



## OFFICER REPORT TO LOCAL COMMITTEE (Epsom and Ewell)

Highways Update  
10<sup>th</sup> December 2012

### KEY ISSUES

To update Committee with progress of the 2012-13 Highways programmes funded by the Local Committee.

### SUMMARY

This report summarises progress with the capital and revenue programmes funded by the Local Committee's respective capital and revenue budgets.

A stakeholder working group has considered the conflicting demands for road space in Station Approach; a solution may be available that suits all users.

Members, officers and local stakeholders have met to discuss various ongoing concerns in Blenheim Road.

### OFFICER RECOMMENDATIONS

The Local Committee is asked to:

- (i) Approve the allocation of next Financial Year's budgets detailed in Table 4;
- (ii) Agree to delegate authority to the Area Team Manager to finalise the detailed design of the layout of Station Approach in consultation with the established working group, and to undertake all necessary procedures to deliver this layout (paragraphs 2.13 to 2.16 refer);

### 1.0 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 has been delegated Highway budgets in the current Financial Year 2012-13 as follows:

- Local Revenue: £189,401
- Community Pride: £25,000 (£5,000 per Division)
- Capital Integrated Transport Schemes: £108,483
- Capital Maintenance: £108,483

1.3 Following an under spend in the previous Financial Year 2011-12 there are also significant carry forward monies:

- Local Revenue carry forward: £88,100
- Capital Integrated Transport Schemes carry forward: £1,400

1.4 The costs of a number of schemes from the previous Financial Year 2011-12 were not fully paid in the previous Financial Year. The balance of these costs totals £60,306.46, and has been paid from this Financial Year's capital budget. This cost will reduce the funding available to Committee for this Financial Year's programme. The details of these costs are as follows:

- Beggars Hill, Pedestrian Crossing £10,322.40
- Cuddington / Vale Road Table / Crossing £8,493.53
- Longmead Road / Blenheim Road Crossing £156.75
- Verge and footway improvement, Epsom West £2,822.94
- Footpath Town Hall to A24 High Street £15,722.00
- Wilmerhatch Lane, Island and Signage £519.19
- Grove Road, Epsom, footway improvements £8,836.16
- Nonsuch Walk, footway improvements £2,880.66
- Jasmin Road, West Ewell, footway improvements £5,032.20
- Aston Way, Local Structural Repair £1,678.25
- Badgers Copse, Local Structural Repair £3,842.38

1.5 The funds delegated to the Local Committee are in addition to funds allocated at a County level which cover various Highways maintenance and improvement activities, including inspection and repair of safety defects, resurfacing, structures, vegetation maintenance, and drainage.

## 2.0 ANALYSIS

### Annual Local Revenue Programme

2.1 In June 2012 Committee made the allocations shown in Table 1 below:

**Table 1 Revenue allocation agreed by Committee in June 2012**

Budget Heading	Allocation	Comment
Ditching and Drainage	£20,000	£15,552.15 committed, £4,447.85 remaining
Parking	£30,000	£31,490.07 committed for completion of signing works at various locations across the Borough. This will complete Phase 6.
Illuminated Street Furniture	£20,000	£20,386.54 committed to improvements in Ruxley Lane
Extension of de-cluttering work	£15,000	£12,867.64 committed to improvements in Cheam Road, £2,132.36 remaining
Local Issues	£104,401 Divided £15,000 per Division and £29,401 to be allocated by the Maintenance Engineer	£69,501.77 committed, £34,899.23 remaining
Carry Forward	£88,100	£38,566.72 committed,

		£49,533.28 remaining
<b>Total</b>	<b>£277,501.00</b> £189,401 + £88,100	<b>£188,364.89 committed,</b> <b>£89,136.11 remaining</b>

2.2 Officers have worked in consultation with Divisional Members to identify maintenance concerns and projects for funding from the Local Issues allocations to their respective Divisions. The uncommitted revenue monies are approximately equivalent to the Local Revenue carry forward. In accordance with Committee's approval in September 2012 these monies have been held in reserve to ensure that this Financial Year's Capital programme is adequately funded.

### **Annual Capital Integrated Transport Schemes Programme**

2.3 Table 2 below summarises progress with Integrated Transport Schemes that were approved by Committee in June.

**Table 2 Progress with 2012-13 Capital Integrated Transport Schemes Programme**

Scheme	Description	Progress	Budget
Spread Eagle Junction	Extend footway on Ashley Road arm to reduce crossing distance, and align tactile paving.	Detailed design complete. Need to coordinate with Development adjacent to this site; possible opportunity to extend scheme with contribution from Developer. May need to defer until next Financial Year to suit Developer's construction programme.	£20,000 May need to defer this allocation to next FY
Hogsmill cycle / footbridge at Green Lanes	New bridge to complete missing link.	Partnership scheme with E&EBC. Bridge currently being refurbished having been removed from a site in Elmbridge.	£35,000 Monies transferred to Structures Team
Mobility Ramps	Dropped kerbs at various locations to improve accessibility for pedestrians.	Works ordered at Stane Way jw Cheam Road, Kinross Avenue jw Avon Close, Richards Fields jw Chessington Road, Woodcote Side, and Grove Road jw The Grove	£20,000 £7,822.49 committed
A240 Speed Limit Amendment	Rationalisation of speed limit changes at junction.	Detailed design complete. Skanska to implement signage changes as part of larger street lighting scheme.	£10,000 Likely cost £2,000 for Legal work
South Street / Ashley Avenue pedestrian phase	Introduction of new pedestrian phase to existing traffic signals. Design only this FY.	Detailed design due to commence imminently.	£5,000 Likely cost £2,000 as design only

