

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (EPSOM & EWELL)****DATE: 29<sup>TH</sup> FEBRUARY 2016****LEAD OFFICER: NICK HEALEY, AREA HIGHWAY 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 current Financial Year 2015-16.

Preparations are well advanced to deliver the Local Committee's programme of Highways works for the Financial Year 2016-17.

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

- (i) Approve the advertisement of the Legal Notice for a new Zebra Crossing in Church Street, Epsom, near Pitt Place, and for any objections to be considered by the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Member (paragraphs 2.3 to 2.6 refer);
- (ii) Approve the advertisement of the Legal Notice for a new Zebra Crossing in Woodcote Green Road, near the bus stops behind Epsom Hospital, and for any objections to be considered by the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Member (paragraphs 2.10 to 2.14 refer);
- (iii) Agree that the proposals for the Epsom Banstead Sustainable Transport Package (SPT) should be the subject of public consultation during May and June 2016, and to agree that the project consultation material should be decided by the Area Highway Manager in consultation with the Epsom Banstead STP Member Task Group (paragraphs 2.28 and 2.29 refer);
- (iv) Agree to the realignment of the tactile paving on the southern side of the Grosvenor Road bellmouth to match the dropped kerb on the northern side, thus providing a finished but lesser scheme at this location (paragraphs 2.36 to 2.39 refer);
- (v) Authorise the Area Highway 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:**

Programmes of work have been agreed with the Committee and individual Divisional Members. Committee is asked to provide the necessary authorisation to deliver those programmes of work in consultation with the Chairman, Vice Chairman and relevant Divisional Member without the need to revert to the Committee as a whole.

Public consultation is needed to assist the development of the Epsom Banstead STP scheme proposals. At a later date it is expected that Committee will be asked to approve statutory consultation (legal notices for certain elements of the scheme) once the detailed design is nearing completion.

## **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 2015-16 as follows:
- Local Revenue: £131,910
  - Community Enhancement: £25,000
  - Capital Integrated Transport Schemes: £108,400
  - Capital Maintenance (drainage): £27,100
  - Capital Maintenance (general): £81,300
  - Capital underspend carried forward from 2014-15: £19,000
  - Total: £392,710  
(2015-16 budget £373,710 plus 2014-15 carry forward £19,000)
- 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 March 2015 Committee approved the 2015-16 budget allocations shown in Table 1 below:

**Table 1 Approved allocation of budgets for 2015-16**

Approved allocation	Amount
Pooled Revenue To cover various revenue concerns across the Borough for example: patching and kerb works, minor safety schemes, extra vegetation. The Community Gang is funded from this allocation.	£100,000
Pooled Capital	£72,900
Capital drainage	£27,100
Divisional Allocations	£173,710 (£34,742 per Division)
<b>Total</b>	<b>£373,710</b>

### Annual Capital ITS Programme

2.2 The Pooled Capital is being used to promote capital schemes previously approved by the Local Committee. Table 2 below summarises progress with this capital programme:

**Table 2 Progress with Annual Capital ITS 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.	-
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.	-
Ewell Village AQMA Package: Ewell High Street Parking 1st priority	Remove parking to reduce congestion	Complete.	-
Ewell Village AQMA Package: remodel High Street junction with Cheam Road 2nd priority	Give Way layout in place of mini-roundabout	Complete. Stage 3 Road Safety Audit works also now complete.	£5,000 <i>Developer funded.</i>
Ewell Village AQMA Package: review of parking outside Coop 3rd priority	Remove conflict between pedestrians and vehicles and improve area.	Preferred option identified by Members and other stakeholders. Consultation with affected landowners not fruitful. Officers are developing an alternative solution for review with Members following Road Safety Audit.  Note: part of this area is private forecourt.	£5,000 <i>for feasibility work</i>  <i>Developer funded.</i>
Ewell Village AQMA Package: Cycle Link along Bypass between Reigate Road and Epsom Road	New cycle link	Complete.	£30,000 <i>Developer funded.</i>
Chessington Road junction with Longmead Road	Pedestrian and cycle accessibility improvements – feasibility study.	Feasibility study in progress, to including consideration of new traffic signals.	£5,000

