road element of this scheme is the subject of a separate report to Committee, following an informal Member briefing in November 2013.

2.5 The options to resolve the ongoing flooding problems on Tattenham Corner Road are proving more difficult to identify than first anticipated. Officers commissioned Atkins to investigate the problem and propose a solution. The

geotechnical investigation suggests that a soakaway would need to be at least 7m deep for water to be able to filter into the underlying geology at the required rate. Atkins suggested provision of a single new soakaway with capacity to cater for a 1 in 20 year road event. Capacity calculations suggest that a single new soakaway would need to be 10m deep and 2.5m wide.

- 2.6 The solution suggested by Atkins would undoubtedly work – in so far as it would prevent flooding in Tattenham Corner Road for all but the most extreme weather events. However this solution requires substantial machinery to be deployed to site to construct the soakaway, and would present significant ongoing maintenance challenges. Furthermore the cost of this solution could well prove prohibitive. Therefore officers are exploring alternative options. Unfortunately this means it is unlikely that a preferred option will be identified in time to construct the scheme this Financial Year. Officers will work with the existing drainage system to ensure so far as is reasonably practicable that Tattenham Corner Road does not flood during Autumn and Winter.
- 2.7 The work with the existing drainage system will be funded from Surrey Highways's central budgets. This means that only £15,000 is likely to be spent on this scheme from the Local Committee's Pooled Capital Allocation this Financial Year. It is recommended that this scheme be the highest priority scheme for funding from next Financial Year's Pooled Capital Allocation, to ensure that the safety concerns arising out of the regular flooding of Tattenham Corner Road are resolved permanently.
- 2.8 The total funding required from the Local Committee's Pooled Capital Allocation, taking into account the latest positions of the schemes detailed in Table 2 above, is approximately £65,000. This means there is approximately £35,000 remaining that will need to be re-allocated. In view of the limited time remaining this Financial Year, it is recommended that this £35,000 is spent on capital maintenance of footways. The following footways have been identified as being in need of repair, and by their nature lend themselves to quick delivery:
- Vicarage Lane, Ewell;
 - Epsom Road / Ewell Bypass – on the northern side between Redwood Court and The Elders and the Tesco / Esso garage;
 - Scotts Close;
 - Jasmine Road;
 - Kirby Close;
 - Edenfield Gardens, between Shadbolt Park and Woodlands Avenue.
- 2.9 It will not be possible to treat all these with the £35,000 available. Officers will calculate the costs of each of these. Once the costs are known it is recommended that the Area Team Manager be delegated authority to decide which of these footway repair schemes to take forwards, in consultation with the Chairman, Vice Chairman and the Divisional Member(s) for the recommended footways.

2013-14 Divisional Programmes

- 2.10 The Divisional Programmes have been developed in consultation with Members to invest the five £46,273.40 Divisional Allocations in maintenance and improvement schemes across the Borough. Although it is not possible to spend precisely £46,273.40 in each Division, the Divisional Programmes have

been designed to provide as even a share in each Division as reasonably practicable.

2.11 Table 3 details progress with this Financial Year's Divisional Programmes.

Table 3 Progress with 2013-14 Divisional Programmes

Location	Proposed works	Cost	Status
West Drive, Cheam (patch near junction with Harefield Avenue)	LSR	£20,800	Complete; erroneous road markings now corrected.
West Drive, Cheam (junction with Nonsuch Walk)	LSR	£23,600	Complete. Payment being withheld pending outcome of investigation into quality concerns. Will review in March.
Melton Place	LSR	£12,000	Surfacing complete
Lincoln Walk	LSR	£4,200	Surfacing complete
Ruxley Lane antiskid on approaches to crossing near Cox Lane	Renew antiskid	£14,200	Surfacing complete – awaiting results of skid resistance testing
Ruxley Lane ironwork	Repairs (lifting) to iron work to reduce clunking and improve ride quality	Revenue funded	Complete
Northcroft Road	Microasphalt	£3,500	Complete but minor quality concerns.
Gadesden Road	LSR	£5,800	Complete
Temple Road pedestrian crossing facilities	Feasibility study to identify possible improvements to pedestrian crossing facilities at the foot of Temple Road		Deferred following review with Divisional Member.
Hook Road jw Lower Road pedestrian crossing facilities	Feasibility study to identify possible improvements to pedestrian crossing improvements	£5,000	Needs design brief.
Malston / Parkhurst / Titchmarsh	Signs / markings to clarify priority		Deferred following review with Divisional Member.
Brettgrave / Hook Road bellmouth	Overlay	£5,200	Surfacing complete – awaiting road markings

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Location	Proposed works	Cost	Status
Pound Lane between Temple Road and the end	Complete missing link in cycle route – signs / markings and resurfacing	£20,000	Walk through completed. Awaiting works order.
Middle Lane	Microasphalt	£8,000	Complete but quality concerns.
Tattenham Corner Road Flooding	Investigation and resolution of ponding opposite Grandstand.	Up to £46,000	See comments above. Officers will reallocate this allocation in consultation with the Divisional Member.
Mavis Avenue	Microasphalt	£18,000	Complete but minor quality concerns. Bellmouth not included in scheme but now deteriorating.
Inveresk Gardens	Microasphalt	£15,000	Complete but minor quality concerns.
A240 Slip Road (Ruxley Lane north bound)	Microasphalt		Walk through completed. Awaiting works order. <i>Need to decide whether to proceed.</i>
Second headway into The Warren (second from the Kingston Road)	LSR	£6,700	Complete
Sterry Drive	Microasphalt	£9,000	Complete but minor quality concerns.
Bradford Drive	LSR	£18,100	Complete. <i>2012-13 scheme delayed and implemented in 2013-14</i>
Total programme value – noting that costs are approximate		£235,100	

2.12 Committee will observe that the total value of the Divisional Programmes exceeds the available budget slightly. As many of the schemes detailed in Table 3 are either complete or nearly complete, the respective costs will soon crystallise. Officers will keep the Chairman, Vice Chairman and appropriate Divisional Member updated as these schemes progress, to take decisions as costs are refined. The allocation of up to £46,000 for the Tattenham Corner Road scheme will be reallocated in consultation with the Divisional Member.

