

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (REIGATE & BANSTEAD)****DATE: 12 DECEMBER 2016****LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER****SUBJECT: HIGHWAY SCHEMES UPDATE (REVISED REPORT)****DIVISION: ALL REIGATE & BANSTEAD DIVISIONS****SUMMARY OF ISSUE:**

At the 14 December 2015 Local Committee, Members agreed a programme of revenue and capital highway works in Reigate and Banstead. An amended programme of works was agreed on 7 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 progress of the Wider Network Benefits (East) scheme, the A217 Resilience Scheme, the Greater Redhill Sustainable Transport Package, the Epsom and Banstead Sustainable Transport Package and the number of enquiries received from customers.

RECOMMENDATIONS:

The Local Committee (Reigate & Banstead) is asked to note the contents of the report and is recommended to:

- (i) Approve the establishment of the M25 Junction 8 Improvements Task Group.
- (ii) To nominate county and borough councillor representatives for the task group.
- (iii) To delegate authority to the Travel and Transport Group Manager in consultation with the Chairman and Vice Chairman, to agree the terms of reference for the M25 Junction 8 Improvements Task Group.

REASONS FOR RECOMMENDATIONS:

To update the Local Committee on the progress of the highway works programme in Reigate and Banstead.

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 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. Funding has also been secured through the Coast to Capital Local Enterprise Partnership (LEP) for works in Reigate and Banstead. An update of progress on the Wider Network Benefits (East) scheme, the A217 Resilience Scheme, the Greater Redhill Sustainable Transport Package, and the Epsom-Banstead Sustainable Transport Package is included as part of this report.

2. ANALYSIS:

- 2.1 **Capital Highway Schemes:** Progress on the approved programme of highway works in Reigate and Banstead 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 Reigate and Banstead.
- 2.2 **Wider Network Benefits (East) scheme:** Outline design and procurement of the Automatic Number Plate Recognition (ANPR) cameras, CCTV Traffic Cameras and Variable Message Signs (VMS) are now completed and detailed design of these elements are being refined, whilst site surveys are being completed and contractors mobilised to commence installation of these three work streams.
- 2.3 Installation of ANPR cameras will commence shortly on the A24, A25, A29 and A246. Most of these cameras will be installed on existing Surrey CC apparatus (such as Traffic Signals and Lamp Columns), with the installation of new poles for cameras avoided where possible.
- 2.4 It is anticipated that the work to install CCTV Traffic Cameras will be complete by April 2017. However installation has been delayed slightly whilst final decisions are taken on which sites to have installed, because final costs mean that it is unlikely that there is sufficient project budget to install all preferred sites. Again, wherever possible existing Surrey CC apparatus will be used to mount the cameras at key locations across the "A" Road network.
- 2.5 VMS installation will also commence shortly and will be a far more visible asset on the A road network. Final detailed revisions on VMS siting are ongoing, although approximate locations from a Network management

perspective are already identified. Once again it is anticipated that the majority of new VMS signs will be installed by April 2017.

- 2.6 Once these new assets are all commissioned, the back office systems required to link this equipment will be completed and tested at the NMIC Leatherhead.
- 2.7 Work in 2017/18 will focus on “Dial up Signal Control” (DUSC) Traffic Signal Controllers upgrade, and installation of the subsequent design of the alternate signal strategies required to make best use of this technology.
- 2.8 Further detail regarding the Wider Network Benefits Scheme is included in a separate report to this Local Committee.
- 2.9 **A217 Resilience Scheme:** Drainage works at the Belmont Roundabout are to be carried out between January and May 2017. Resurfacing works at the roundabout are scheduled to be carried out between May – July, following the completion of the drainage works.
- 2.10 Vegetation, tree works, siding out and drainage CCTV surveys have been carried out between the M25 Junction 8 roundabout and Babylon Roundabout. These surveys will be reviewed for drainage design improvements.
- 2.11 Drainage CCTV surveys on the A217 between South Reigate and Horley are ongoing.
- 2.12 **Greater Redhill Sustainable Transport Package (STP) – Progress report and programme update:** Phase 1 of work on cycle/pedestrian improvements is almost complete. The final section of works to widen the footway on Woodhatch Road between the junctions of Pendleton Road and Maple Road, to create a shared footway/cycleway, is due to be signed off as complete shortly. Also work along a section of the National Cycle Route 21 (NCR1), connecting Cross Oak Lane to the A23 at Salford Station is also complete, with recent works to provide an improved surface along the off road section constructed at the end of the summer. New signing for cyclists will be added shortly.
- 2.13 Following the Member Task Group and Committee agreement in September 2016 to proceed with Phase 2 of the works, detailed design is now underway on the provision of a pedestrian/cycle on Maple Road, through the Three Arch Road junction and south along the A23. These designs should be complete for construction to start from March 2017 until March 2018.
- 2.14 A study on the A23 Three Arch Road junction is being developed as a dedicated project within the wider STP programme. The study will look to provide improvements for cyclists and pedestrians, along with addressing reliability and punctuality issues for bus routes through the junction. It will also consider access improvements to the hospital and other safety and reliability issues for all road users. The study should be complete by early next year and will be taken to the Member Task Group for review before going to Local Committee for approval on how to proceed.
- 2.15 Design work is underway for the quality bus corridor improvements planned for local bus services 430/435 and 420/460. Bus stop improvements and

measures to enhance service reliability and accessibility along the corridors will be delivered from spring 2017 through to the end of March 2018.

