

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (REIGATE & BANSTEAD)**

DATE: 21 JUNE 2017
LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER
SUBJECT: HIGHWAY SCHEMES UPDATE
DIVISION: ALL REIGATE & BANSTEAD DIVISIONS

**SUMMARY OF ISSUE:**

The county council's budget was agreed by Council on 7 February 2017, with the Medium Term Financial Plan and detailed programme of schemes agreed by Cabinet on 28 March 2017.

At the 27 February 2017 Local Committee, Members agreed to give delegated authority 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 on highway schemes following the agreed budget.

The report also updates Members on the A217 LEP Resilience Scheme and the number of enquiries and complaints received from customers.

RECOMMENDATIONS:

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

REASONS FOR RECOMMENDATIONS:

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

1. INTRODUCTION AND BACKGROUND:

- 1.1 The Council's budget was agreed by Council on 7 February 2017, with the Medium Term Financial Plan and detailed programme of schemes agreed by Cabinet on 28 March 2017.
- 1.2 In December 2016, the Local Committee agreed the draft programme of capital Integrated Transport Schemes (ITS) and revenue maintenance expenditure for 2017/18 – 2018/19. The capital funding was based on the budget set out in the Medium Term Financial Plan (MTFP) 2015-20 and the revenue budget assumed the same level of funding as received this financial year. However, due to a significant budget cut compared to that set out within

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the MTFP, under delegated authority, a revised works programme was agreed in March 2016 to take account of the significantly reduced capital and revenue budget devolved to the Local Committee.

1.3 This report is to update the Local Committee on the progress of the capital highway works programme in Reigate and Banstead.

1.4 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. An update of progress on these schemes is also included as part of this report.

1.5 Surrey County Council receives a considerable number of enquiries from residents regarding various public highway issues. This report sets out the number of enquiries received by the South East Area Team, as well as the number of complaints.

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 **The A217 LEP Resilience Scheme:** The A217 LEP Resilience scheme was split into 3 phases as follows;

1. The 'mad mile' stretch between the Banstead crossroads A2022 junction north to the roundabout with the B2230 - The scheme includes the roundabout. In October 2016, extensive vegetation cutback took place to enable us to effect the drainage improvement works that are taking place at the moment. The vegetation cutback by itself vastly improved visibility and safety for both pedestrians and vehicles. The site goes through Banstead Golf Course, and is bounded by both SSSI land and land that is maintained by the Reigate & Banstead Conservators. As such, extensive negotiations and meetings were held with all stakeholders to ensure cooperation and communication. This has resulted in compromising on the drainage improvements that are being installed in this area, but the improvements agreed upon will make a hugely positive difference to the existing situation. The current works are taking place under lane closures and are due to finish by the end of July 2017. In August or September 2017, the resurfacing of this section of carriageway will take place.
2. The A217 between Junction 8 of the M25 north to the roundabout with Babylon Lane - This includes the roundabout at Babylon Lane. In October 2016, extensive vegetation cutback and drainage investigations were carried out at night under lane closures. The vegetation cutback by itself vastly improved visibility and safety for both pedestrians and vehicles. In January 2017, repairs to the existing system were effected. This was followed by the surfacing of

the southbound carriageway and half the roundabout in March 2017. The other half of the roundabout and the northbound carriageway were resurfaced in April 2017. The scheme was carried out in two halves due to programming restrictions. This section is now complete.

3. The A217 South of Reigate from Ironsbottom south to Crutchfield Lane- The original limits were from Lonesome Lane to Crutchfield Lane but due to clashes with other works the surfacing limits were shortened. However, we have been advised that this stretch of the A217 is to be the subject of a Department for Transport (DfT) safety scheme, and as this may include reconfiguration of the carriageway (e.g. traffic islands, wider footways etc), the decision has been taken to postpone the resurfacing until we know more details. Towards the end of 2016 and at the beginning of 2017, drainage investigations were carried out along this stretch of the A217 to prove and map the existing drainage, any necessary vegetation cutback was carried out and repairs to the existing drainage asset effected. All this work was carried out under rolling lane closures to facilitate movement of traffic. Apart from any surfacing and potentially a small amount of drainage improvements between Ironsbottom and Lonesome Lane, this section is now complete.

2.3 Customer Enquiries: Highways and Transport received 37,104 enquiries and reports during the first quarter of 2017, an average of 12,368 per month. This is a reduction on the first quarter of 2016 but is an increase on the number of enquiries received during the first quarter of 2015. **Table 1** below shows the number of enquiries received from January-March 2015 and 2016, compared to the same period in 2017.

Period	Surrey Highways: Total enquiries (no.)	Reigate & Banstead: Total enquiries (no.)	Local Area Office: Total enquiries (no.)
Jan-March 2015	35,467	4,943	1,672
Jan- March 2016	43,342	6,157	2,146
Jan-March 2017	37,104	5,361	1,838

Table 1: Customer Enquiries

2.4 For Reigate and Banstead specifically, 5,361 enquiries have been received of which 1,838 were directed to the local area office for action 95% of these have been resolved. This response rate is in line with the countywide average.

2.5 For the first quarter of the 2017 calendar year, Highways received 100 stage 1 complaints, which is a slight increase on the same period during 2016. However 11 of these complaints were for the Reigate & Banstead area, which is a reduction when compared to the same period of the 2016 calendar year, shown in **Table 2** overleaf.

Period	Surrey Highways: Complaints (no.)	Reigate and Banstead: Stage 1 Complaints (no.)
Jan-March 2016	90	14
Jan-March 2017	100	11

Table 2: Customer Complaints

2.6 In addition one complaint was escalated to Stage 2 of the complaints process, however no fault of the highway service was found following an independent investigation.

2.7 The Service is continually looking for ways to improve its service and has recently made improvements to the online reporting, allowing customers to see defects that have already been reported and track open reports. The aim is to reduce the number of duplicate reports and remove the need for repeat site visits.

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 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 The Highway Service is mindful of the localism agenda and engages with the local community as appropriate before proceeding with the construction of any highway scheme.

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	Set out below

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.

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Consulted:

Not applicable

Annexes:

Annex 1: Summary of Progress

Sources/background papers:

- Report to Reigate and Banstead Local Committee, 27 February 2017, Highways Forward Programme 2017/18 – 2018/19
 - Report to Reigate and Banstead Local Committee, 27 February 2017, Highway Schemes 2016/17 – End of year update
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