

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (EPSOM & EWELL)****DATE: 19TH JUNE 2017****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 2017-18.

Members are encouraged to start considering the strategy and priorities for next Financial Year, 2018-19.

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

- (i) To introduce double yellow lines in Temple Road between the parking bays between numbers 46 and 70 Temple Road, to discourage vehicles overhanging the bays and give residents increased forward visibility whilst leaving their driveways (paragraph 2.10 and Annex B refer);
- (ii) To extend the double yellow lines on the western side of Temple Road from Pound Lane, southwards to encompass the entire length of the hatching and prevent any obstructive parking on the approach to the pedestrian refuge (paragraph 2.10 and Annex B refer);
- (iii) To implement double yellow lines in Temple Road in the chicane area outside St Barnabas' Church, to prevent obstruction of this area by parked vehicles (paragraph 2.10 and Annex B refer);
- (iv) To construct a new cycle route in Waterloo Road, connecting Epsom railway station to the extensive network of cycle routes to the north of the Borough (paragraphs 2.26 to 2.35 and Annex E refer);
- (v) To introduce new bus stop clearways in five locations in Hook Road, Epsom as detailed in Annexes F, G, and H (paragraphs 2.37 and 2.38 refer);
- (vi) 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 in consultation with the Committee.

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.

A number of new lengths of double yellow lines are recommended for Temple Road to ensure the continued safe travel of drivers using Temple Road and to resolve, as much as is reasonable, access issues for residents on the north-eastern side of Hook Road

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 Outturn figures from 2016-17 are shown in Table 1 below. It has been agreed to carry forward the capital under/overspends into the new Financial Year 2017-18. Revenue under/overspends will not be carried forward.

Table 1 Outturn from 2016-17 (rounded figures)

	Budget	Expenditure	Outturn
Revenue	£79,000	£37,000	£42,000 underspend
Capital	£316,000 (including £117,000 external funding)	£299,000	£17,000 underspend

- 1.3 Officers are investigating the reasons for the poor outturn figures. There were two major contributions to the capital underspend:
- An accrual of approximately £8,000 from 2015-16 was not required; this was therefore paid back into the 2016-17 budget but too late to invest in year.
 - The final account for the footway resurfacing in Lower Court Road was approximately £8,000 less than expected; the final account was settled too late in the Financial Year to invest the difference in year.
- 1.4 The reasons for the significant revenue underspend are due to be investigated by officers in due course.
- 1.5 The Local Committee in Epsom and Ewell has been delegated Highway budgets in the current Financial Year 2017-18 as follows:
- Revenue: £40,909
 - Capital: £36,364
 - Capital under spend carried forward from 2016-17: £17,000
 - Total: £94,273
(2017-18 budget £77,273 plus 2016-17 carry forward £17,000)
- 1.6 It is anticipated that there may be further funding available to the Local Committee arising out of the on-street parking enforcement operation. At the time of writing the on-street parking enforcement account for 2016-17 had not yet been confirmed.
- 1.7 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 September 2016 Committee approved Highways budget allocations for the Financial Year 2017-18 based on an anticipated total budget of £327,264. When Committee met in March 2017, it was known that Committee's actual Highways budgets for 2017-18 would be less than what had been anticipated in September 2016, but by this time the Local Committees' Highways budgets had not yet been set. In this context Committee authorised the Area Highway Manager to make appropriate changes to budget allocations and programmes

of work for 2017-18 following confirmation of Committee's Highways budgets in consultation with the Chairman, Vice-Chairman and affected Members of the Local Committee.

