

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (MOLE VALLEY)**

**DATE:** **5<sup>th</sup> SEPTEMBER 2016**

**LEAD OFFICER:** **ZENA CURRY, AREA HIGHWAY MANAGER**

**SUBJECT:** **HIGHWAY SCHEMES UPDATE**

**DIVISION:** **ALL**



**SUMMARY OF ISSUE:**

At the 2<sup>nd</sup> December 2015 Local Committee Members agreed a programme of revenue and capital highway works in Mole Valley. An amended programme of works was agreed on 2<sup>nd</sup> March 2016 to take account of the reduced revenue budget. Delegated authority was given to enable the forward programme to be progressed without the need to bring further reports to the Local Committee for decision. This report sets out recent progress. The report also updates Members on the Strategic Transport Programmes for Dorking and Leatherhead, the A24 Resilience Scheme, Wider Network Benefits scheme and the number of enquiries and complaints received from customers.

**RECOMMENDATIONS:**

**The Local Committee (Mole Valley) is asked to note the contents of the report.**

**REASONS FOR RECOMMENDATIONS:**

To update the Local Committee on, the progress of the highway works programme in Mole Valley, the Five Year Structures and Drainage Programme, the Dorking STP, Leatherhead STP, A24 Resilience Scheme

**1. INTRODUCTION AND BACKGROUND:**

1.1 In December 2015, Local Committee agreed its forward programme for both Integrated Transport Schemes (ITS) Capital Improvement Schemes and ITS Capital Maintenance Schemes. Local Committee also agreed the allocation of its revenue budget for maintenance works. A revised works programme was agreed in March 2016 to take account of the reduced revenue budget devolved to the Local Committee.

1.2 To allow flexibility in the delivery of the Local Committee's highways work programme, delegated authority was given so that works could be progressed without the need to bring further reports to the Local Committee for decision.

1.3 In addition to the Local Committee's devolved highways budget, developer contributions are used to fund, either wholly or in part, highway improvement schemes to mitigate the impact of developments on the highway network. The Road Safety Team also has a small Countywide budget which is used, on a priority basis, to address sites with an identified collision problem.

## **2. ANALYSIS:**

**2.1 Capital Highway Schemes:** Progress on the approved Local Committee funded capital programme of highway works in Mole Valley is set out in **Annex 1**. It also provides an update on schemes being progressed using developer contributions and the Road Safety Team's schemes for Mole Valley.

**2.2 Five Year Structures and Drainage Programme Updates:** At cabinet in June 2016, the 15 year Highway Asset Strategy for assets including Roads, Pavements, Structures and Drainage was approved. This 15 year strategy will be split into three 5 year programmes of work. The development of the 5 year road and pavement programmes were discussed at the summer Local Committees and members have had the opportunity to suggest schemes to be prioritised for these programmes. The method for developing the 5 year Structures and Drainage programme is set out below, and the Local Committee are invited to help shape the programme.

**2.3 Five Year Structures Programme:** The proposed capital Structures budget will see £15 million spent on Surrey Council owned structures across the County over the next 5 years. This level of investment will enable the development of a strategic plan to manage Surrey Council asset condition in the long term. Approximately 15 major strengthening/reconstruction schemes on Surrey Council owned structures will be completed over 5 years, with approximately 50 further capital maintenance projects.

2.4 Schemes will be prioritised in accordance with SCC's prioritisation policy for managing highway assets using our Bridge Management System. This allocates a condition index score to each structure following a detailed inspection, which is carried out in accordance with the Management of Highway Structures Code of Practice and The Inspection Manual for Highway Structures 2007. **Annex 2** sets out the Structures Prioritisation Value Management Scoring system used to identify the condition index score for each structure. Should a structural assessment identify that all or part of a structure is considered to be, or is about to become, inadequate or unsafe it will be included in the programme and prioritised for major maintenance.

2.5 All major strengthening/reconstruction schemes will be rated based on condition and risk. Due to the potentially critical timeline these priorities must be adhered to, however Local Committees are invited to contact the Structures Asset Manager with suggestions of any structures that should be prioritised for capital maintenance projects, which members feel have heritage or local community importance.