- 2.16 Construction work is underway in Redhill Town Centre to introduce a bus only signalised right turn facility into Ladbroke Road from Princes Way (northbound). Works to complete the widening of the shared footway along Princes Way adjacent to Princes House should begin early next year.
- 2.17 Other works being progressed within the project include, additional cycle parking facilities at Earlswood Station and Meath Green School. As well as the installation of cycle gutters across the railway footbridge at Salfords Station to make it easier and safer for people to cross with their bikes.
- 2.18 Further improvement works are being considered for sections of NCR21, however this will be dependent on the availability of funding, as we move into the final delivery phase.
- 2.19 A further update on this project will be brought to the March 2017 Local Committee to report on the programme of Phase 2 schemes for delivery through to the end of 2017/18.
- 2.20 **Epsom and Banstead Sustainable Transport Package (STP) – Project update:** The final business case bid for project funding is being prepared for submission to the C2C LEP. The LEP have confirmed that a new business case template and supporting guidance will be provided for this round of business case submissions and we are currently awaiting this new template and guidance. A final bid submission date is still awaited from the LEP, however they have indicated that bids will be formally invited by the end of the current annual year.
- 2.21 Stage 1 feasibility drawings and final costs for the cycle/pedestrian scheme elements are being reviewed by the Highways Design team. Detailed scheme design is scheduled to commence after submission of the business case and the LEP funding award decision is known. On current timeframes this is anticipated to be at the start of 2017.
- 2.22 The Quality Bus Corridor measures and specific services that will be improved have been identified. Design work to identify the specific bus stop level schemes, reliability measure and civils/accessibility improvements along the corridors will be progressed with bus operators after the LEP funding award decision is known.
- 2.23 Pending cost revisions to some schemes from the Highways Design Team the final project value is expected to increase slightly from the original estimated total package of £4.8m, but will remain within the sub £5 m level. Local contributions secured to support this bid amount to over £1.3m.
- 2.24 The STP will be programmed to be delivered in phases. Phase 1a will include the schemes with local contributions already secured, with Phase 1b to follow later in the programme to allow for schemes that require developer contributions to be finalised. The STP package of schemes can be scaled up or down to meet any changes in funding and/or cost requirements, whilst still delivering the wider project objectives.

- 2.25 The C2C LEP Grant Funding decision is expected to be announced shortly after bid submission. Following this a report will be taken to the Member Task Group and next available Local Committee for approval of the proposed project delivery programme. Scheme delivery is anticipated to commence from Q4 2016/17. Early capital Grant Fund expenditure will include detailed design work in readiness for priority scheme construction to begin during Q1 2017/18. Project delivery will run through to end of 2018/19.
- 2.26 **M25 Junction 8:** The M25 J8 signalised roundabout is a grade separated junction that provides an interchange between the M25, A217 and local access roads Margery Hall and Fort Lane (via priority junction) and currently operates over practical capacity during network peak hours.
- 2.27 Highways England are at the early stages of reviewing the operational performance of the M25 Junction 8, to identify potential short and long term improvements. It is proposed to establish a Member Task Group to consider the proposed improvements by Highways England to junction 8 of the M25. The Task Group shall exist to advise the Local Committee. **Annex 2** outlines the terms of reference for the Member Task Group.
- 2.28 **Customer Enquiries:** The total number of enquiries received between January and September 2016 is 114,082, an average of 12,676 per month. This is a reduction of 1,400 per month when compared to previous months, but is still above the 2015 position, which averaged 11,000 per month at the same point. **Table 1** below shows the total number of enquiries received from January-September 2016, compared to the same period in 2015.

Period	Surrey Highways: Total enquiries (no.)	Reigate & Banstead: Total enquiries (no.)	Local Area Office: Total enquiries (no.)
January - September 2015	93,885	12,832	4,552
January - September 2016	114,082	12,493	4,846

Table 1: Customer Enquiries

- 2.29 Of the enquiries received by the local area office, 97% have been resolved, a rate which is in line with the countywide average. The County continues to work with its contractors to improve the response rate.
- 2.30 As part of our efforts to improve the customer experience the online reporting system is being redesigned, allowing better tracking of reports and the ability to use the maps to identify defects that have been previously reported. The outcome of which will be to reduce multiple reports and remove the need for additional site visits by Kier and SCC officers.
- 2.31 Unfortunately due to problems with the complaints system, information regarding the number and detail of complaints received was not received in

time to include within this report. Should any information be received prior to this Local Committee, this information will be included within an addendum and distributed at the Local Committee meeting.

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 regarding the highway works programme are provided to the Local Committee Chairman and Vice-Chairman. The Local Committee have 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 Local issues can be addressed through the Member's Community Enhancement Budget.

8. OTHER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	Set out below
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

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 capital highway works in Reigate and Banstead is set out in Annex 1. Local Committee is asked to note the contents of this report.

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.

Contact Officer:

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Consulted:

Not applicable

Annexes:

Annex 1: Summary of Progress

Annex 2: M25 Junction 8 Improvements – Task Group Terms of Reference.

Sources/background papers:

- Report to Reigate and Banstead Local Committee, 14 December 2015, Highways Forward Programme 2016/17 – 2017/18
- Report to Reigate and Banstead Local Committee, 7 March 2016, Revised Highways Forward Programme 2016/17– 2017/18

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