- 2.2 On 28th March 2017, Cabinet agreed the Local Committees' combined total revenue and capital budgets as £450,000 and £400,000 respectively. This gives each Local and Joint Committee Highways budgets of £40,909 revenue and £36,364 capital for the Financial Year 2017-18.
- 2.3 On 26th May 2017 the Area Highway Manager consulted with the Local Committee and agreed Highways budget allocations for the Financial Year 2017-18, subject to confirmation of the 2016-17 on-street parking enforcement account. These are shown in Table 2 below:

Table 2 Agreed allocation of budgets for 2017-18

Approved allocation	Amount
Revenue for day to day maintenance 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.	£41,000
Revenue to deliver the Parking Review	£35,000
Capital ITS schemes	£50,000
Total Assuming approx. £32,000 parking surplus	£126,000

Annual Capital ITS Programme

- 2.4 The allocation for Capital ITS schemes is being used to promote capital schemes previously approved by the Local Committee. Table 3 below summarises progress with this capital programme:

Table 3 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.	-
Stoneleigh Park Road to Bradford Drive	New cycle link – construction.	Need to raise works order.	£12,000
Chantilly Way	Speed management	Complete. Post scheme speed surveys now available – see comments below.	-

ITEM 11

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 have developed an alternative solution. Need to coordinate with Epsom and Ewell Borough Council who are developing a scheme nearby.	£25,000 <i>Developer funded</i>
East Street junction with Kiln Lane	New pedestrian crossing on northern arm of existing traffic signal junction. New parking layby near Chuters Grove.	Detailed design complete. Awaiting cost estimates. Will then Member and also public consultation. Construction will need to be coordinated around Plan E and utility works.	£200,000 <i>Developer funded.</i>
Aldi, Kingston Road, Ewell	Pedestrian and passenger transport improvements	Feasibility / detailed design in progress. Will then Member and also public consultation. Construction will need to be coordinated around Plan E and utility works.	£114,000 <i>Developer funded</i>
East Street	New cycle link between Kiln Lane and Hook Road	Straightforward scheme as mostly signs. Need to arrange detailed design, consultation and then implementation.	£10,000 <i>Developer funded</i>
Chessington Road, Ewell	New cycle link between Riverholme Drive and Longmead Road	Straightforward scheme as mostly signs. Need to arrange detailed design, consultation and then implementation.	£4,000
Ewell Village	Signing improvements plus other signs and aids.	Need to arrange detailed design, consultation and then implementation.	£15,000
Headley Road, Ashtead	Review of equestrian facilities, especially the electronic warning signs.	Holistic feasibility study, to include assessment of whether to replace / renew the defunct electronic warning signs.	£15,000
Mill Lane junction with St Mary's Close and London Road, Ewell	Pedestrian improvements.	Need to draft brief for feasibility study.	£2,000
Yew Tree Bottom Road	Pedestrian improvements.	Need to draft brief for feasibility study.	£2,000
Fair Green	New cycle link.	Need to draft brief for feasibility study.	£1,000
West Park Road	Tidy up speed limit on approach to Noble Park development.	Need to draft brief for speed assessment.	£8,000 <i>Developer funded.</i>

Scheme	Description	Progress	Cost
Stoneleigh Broadway	New cycle stands.	Need to agree locations with Members and arrange installation.	£5,500 Developer funded.
Total – noting that costs are approximate <i>These costs include £362,500 contributions from developer funding</i>			£413,500

Chantilly Way – speed survey results

- 2.5 At the request of Surrey Police, the Local Committee commissioned a speed assessment in Chantilly Way, which recommended that the speed limit should be increased from 30mph to 40mph for the section closest to Horton Lane. The speed limit increase was implemented in November 2016. In accordance with Surrey County Council's policy for setting local speed limits, post scheme speed surveys are required to test the effect of any change in speed limit.
- 2.6 Annex A presents the results of speed surveys from both before and after the speed limit increase in Chantilly Way. It is clear from the results that the increase in the speed limit has resulted in a reduction in traffic speeds. This result demonstrates very clearly the importance of setting the most appropriate speed limit in encouraging driver compliance.
- 2.7 The speed survey results have been provided to Surrey Police, who initially requested the speed limit to be reviewed. At the time of writing Surrey Police had not provided formal comments on the result or the outcome.

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 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

- 2.9 The 2017 Parking Review report was presented to the Local Committee in March 2017. Some additional sites were added by Committee. The proposals are due to be advertised shortly after the County Council elections.
- 2.10 Unfortunately a number of recommendations relating to parking proposals in Temple Road were overlooked at the March 2017 Committee meeting. Annex B contains a detailed assessment of the parking arrangements in Temple Road. A number of recommendations are made.