**2.6 Five Year Drainage Programme:** The Capital Drainage Programme has been allocated £8 million to be spent across the County over the next 5 years, to address problems on and from the highway as recorded and prioritised on the Surrey Wetspots Database. Because many flooding issues are complex and are not always possible to resolve, a range of different scheme options

are considered in order to identify the works that will deliver the best value for money.

- 2.7 In line with our role as the Lead Local Flood Authority and the strategic objectives set out in the Local Flood Risk Management Strategy, opportunities to address flooding issues to communities within the wider catchment are also considered in order to reduce overall flood risk within the county.
- 2.8 The size and cost of schemes can vary greatly and some larger schemes are split into phases over multiple years where there are seasonal constraints but an annual budget of £1.6 million will enable delivery of approximately 12 schemes across the County per year.
- 2.9 The prioritisation of wetspots is based around the observed impact of flooding as well as the frequency and duration. **Annex 3** sets out the Drainage Prioritisation Value Management Scoring system used. If flooding is deemed to pose a significant safety risk, this triggers a site inspection from an officer who will validate the wetspot score using a Wetspot Safety Checklist to more definitively reflect the level of risk in the prioritisation score. Schemes can be shifted forward or backward on the existing programme where there is potential for joint works or opportunities for securing external funding contributions as long as it does not impact the delivery of schemes addressing significant safety issues.
- 2.10 Members are invited to influence the programme by reviewing the recorded flooding impacts in the wetspots on the programme, and providing updated information to the Drainage Asset Manager, where the current issue(s) is not properly represented resulting in an increase or decrease to the score. A list of wetspots can be found on the Surrey County Council website. Members can also report flooding issues not currently represented on the Wetspots Database to the local highway teams in order to get them added; if the score is significant, this can result in the wetspot being accelerated into the current 5 year programme.
- 2.11 **Dorking STP:** The highways work undertaken by Kier on behalf of Surrey County Council is almost complete. Remedial work on the road table constructed in Lincoln Road was completed on 19<sup>th</sup> August 2016. Lining and signing work is to be completed by the end of August.
- 2.12 Southern Rail's contractors have continued the work required to widen the existing shared footway/cycleway on Station Approach, this work is due to be complete by the end of August 2016.
- 2.13 Real Time Passenger Information is to be installed at Dorking Main bus stops, bus stop A and at one stop outside Waitrose in the town centre. The wayfinding element of the scheme will result in the introduction of pedestrian signage, which is anticipated to be installed in October 2016.
- 2.14 On-station works by Great Western Railway are anticipated to start in October.
- 2.15 **Leatherhead STP:** A feasibility report looking at the options for developing schemes from the Strategic Transport Programme has been prepared with colleagues at Mole Valley DC. Work is continuing on developing a business

case, which is to be submitted to the Coast 2 Capital Local Enterprise Partnership in October 2016.

- 2.16 **A24 Resilience Scheme:** Drainage works on the A24 on the northbound and southbound carriageways between the Givons Grove roundabout and Pixham Lane is now complete. Work to line 80m of drainage pipe at various locations along the A24 has been identified, however the level of work to be carried out will be dependent on further funding being provided.
- 2.17 The resurfacing work on the southbound carriageway is also complete including Givons Grove roundabout up to Burford Bridge roundabout. Further resurfacing work is to be carried out from Burford Bridge roundabout to Pixham Lane, but has not yet been programmed. A start date for this work will be provided as soon as possible.
- 2.18 Works to install the safety barrier along the central reservation began on 1<sup>st</sup> August 2016 and should be complete by 22<sup>nd</sup> August 2016.
- 2.19 Works to remove a number of trees on the north side of the carriageway by the river bank is to be carried out on 15<sup>th</sup> and 16<sup>th</sup> August 2016. These trees are compromising the sheet piling by the river and need to be removed.
- 2.20 A principle bridge inspection is to be carried out on Burford Bridge to eliminate any defects that may have been caused to the bridge by the 2013/14 floods. A start date for this work will be provided as soon as possible.
- 2.21 **Customer Enquiries:** The total number of enquiries received by Surrey Highways between January and June 2016 is 84,589, an average of 14,098 per month. This is 30% higher than the same period in 2015. For Mole Valley specifically, 9,840 enquiries have been received since January, of which 3,446 (35%) were directed to the local area office for action.
- 2.22 **Table 1** below shows the number of enquiries received from January-June 2016, compared to the same period in 2015.