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Scheme	Description	Progress	Cost
East Street junction with Church Road Road	Signalisation of junction to incorporate existing pedestrian crossing – feasibility and detailed design.	Deferred to 2016-17.	-
Chessington Road near Derek Avenue bus stops	Pedestrian refuge island – feasibility study.	Feasibility study complete – scheme not feasible. See Annex A.	£5,000
Church Street between Pitt Road and St Martin's Church	New pedestrian crossing – detailed design.	Feasibility study complete. See Annex B and comments below.	£5,000
Hook Road, Epsom	Feasibility Study – One Way System	Feasibility study complete. See Annex C and comments below.	£10,000
Cheam Road junction with Ewell Bypass	Junction review with aim of reducing congestion – feasibility study.	Site reviewed with Traffic Signals Team. Controller and control strategy upgrade at Nonsuch Court Avenue in progress.	£16,000 <i>PIC funded</i>
Woodcote Green Road	New pedestrian crossing near hospital and bus stops – detailed design.	Feasibility study complete. See Annex E and comments below.	£5,000 <i>PIC funded</i>
Stoneleigh Park Road to Bradford Drive	New cycle link – feasibility study.	Feasibility study in progress. Latest feasibility drawing shown in Annex F. Officers are reviewing the design to maximise cost vs benefit.	£5,000
Chantilly Way	Speed management	Speed assessment complete. Legal notice being prepared following Committee approval in December 2015.	£10,000
Aids to movement	Mobility ramps, signs, road markings, etc	For example: <ul style="list-style-type: none"> <li>• A240 slip road to Ruxley Lane – footway and guardrail improvements</li> <li>• Replacement of traffic signs in Langley Vale</li> <li>• A240 slip road tidy up</li> <li>• Mobility ramps</li> <li>• Signs on Epsom Downs</li> </ul>	£35,000
Scotts Farm Road	New cycle link	Consultation ongoing with school. Construction deferred to 2016-17.	£5,000 <i>For feasibility and detailed design. PIC and s106 funded</i>

Scheme	Description	Progress	Cost
East Street junction with Kiln Lane	New pedestrian crossing and associated works.	Detailed design in progress.	£tbc <i>Developer funded.</i>
<b>Total – noting that costs are approximate</b> <i>These costs include contributions from developer funding</i>			<b>£141,00</b>

### **Church Street Zebra Crossing**

- 2.3 It was originally intended to undertake a feasibility study for this scheme. In December 2015 the Local Committee allocated funding for the construction of this scheme in 2016-17, and so officers have been developing the detailed design. The detailed design is now 95% complete.
- 2.4 The traffic, speed and pedestrian survey evidence suggested that a zebra crossing was the most appropriate solution for pedestrians to cross the road at this location. As a fairly major route into Epsom town centre, a signalised crossing may have caused additional delays at peak hours, whereas a zebra crossing that only stops motorists for a short time when in use will not have such an impact. There are also other zebra crossings in the vicinity so this solution is the best-fit for the environment.
- 2.5 The chosen location is the best available to suit the observed desire line while ensuring sufficient visibility is achievable. The scheme has been subjected to Stage 1 and 2 Road Safety Audit. Officers are working with our supply chain to estimate the construction cost of the scheme.
- 2.6 A general arrangement drawing for the scheme is shown in Annex B. It is recommended to approve the advertisement of the Legal Notice for this new Zebra Crossing, and for any objections to be considered by the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Member.

### **Hook Road One-Way System**

- 2.7 Annex C contains a detailed traffic modelling report that explores the benefits and impacts of a permanent one-way system incorporating Hook Road, Chase Road, Temple Road and Pound Lane.
- 2.8 Some parts of the road network would benefit from a permanent one-way system in terms of reduced congestion. However the congestion in other parts of the network would be worse. There is no net benefit predicted in terms of reduced congestion. Therefore it is not recommended that Committee takes this suggestion forwards at the present time.
- 2.9 Annex D presents a brief assessment of the opportunities and benefits of traffic calming in Temple Road. In theory it would be possible to introduce traffic calming in Temple Road. To make a tangible impact on driver behaviour, vertical deflections (road humps) would need to be introduced, which are expensive and by no means universally popular among residents due to concerns over noise and vibration. For these reasons officers would only recommend vertical deflections at sites where there is an opportunity for a significant reduction in the frequency in casualties. The accident history of Temple Road is relatively good, with only one personal injury collision in the last three full years for which records are available to officers.

### **Woodcote Green Road Zebra Crossing**

- 2.10 Similar to the Church Street Zebra Crossing, it was originally intended to undertake a feasibility study for this scheme. In December 2015 the Local Committee allocated funding for the construction of this scheme in 2016-17,

and so officers have been developing the detailed design. The detailed design is now complete and ready for construction in the new Financial Year 2016-17.