Scheme	Description	Progress	Budget
Signage Improvements	Improvements at various locations.	VAS ordered for Reigate Road; other signage improvements unlikely due to lead times in design and implementation.	£18,000 £4,000 committed
<b>Total, noting that the budget allocations are approximate</b> <i>Likely spend between £50,800 - £70,800 depending on timing of Spread Eagle Junction scheme</i>			<b>£108,000</b>

2.4 At the time of writing officers believe that the value of this Financial Year's Capital Integrated Transport Schemes Programme will be at least £37,000 less than the Capital Integrated Transport Schemes budget of £108,000. In accordance with Committee's approval in June 2012 officers are developing Capital Maintenance schemes that would utilise the monies likely to be unspent from the Capital Integrated Transport Schemes budget.

### Capital Maintenance Programme

2.5 Table 3 below summarises progress with Capital Maintenance Schemes that were approved by Committee in June, together with a number of additional schemes that officers have identified in consultation with Divisional Members, to utilise the monies likely to be unspent from the Capital Integrated Transport Schemes budget.

**Table 3 Progress with 2012-13 Capital Maintenance Programme**

Scheme	Description	Progress	Budget / Cost
Bradford Drive	Local Structural Repair	Ordered, awaiting programming	£16,786.23
West Street	Local Structural Repair	Ordered, awaiting programming	£13,011.35
Bellfield Road	Local Structural Repair	Ordered, awaiting programming	£21,964.57
West Street, Ewell	Local Structural Repair	Ordered, awaiting programming	£5,675.69
Christ Church Mount	Local Structural Repair	Ordered, awaiting programming	£7,563.44
Epsom High Street / Waterloo Road	Local Structural Repair	Ordered, awaiting programming	£29,843.26
Derek Avenue / Amis Avenue	Micro Asphalt (or alternative treatment)	Awaiting costs and confirmation of treatment	£40,000
Middle Lane	Micro Asphalt (or alternative treatment)	Awaiting costs and confirmation of treatment	£7,990
Gatley Avenue	Micro Asphalt (or alternative treatment)	Awaiting costs and confirmation of treatment	£4,507
<b>Total programme value, noting that the micro asphalt costs are estimated</b>			<b>£147,341.54</b>

- 2.6 A number of Capital Maintenance schemes were suggested to Committee in June 2012 for costing for inclusion in this Financial Year's Capital Maintenance Programme. These included carriageway and footway schemes. The value of the schemes listed above in Table 3 already exceeds Committee's Capital Maintenance budget, and therefore it is unlikely that any of the other schemes suggested to Committee in June 2012 will go ahead this Financial Year, except for those that are now being funded by central budgets: Kingston Road (service roads), St Martin's Avenue and Ebbisham Road. Officers will work with Divisional Members to identify which of the remaining schemes should be prioritised for next Financial Year.

### Community Pride Fund

- 2.7 The Community Pride budget has been spread evenly across the 5 Divisions in Epsom and Ewell. Of the total £25,000 Community Pride budget, £20,039.95 is now committed. Officers will work with Divisional Members who still have Community Pride monies remaining, to identify appropriate works in their respective Divisions.

### Programme Monitoring and Reporting

- 2.8 Officers will update Committee with progress in the delivery of its works programmes at each Committee meeting. In addition Committee Chairmen 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 FY 2013-14

- 2.9 At an informal workshop for Committee in October 2012 it was suggested by Members that next Financial Year's budgets should be allocated according to Table 4 below, to provide Pooled Revenue and Capital budgets, together with a significant allocation for each Division. It was suggested that programmes for each Division should be developed by Officers in consultation the respective Divisional Members.

**Table 4 Suggested allocation of budgets for 2013-14**

Budget	Amount <i>(assuming same as 2012-13)</i>
Community Pride	£25,000
Local Revenue	£189,401
Capital ITS	£108,483
Capital Maintenance	£108,483
<b>Total</b>	<b>£431,367</b>
Possible allocation	Amount
Pooled Revenue	£100,000
Pooled Capital	£100,000
Divisional Allocations	£231,367 <i>(£46,273.40 per Division)</i>
<b>Total</b>	<b>£431,367</b>

- 2.10 The Pooled Revenue is intended to cover various revenue concerns across the Borough for example: drainage and ditching, patching and kerb works, parking, minor safety schemes and extra vegetation.
- 2.11 The Pooled Capital is intended to be prioritised by Committee for investment in larger, more strategic schemes, for example Station Approach, South Street junction with Ashley Avenue, or Temple Road junction with Chase Road. Officers will assess the merits of schemes within the existing programme, together with new schemes suggested by Members, according to LTP3 objectives, and advise Committee accordingly. At the time of writing, it is suggested that implementation of a long term solution to Station Approach, and construction of the pedestrian improvements at South Street junction with Ashley Avenue, would be the highest priorities for the Pooled Capital next Financial Year.
- 2.12 It is recommended that Committee approve the suggested allocation of budgets for 2013-14, to enable Officers to begin working with Divisional Members to develop programmes for their respective Divisions.