<b>Period</b>	<b>Surrey Highways: Total enquiries (no.)</b>	<b>Mole Valley: Total enquiries (no.)</b>	<b>Local Area Office: Total enquiries (no.)</b>
Jan-June 2015	65,721	7,141	2,089
Jan-June 2016	84,589	9,840	3,446

**Table 1: Customer Enquiries**

2.23 Of the enquiries received by the local area office, 88% have been resolved. This response rate is below the countywide average of 92%, possibly due to the 30% increase in enquiries received, however the County continues to work with its contractors to improve this response rate.

2.24 The number of complaints received is shown in **Table 2** overleaf.

<b>Period</b>	<b>Surrey Highways:</b>	<b>South East Area:</b>
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	<b>Complaints (no.)</b>	<b>Stage 1 Complaints (no.)</b>
Jan-June (2015)	288	52
Jan-June (2016)	216	23

**Table 2: Complaints**

2.25 For the first half of 2016, Highways received 216 stage 1 complaints, of which 23 were for the Mole Valley area, this is 44% fewer complaints for the Mole Valley area compared to the first half of 2016. These complaints concerned communication and service delivery. In addition 1 stage 2 complaint was received and the service was found to be at fault.

**3. OPTIONS:**

3.1 Not applicable.

**4. CONSULTATIONS:**

4.1 Not applicable

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 Budgets are closely monitored throughout the financial year and monthly updates are provided to the Local Committee Chairman and Vice-Chairman. The Local Committee has put in place arrangements whereby monies can be vired between different schemes and budget headings.

**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. The needs of all road users are considered as part of the design process for highway schemes.

**7. LOCALISM:**

7.1 Funding has been allocated from the revenue maintenance budget to fund the Highways Localism Initiative.

**8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
Sustainability (including Climate Change and Carbon Emissions)	Set out below
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.

## ITEM 6

### 8.1 Crime and Disorder implications

A well-managed highway network can contribute to reduction in crime and disorder.

### 8.2 Sustainability implications

The use of sustainable materials and the recycling of materials is carried out wherever possible and appropriate.

## **9. CONCLUSION AND RECOMMENDATIONS:**

9.1 Progress on the programme of revenue and capital highway works in Mole Valley is set out in section 2 and Annex 1 of this report. Local Committee is asked to note the contents of the report.

9.2 Note the Five Year Structures and Drainage Programme update and Members are invited to contact the Structures Asset Manager with suggestions of any structures that should be prioritised for capital maintenance projects, which members feel have heritage or local community importance.

9.3 Members are invited to review the flooding impacts in the wetspots on the programme and provide updated information to the Drainage Asset Manager. A list of wetspots can be found on the Surrey County Council website. Members can also report flooding issues not currently represented on the Wetspots Database to the local highway teams in order to get them added.

## **10. WHAT HAPPENS NEXT:**

10.1 Delivery of the highway works programme will continue and a further update report will be presented to the next meeting of the Local Committee.

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### **Contact Officers:**

Anne-Marie Hannam, Senior Traffic Engineer, South East Area Team, 03456 009 009

Daniel Robinson, Structures Asset Manager

Owen Lee, Drainage Asset Manager

### **Consulted:**

Not applicable

### **Annexes:**

Annex 1: Summary of Progress

Annex 2: Structures Prioritisation Value Management Scoring System

Annex 3: Drainage Prioritisation Value Management Scoring system

### **Sources/background papers:**

- Report to Mole Valley Local Committee, 2<sup>nd</sup> December 2015, Highways Forward Programme 2016/17 – 2017/18
- Report to Mole Valley Local Committee, 2<sup>nd</sup> March 2016, Highway Schemes 2015/16 End of Year Update.

- Prioritisation Policy and Criteria for Highway Assets.
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