- 2.11 The proposed site is at the rear of Epsom Hospital. Numerous surveys were carried out to determine the most appropriate type of crossing facility; including speed surveys, pedestrian counts, pedestrian desire line surveys etc. A pedestrian refuge facility would not have been feasible unless we were willing to widen the carriageway, and pedestrian counts were not substantial enough to warrant the cost of a signalised crossing. As 85th percentile vehicle speeds were recorded at below 35mph, a Zebra Crossing was deemed the most appropriate solution - it would suit the surrounding environment and would be a more cost-effective solution than a signalised crossing.
- 2.12 Using the pedestrian count/desire line data collected, officers developed a detailed design of the proposed Zebra Crossing at the desired location. The detailed design has been subjected to Road Safety Audit at Stage 1 and 2.
- 2.13 This scheme is ready for construction next Financial Year with one outstanding design decision relating to the anti skid surfacing on the approaches. Officers have asked the lab to undertake a SCRIM (skid resistance) test of the existing surface to investigate whether we actually need to install new high friction surfacing. The lab does not carry out these tests until April at the earliest due to temperature constraints. This may reduce the cost of the scheme if the high friction surfacing can be left out.
- 2.14 A general arrangement drawing for the scheme is shown in Annex E. It is recommended to approve the advertisement of the Legal Notice for this new Zebra Crossing, and for any objections to be considered by the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Member.

#### **2015-17 Divisional Programmes**

- 2.15 The Divisional Programmes have been developed in consultation with Members to invest the five Divisional Allocations (£34,742 per Division for 2015-16) in maintenance and improvement schemes across the Borough. It is not possible to spend exactly the same in each Division. The Divisional Programmes have been designed to provide as even a share in each Division as is reasonably practical.
- 2.16 Table 3 details progress with the 2015-17 Divisional Programmes. The schemes that were recommended for implementation in 2015-16 have all now been completed.

**Table 3 2015-17 Divisional Programmes**

Location	Proposed works	Cost	Status
Ox Lane Footpath	Footway resurfacing	£24,000	Complete.
Beverley Close	Footway resurfacing	£42,000	Complete.
Brumfield Road	Local Structural Repair (LSR)	-	Estimated cost £30,000. To be progressed in 2016-17.
Jasmine Road	Footway resurfacing	£35,500	Complete.

Location	Proposed works	Cost	Status
Willows Path	Footway resurfacing	£8,000	Complete.
Lower Court Road	Footway resurfacing	-	Estimated cost £31,000. To be progressed in 2016-17.
Lower Hill Road	Footway resurfacing	£19,500	Complete.
College Road	LSR	-	Estimated cost £25,000. To be progressed in 2016-17.
Rosebery Road	Footway resurfacing	£28,000	Complete.
Langley Vale	Village Gateways	-	Works partially complete. Revenue funded.
Ewell Court Avenue	Verge hardening / protection	£40,000	Complete. <i>Carry forward scheme from 2014-15.</i>
Thorndon Gardens	Footway resurfacing	£34,000	Complete.
<b>Total programme value for 2015-16</b>		<b>£231,000</b>	

2.17 Officers will keep the Chairman, Vice Chairman and appropriate Divisional Member updated as the remaining schemes are delivered, taking decisions as necessary to ensure the programmes are delivered, and cost variations managed.

#### **Programme Monitoring and Reporting**

2.18 Officers will update Committee with progress in the delivery of its works programmes at each Committee meeting. In addition Members of the Local 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

#### **Parking update**

2.19 The 2015/16 review (also known as phase 9) report went to the Local Committee on 7<sup>th</sup> December 2015. This includes the results of the informal consultations about possible resident permit parking carried out by Atkins in a number of roads. Proposals are due to be advertised in February 2016.

#### **Customer Services update**

2.20 The total number of enquiries received in the calendar year 2015 was 121,578 an average of 10,130 per month. This is down from 149,000 in 2014 and is due to a combination of milder weather throughout the year and ongoing improvement projects.

2.21 All reports are categorised at the point of logging, either automatically through the website or by officers, safety defects are directed to Kier with the remainder passed to the SCC local office for further investigation. During 2014

the average split was 44% SCC and 56 % Kier, for 2015 this has seen a shift to 39% SCC and 61% Kier. This change can be mainly attributed to work that has been undertaken through the Customer Service Excellence project to improve the response times and quality of response, reducing the need for customers to contact us again in relation to their enquiry. Enhancements to the roadwork web page, online reporting and proactive communication of planned works have also helped to reduce the number of general enquiries made by customers.