### **Station Approach**

- 2.13 In accordance with Committee's instruction in September 2012, a stakeholder working group was convened to consider the conflicting demands for road space in Station Approach, and to discuss possible long term solutions. The working group included Division and Ward Members, Southern Rail, Epsom and Ewell Borough Council Licensing, Surrey Police, and Surrey County Council Highways, Passenger Transport and Local Partnership Teams. Epsom and Ewell Borough Council Planning and Surrey County Council Transportation Development Planning were made aware of the working group meeting, but were unfortunately unable to attend.
- 2.14 The working group identified a number of potentially conflicting demands for use of Station Approach, *inter alia* loading and waste collection, Hackney Carriages, bus services, and Kiss & Ride. For each use, the working group identified how much space would be reasonable to facilitate that use.
- 2.15 It became clear that the visibility required by the existing pedestrian crossing outside the station entrance, protected by zigzags, is a major constraint in itself, insofar as the zigzags occupy significant road space. The group agreed that removing this pedestrian crossing altogether, and improving the pedestrian crossing at the junction with Waterloo Road, would free up sufficient road space to satisfy all the demands, without significant detriment to pedestrian access to and from the station.
- 2.16 At the time of writing, Officers are working with the developer to draft a drawing of Station Approach showing the layout that would be possible with the pedestrian crossing removed. A working group meeting is being arranged in advance of Committee's meeting in December to consider the drafted layout. If the working group agrees that the drafted layout is feasible, at least in principal, then Officers will table the drafted layout to Committee in December.

### **Blenheim Road**

- 2.17 A petition presented to Committee in September 2012 outlined a number of concerns arising out of the current vehicular access arrangements for the Blenheim Road Household Waste Centre. There was particular concern over impact on local businesses.
- 2.18 Committee instructed Officers to meet with a representative of the petitioners. Duly a meeting took place on 13th November including Kevin Vince, who represented the local businesses, Cllr Mason, and Officers from Waste Management and Highways.
- 2.19 It was suggested that following the reopening of the Leatherhead site in late November, numbers of residents using the Blenheim site should reduce by approximately 30%. The Internal layout within the site had undergone changes to make the unloading and sorting of recycling materials simpler and quicker than before resulting in a more rapid turnover of visitors.
- 2.20 The Highway Information Team have been asked to contact Satnav companies with updated details of the Blenheim Road closure to ensure that drivers were given the correct information to access the facility.
- 2.21 The 'no through road' signs at the junction of Felstead Road and Blenheim Road are to be replaced with larger signs and the existing signs are to be relocated on lamp columns between Felstead Road and the Recycling Centre to emphasise the fact that vehicles could not get through to Roy Richmond Way.
- 2.22 Keep Clear road markings are to be placed across the accesses of the businesses between Felstead Road and the Recycling Centre.
- 2.23 A new advanced direction sign is to be provided on Longmead Road to replace the existing sign between Hook Road and the roundabout at Blenheim Road. The new sign is intended to advise that all vehicles for the Recycling Centre should proceed straight ahead and not turn in to Blenheim Road at the roundabout.
- 2.24 It was agreed that no further changes to the road closure arrangement would be made as the site had benefitted greatly from the new system of separating HGVs and household waste.

### **3.0 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

- 3.1 The financial implications of this paper are detailed in section 2 above.
- 3.2 Officers have and will continue to work with Members to ensure that the budgets are fully spent in the Epsom and Ewell Borough area by the end of the Financial Year.

### **5.0 EQUALITIES AND DIVERSITY IMPLICATIONS**

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

### **6.0 CRIME AND DISORDER IMPLICATIONS**

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

## **7.0 CONCLUSION AND RECOMMENDATIONS**

7.1 Previous delegated authority afforded by Committee has enabled the Area Team Manager to work with the Chairman and Vice-Chairman to deliver this Financial Year's programmes, and ensure this Financial Year's funds are fully spent.

## **8.0 REASONS FOR RECOMMENDATIONS**

8.1 Committee is asked to approve budget allocations for next Financial Year, to enable the Area Team Manager to begin to develop programmes of works for next Financial Year.

8.2 Officers believe that a long term solution for road space allocation in Station Approach is close to being agreed by key stakeholders. Committee is asked to delegate authority to the Area Team Manager to ensure that the agreed solution is delivered.

## **9.0 WHAT HAPPENS NEXT**

9.1 Officers will work with Members to ensure that the approved programmes are delivered.

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**BACKGROUND PAPERS:** None