Customer Services update

- 2.11 Highways & Transport received 37,104 enquiries and reports during the first quarter of 2017, an average of 12,368 per month. This is in line with the same period of 2016 but an increase from 2015.
- 2.12 For Epsom & Ewell specifically, 1,832 enquiries have been received of which 945 were directed to the local area office for action, 96% of these have been resolved. This response rate is slightly above the countywide average of 95%.
- 2.13 For the first quarter, Highways received 100 stage 1 complaints of which nine were for the Epsom & Ewell area. In addition four were escalated to Stage 2 of the complaints process, none were upheld following independent investigation.
- 2.14 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.

Operation Horizon update

- 2.15 The Operation Horizon Team programmes of works 2017-18 are now published on Surrey County Council's website here: <https://www.surreycc.gov.uk/roads-and-transport/highways-information-online/horizon-highway-maintenance-investment-programme>. The programme for Epsom & Ewell has been included in this report as Annex C.
- 2.16 The most significant schemes in the 2017-18 Horizon programmes for Epsom & Ewell are the resurfacing of two sections of East Street – from Church Road to Langton Avenue and from the High Street to Clayton Road – a total of just over 900m altogether. These are in close proximity to the Plan E works so will need to be coordinated carefully. These schemes are also subject to a bid for funding from the Capital to Coast LEP, and so should be regarded as provisional until the outcome of this bid is known.
- 2.17 Ashley Road is also on the 2017-18 programme as a potential scheme. However as Ashley Road forms part of the town centre one-way system it will need to be considered in the context of the Plan E scheme.

Major Schemes update – Epsom Banstead STP

- 2.18 Since the project bid submission made in January 2017 to the C2C LEP, a funding decision for the Epsom Banstead STP has been deferred by the LEP for consideration during the next Growth Deal bidding round. The LEP have not yet confirmed dates, but from their earlier advice we are expecting this to be around late summer this year (2017). Our existing scheme business case is currently being taken through an independent review by the C2C LEP which will enable any questions to be dealt with now, and in advance of the next formal bid round. This is a positive action which will help to reduce any further delays later on in the business case review process.
- 2.19 In the absence of LEP funding we have been able to take forward the high priority A217 Horseshoe crossing scheme within the Borough of Reigate & Banstead. Construction of the crossing is due to take place during the school summer holiday period, shortly this year. The scheme is being led by the South East Local Area Highways team using secured developer funding to complete the detailed design and construction of the crossing. If we are successful in our bid for additional LEP funding for the full STP project, the anticipated cycle/pedestrian scheme linkages beyond the crossing itself will be taken forward through the delivery of the full programme of area wide sustainable transport improvements.
- 2.20 The project Member Task Group has been kept fully informed of scheme developments and will next meet when we have clarity on bid dates and timescales from the C2C LEP.
- 2.21 Further information can be found on the SCC Major Schemes web page www.surreycc.gov.uk/epsombansteadstp.

Major Schemes Update – Plan E

- 2.22 Annex D contains an update on the Plan E major scheme.

Priorities for 2018-19

- 2.23 Members are encouraged to start considering their priorities for investing the Local Committee's Highways budgets in 2018-19. It is suggested that the strategy for allocation of Committee's 2018-19 Highways budgets should be agreed in September 2017, and that the 2018-19 programme of works should be agreed in December 2017. This timetable would facilitate efficient planning and delivery of the 2018-19 programmes.

- 2.24 The Medium Term Financial Plan, set by Cabinet on 28th March 2017, includes allocations of £465,000 revenue and £400,000 capital to be shared between the eleven Local and Joint Committees in 2018-19.