- 2.22 For Epsom & Ewell specifically 8,181 enquiries were received between January and December of which 3,002 (37%) were directed to the local area office for action, of these 96% have been resolved. This response rate is in line with Highways countywide average.
- 2.23 For 2015, 513 complaints were received of which 134 stage 1 and 17 stage 2 were for the North East area, including Epsom & Ewell. The main reasons for these complaints were communication, service delivery and policy/decision making. The service was found to be at fault in 8 of the stage 2 complaints following independent investigation. We continue to work closely with the corporate customer relations team and have created corrective action plans for all outstanding actions. In addition any remedial action identified at stage 1 is now monitored more closely to ensure compliance and reduce escalation to stage 2.
- 2.24 Recent surveys conducted with our Highways Customer Panel showed that 71% of those surveyed were either satisfied or very satisfied with the customer service they received. This result was endorsed by the findings of the annual independent National Highways & Transport Survey conducted by MORI.
- 2.25 Improvements identified for 2016 include piloting a new hand-held device for LHOs to increase mobile working, better coordination between the Customer Care Team and the Area Offices and further enhancements to the website.

#### **Operation Horizon update**

- 2.26 The five year Operation Horizon programme of major resurfacing is now in its third year. The latest programme information is available on the Surrey County Council website here: <http://new.surreycc.gov.uk/roads-and-transport/highways-information-online/horizon>.

#### **Major Schemes update**

- 2.27 Progress continues to develop the detailed design for the Plan E Major Scheme. The Local Committee is being asked to authorise the advertisement of the various Traffic Regulation Orders needed to support the scheme, separately on the February 2016 Agenda.
- 2.28 Proposals for the Epsom Banstead Sustainable Transport Package (STP) are being developed by officers in consultation with the Epsom Banstead STP Member Task Group. Officers are expecting works to be able to commence as early as the Autumn 2016, subject to LEP approval and award of grant funding. Public consultation is essential to assist the development of scheme proposals. Therefore it is recommended that Committee agree to the scheme proposals being put to public consultation in May and June 2016. The results of this public consultation would then be reported to Committee at a later date.
- 2.29 At a later date, as the detailed design is nearing completion, it is expected that Committee will be asked to approve the advertisement of statutory notices for various elements of the scheme – for example if traffic orders are needed, or for the installation of Toucan Crossings. Committee's authorisation would also be required to allow cycling on any widened footways that formed part of the scheme.



### Priorities for 2016-17

2.30 In September 2015 Committee approved the allocation of its 2016-17 Highways budgets as detailed in Table 4.

**Table 4 Approved allocation of budgets for 2016-17**

Recommended allocation	Amount
Pooled Revenue	£98,910
Pooled Capital To deliver ITS schemes – taken from the list in Annex A.	£50,000
Divisional Allocations	£137,800 £27,560 per Division
<b>Total</b>	<b>£286,710</b>

2.31 Table 5 details the schemes that were approved for the 2016-17 Financial Year's annual capital ITS programme. Committee had also approved an allocation for follow on feasibility / detailed design / public consultation arising out of the Hook Road one-way system feasibility study. As mentioned above, in the context of the traffic modelling results presented in Annex C it is not recommended to take this idea forwards.

**Table 5 Approved Annual Capital ITS Programme for 2016-17**

Scheme	Description	Progress	Cost
East Street junction with Kiln Lane	Improved pedestrian crossing facilities, capacity improvements, Chuter's Grove shops parking layby	Detailed design in progress. Expect to construct this scheme in 2016-17.	£200,000 <i>Developer funded</i>
East Street junction with Church Road	Signalisation of junction including pedestrian crossing facilities, and removal of adjacent stand alone pedestrian crossing	No progress to date. Expect to complete feasibility and detailed design in 2016-17.	£10,000 <i>For feasibility and detailed design Developer funded</i>
East Street Cycleway	New off carriageway cycle route between Kiln Lane and Hook Road	This scheme has been approved previously by Committee, and a design has been developed by Sainsburys as a condition of the planning permission for their car park expansion. It is proposed to implement a reduced version of the Sainsburys scheme if the car park expansion does not go ahead.	£30,000 <i>Developer funded</i>
Scotts Farm Road	New cycle link	Consultation ongoing with school. Officers are review the costs and procurement options for this scheme.	£45,000 <i>Developer funded</i>

Scheme	Description	Progress	Cost
Ewell Village AQMA Package: review of parking outside Coop 3rd priority	Remove conflict between pedestrians and vehicles and improve area.	Officers are developing an alternative solution for review with Members following Road Safety Audit.	£25,000 <i>Developer funded</i>
Church Street between Pitt Road and St Martin's Church	New Zebra Crossing	Detailed design 95% complete.	£40,000 <i>Part developer funded</i>
Woodcote Green Road	New Zebra Crossing near hospital and bus stops	Detailed design complete, officers reviewing need for anti-skid surfacing.	£42,000 <i>including new anti-skid</i> <i>Part developer funded</i>
<b>Total – noting that costs are approximate</b> <i>These costs include contributions from developer funding</i>			<b>£392,000</b>