Programme Monitoring and Reporting

2.13 Officers will update Committee with progress in the delivery of its works programmes at each Committee meeting. In addition the Committee are provided with detailed monthly finance updates, which detail all the orders raised against the various budgets, as well as the works planned for each of the budgets.

Priorities for 2014-15 – Pooled Capital

- 2.14 Table 4 shows next Financial Year's budget allocations that were approved by Committee in September 2013.

Table 4 Recommended allocation of budgets for 2014-15

Approved allocation	Amount
Pooled Revenue	£100,000
Pooled Capital	£100,000
Divisional Allocations	£231,367 (£46,273.40 per Division)
Total	£431,367

- 2.15 The list of suggested Integrated Transport Schemes (ITS) for Epsom and Ewell is included in Annex A. This list is maintained by officers. It is scored according to Surrey County Council's LTP3 objectives. An approximate cost of each suggestion is used to calculate a cost benefit ratio. The schemes are then ranked according to the cost benefit ratio.
- 2.16 With three exceptions the schemes that score most highly in terms of their cost benefit ratio are those schemes related to the Ewell Village Air Quality Management Area (AQMA). There is significant funding arising out the St Ebba's development to fund some of these improvements, but the available developer funding would not cover the full cost of all these schemes. The available developer funding has already paid for the construction of the widened footway in Spring Street, and feasibility and design work relating to the other schemes. The three exceptions are all within the Town Centre area that would be remodelled in the context of the Plan E Major Scheme, were this scheme to go ahead as anticipated in 2015-16.
- 2.17 In view of the comments relating to the Tattenham Corner Road flooding scheme above, the prominence of the schemes relating to the Ewell Village AQMA within the ranked schemes in Annex A, and the fact that these schemes are already being developed this Financial Year, the following are recommended to Committee as being priority schemes for next Financial Year's Pooled Capital Allocation:
- Tattenham Corner Road flooding scheme;
 - Schemes relating to the Ewell Village AQMA.
- 2.18 If Committee were to approve these priorities, officers would continue to develop the schemes relating to the Ewell Village AQMA in consultation with the Chairman and Divisional Member. Once the likely costs of those schemes were known, officers would then prioritise individual schemes for implementation, again in consultation with the Chairman and Divisional Member, undertaking public consultation as appropriate.

Priorities for 2014-15 – Divisional Programmes

- 2.19 In December 2013 all Divisional Members will be provided with a list of priced suggestions for spending their respective Divisional Allocations. Officers maintain a list of suggestions on behalf of Members; drawn in the main from Members' and residents' requests, officers' observations, and questions and

petitions raise at Committee. Members will be aware of the centrally funded Operation Horizon programme; the list of suggestions for Divisional Programmes has already been coordinated with the Operation Horizon programme to ensure there is no duplication.

- 2.20 Members are asked to indicate their priorities for next Financial Year's Divisional Programmes as soon as possible, to enable officers to plan for the delivery of next Financial Year's programme of works. In the event that Divisional Members do not indicate their priorities in good time to finalise next Financial Year's programme it is recommended to authorise the Area Team Manager to decide Divisional Programmes on their behalf, in consultation with the Chairman and Vice chairman. It is recommended to set a deadline of 15th January 2014 for Divisional Members to indicate their priorities.

Developer funded schemes

- 2.21 A number of developer schemes are due to be implemented in Epsom and Ewell this Financial Year:

- Spring Street, Ewell Village – complete;
- Chessington Road Toucan Crossing – complete;
- West Hill Cycle Route – due to start construction imminently;
- East Street Cycle Route – currently in detailed design.

- 2.22 Officers will keep Committee updated with any progress with these schemes.

3. OPTIONS:

- 3.1 Committee is asked to agree priorities for next Financial Year's Pooled Capital Allocation.

4. CONSULTATIONS:

- 4.1 None at this stage. Officers will consult the Chairman, Vice Chairman and Divisional Members as appropriate in the delivery of the programmes detailed above.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 The financial implications of this paper are detailed in section 2 above.

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

7. LOCALISM:

- 7.1 The Local Committee has prioritised its expenditure according to local priorities.

8. OTHER IMPLICATIONS:

- 8.1 A well-managed highway network can contribute to reduction in crime and disorder as well as improve peoples' perception of crime.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 This Financial Year's programmes are being delivered.
- 9.2 Members are asked to approve the priorities for next Financial Year's Pooled Capital Allocation.
- 9.3 Members are asked to work with Officers to identify individual schemes for next Financial Year's Divisional Programmes.

10. WHAT HAPPENS NEXT:

- 10.1 The Area Team Manager will work with Divisional Members, the Chairman and Vice-Chairman to deliver this Financial Year's Divisional Programmes, and to identify individual schemes for next Financial Year's Divisional Programmes.

Contact Officer: Nick Healey, Area Team Manager (NE)

Consulted: None.

Annexes: 1

Sources/background papers: None.

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