Developer funding update

- 2.25 There are no developer contributions that are currently unallocated.
- 2.26 A £50,000 sum arising out of the Epsom Station development is being held by the County Council. The s106 agreement relating to these monies stipulates that they must be spent on “cycle, pedestrian and public transport facilities in Waterloo Road”. A scheme was presented to the Local Committee in December 2013, which included the widening of the footway on the West side of Waterloo Road underneath the railway bridge, to improve the route for pedestrians and enable creation of a new cycle route to connect Station Approach to a comprehensive network of cycle routes to the north of the Borough. This scheme is detailed in Annex E.
- 2.27 After Committee’s meeting of September 2016, a working group of officers and Members met to review this scheme. This meeting resulted in a number of actions designed to take this matter forwards:
- Officers to obtain a fresh cost estimate for the original scheme;
 - Officers to obtain a cost for streetlighting improvements under the bridge;
 - Officers to explore whether bus stop currently under the bridge could be moved to Station Approach;
 - Officers to comment of feasibility and likely cost of Zebra Crossing to the north of the bridge connecting to the shops;
 - Officers to review cycle rack provision and identify areas for new cycle stands;
 - Officers to discuss with major schemes team whether a Waterloo Road scheme (either the existing one or a new one) could be included in a Plan E phase 2 LEP bid.
- 2.28 Officers will update Members as and when there is any progress with these actions.
- 2.29 In response to the action to investigate an alternative scheme of a Zebra Crossing to the north of the railway bridge, the Area Highways Manager has discussed with Transport Development Planning whether the s106 contribution could legitimately be invested in this alternative scheme.
- 2.30 During the planning process for the Station redevelopment the provision of cycling facilities was considered important to encourage cycling as a mode of transport to the station. A safe cycle route along Station Approach from West Hill was constructed with £100,000 of the developers' money with the expectation that a cycle route along Waterloo Road would also be constructed with the £50,000 contribution, to achieve safe cycle routes to and from the Station.
- 2.31 The travel plan for the Station development refers to shared cycleway facilities in Waterloo Road; it was intended that the £50,000 contribution would be used towards those facilities and improving the environment in the immediate area of the station for pedestrians and public transport users. The further away from the station that the £50,000 is invested, the less relevant to the station it becomes.
- 2.32 A new Zebra crossing in the vicinity of the shops is within the category of improvement to pedestrian facilities (in the terms of the s106 agreement). However it does not relate to the railway station in the same way as the cycle route, and was not the intended use of the money in the context of the negotiations at the time. Therefore in response to the Local Committee’s

request to explore an alternative scheme, Transport Development Planning are intending to write to the developer of the Station redevelopment, to explore whether they would be favourable to the alternative scheme.

- 2.33 In the meantime Transport Development Planning have advised that it would not be appropriate to spend any of the £50,000 contribution in the investigation of a speculative alternative scheme; no work has yet been done to demonstrate the feasibility of the alternative Zebra Crossing scheme.
- 2.34 At the present time, without any funding allocated to explore the suggested alternative scheme, the Area Highways Manager can only offer to the Local Committee the choice of constructing the cycle link that has already been designed, or repaying the s106 contribution of £50,000. Therefore it is recommended to approve the construction of the new cycle link in Waterloo Road, as detailed in Annex E. The deadline for repayment of the s106 contribution is 17th July 2018.
- 2.35 The Epsom & Ewell Cycling Action Group is aware of the proposed cycle link scheme (and have been since it was first mooted in 2002), and have been in support of the proposed cycle link in its current form ever since it was first presented to Committee in 2013.
- 2.36 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.

Bus stop clearways in Hook Road

- 2.37 Annexes F, G and H detail locations for proposed new bus stop clearways in Hook Road. The new clearways are intended to prevent obstruction of a total of five bus stops by inconsiderate parking, which at the present time can make it very difficult for bus passengers to board and alight from buses safely.
- 2.38 It is recommended to install new bus stop clearways at the five locations detailed in Annex F, G, and H.

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 Members are encouraged to start considering the strategy and priorities for next Financial Year.

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.

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

Consulted:

- Committee in deciding the 2017-18 Highways budget allocations and programme of works.

Annexes: 8

Sources/background papers:

This page is intentionally left blank