2.32 Table 6 shows the 2016-17 Divisional Programmes.

**Table 6 2016-17 Divisional Programmes**

Location	Proposed works	Cost	Status
College Road	Local Structural Repair (LSR)	£37,700	Site walked, awaiting costs.
Lower Court Road	Footway resurfacing	£30,200	Site walked, awaiting costs.
Minor maintenance schemes in Ewell Court, Auriol and Cuddington	tbc	£31,700	Need to agree schemes with Divisional Member by beginning of September.
Brumfield Road	LSR	£38,200	Site walked, awaiting costs.
<b>Total programme value for 2016-17</b>		<b>£137,800</b>	

2.33 Preparations are already well advanced for the delivery of these schemes, with these exception of the minor maintenance schemes in Ewell Court, Auriol & Cuddington. The Divisional Member has decided to prioritise a number of low cost schemes. These will need to be identified by the beginning of September at the latest, to guarantee delivery before the end of the Financial Year 2016-17.

#### **Developer funding update**

2.34 There are three developer contributions that are currently unallocated:

- s106 Aldi, Kingston Road, Ewell £130,000  
The terms of this s106 agreement are that £10,000 must be spent on passenger transport improvements in the vicinity of the development, and £120,000 must be spent on pedestrian improvements at the Ruxley Lane junction with Kingston Road. Officers have met with the Divisional Member to discuss suggestions for pedestrian improvements at this location.
- PIC Land to the rear of Stoneleigh Broadway £5,554.56  
Officers have made the Divisional Member aware of this sum.

- PIC Land adjacent to Holmwood Close £16,736.72
- PIC Land adjacent to Queensmead Avenue £5,456.99

These monies had previously been allocated to upgrading the traffic signal controller at Nonsuch Court Avenue junction with Cheam Road, as this junction had been observed to cause exit blocking to the junction of Cheam Road with the Ewell Bypass. The controller upgrade and validation is in progress. Officers have made the Divisional Member aware that there may be monies left over after these works are completed.

- 2.35 Officers will make the Chairman and Vice Chairman aware of any new contributions. It is expected that s106 and PIC contributions will peter out now that Epsom and Ewell Borough Council has adopted CIL.

#### **Langley Vale Village Gateways Update**

- 2.36 Following representations from parts of the local community the Local Committee asked the Area Highway Manager to pause construction of the Langley Vale Village Gateways scheme to enable the scheme to be reviewed. The scheme had been implemented without proper prior consultation either with the Divisional Member or the local community. There were reports of difficulties during the construction of part of the scheme, and concerns raised that the scheme would have a detrimental impact on the village.
- 2.37 Officer observations of the new scheme suggest that traffic entering Grosvenor Road is now entering more slowly than before the scheme was (part) implemented. This was the main aim of the scheme. No negative consequences of the scheme have been observed by officers. Furthermore no correspondence has been received from the local community since Committee first considered this matter in September 2015.
- 2.38 The scheme remains incomplete. The most significant missing element is that the existing tactile paving on the southern side of the Grosvenor Road bellmouth does not align with the modified dropped kerb location on the northern side of the bellmouth. It is recommended to realign the tactile paving on the southern side, but without any modification to the kerb line on the southern side that had been proposed as part of the original scheme. This would provide a finished scheme, albeit a lesser scheme than had originally been proposed. With a finished scheme in place, officers could then work with the Divisional Member and the local community to decide whether any additional elements could be added, subject of course to additional funding becoming available.
- 2.39 Officers are already in discussion with the Divisional Member regarding what additional elements may be feasible at this location.

### **3. OPTIONS:**

- 3.1 None at this stage. Officers will revert to the Chairman, Vice Chairman and Divisional Member, or indeed the Committee as appropriate, whenever preferred options need to be identified.

### **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 take account of the needs of all users of the public highway.

**7. LOCALISM:**

7.1 The Local Committee prioritises its expenditure according to local priorities.

**8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	A well-managed highway network can contribute to reduction in crime and disorder as well as improve peoples' perception of crime.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

**9. CONCLUSION AND RECOMMENDATIONS:**

9.1 This Financial Year's programmes are being delivered.

9.2 Preparations are well advanced for next Financial Year's 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 prepare for next Financial Year's Divisional Programmes.

**Contact Officer:** Nick Healey, Area Highway Manager (NE)

**Consulted:**

**Annexes:** 6

**Sources/background papers:** None