

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (EPSOM & EWELL)

DATE: **27TH NOVEMBER 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.

Committee is asked to agree the strategy for allocation of Local Committee budgets for next Financial Year 2018-19.

RECOMMENDATIONS:

The Local Committee (Epsom & Ewell) is asked:

- (i) To agree formally the 2017-18 budget allocations that were agreed informally in May 2017 (paragraph 2.1.4 refers);
- (ii) To allocate the anticipated £42,273 revenue from the 2018-19 budget for day to day maintenance (paragraphs 2.1.7 to 2.1.16 refer);
- (iii) To allocate the anticipated £36,364 capital from the 2018-19 budget to either:
 - a. Continue the development of ITS schemes;
 - b. A capital maintenance scheme;
 - c. Divisional allocations of £7,273 per Division (paragraphs 2.1.7 to 2.1.16 to refer);
- (iv) To approve the implementation of the new cycle route, as shown in Annex C, as a shared pedestrian / cycle surface on the northern footway of Chessington Road, between Longmead Road and Riverholme Drive (paragraphs 2.2.2 to 2.2.6 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:

The recommendations are intended to facilitate delivery of the 2017-18 Highways programmes funded by the Local Committee and to facilitate development of Committee's 2018-19 Highways programmes, while at the same time ensuring that the Chairman, Vice Chairman and relevant Divisional Members are fully and appropriately involved in any detailed considerations

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 for Epsom & Ewell has been delegated Highways budgets to be able to contribute to the objectives set out in Surrey County Council's LTP, according to local priorities.

2. ANALYSIS:

2.1 Local Committee finance

- 2.1.1 The Local Committee in Epsom & 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)

- 2.1.2 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.

- 2.1.3 In June it was reported to Committee that there had been a £42,000 underspend in the 2016-17 revenue budget. The principal reasons for this underspend are as follows:

- A works order for £12,000 for the Community Gang was recorded against three different budgets, including the Epsom & Ewell Local Committee revenue budget. This was eventually funded by another budget.
- An unexpected income of £11,637.92 was received following the resolution of accruals from 2015-16. (Accruals totalling £56,670.54 were made at the end of 2015-16; the corresponding invoiced payments totalled £45,032.62.)
- A £5,602 works order relating to East Dene Avenue was not completed in time for the end of the Financial Year.
- A Member's contribution of £2,850 towards Pams Way was not recorded, and so the income was not accounted for in the team's spending plans.
- A £2,280 works order relating to Scotts Farm Road was not completed in time for the end of the Financial Year.
- The contractual overhead and profit was £2,133.88 less than expected (estimated £12,707.84; actual £10,573.96).
- £1,500 was set aside to pay for materials for the Community Gang, but not used.

- 2.1.4 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. At the time it was anticipated that £32,000 revenue would be available from the parking surplus, giving a total combined budget of £126,000. The agreed 2017-18 budget allocations are shown in Table 1 below. It is recommended to agree these allocations formally.

Table 1 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.	£41,000
Revenue to deliver the Parking Review	£35,000
Capital ITS schemes	£50,000
Total Assuming approx. £32,000 parking surplus	£126,000

- 2.1.5 In addition to the regular Highways capital and revenue budgets detailed above Committee is able to make allocations from the parking surplus. The surplus must be spent according to section 55 of the Road Traffic Regulation Act 1984 (<https://www.legislation.gov.uk/ukpga/1984/27/section/55>). Expenditure can cover all types of highway improvement and maintenance. The parking surplus and associated expenditure is detailed in Table 2 below.

Table 2 Parking surplus – financial summary

Surplus	Amount	Expenditure / Allocation	Amount
2013-14	£27,500	Atkins study	£27,500
2014-15	£34,000	Mopeds and handhelds	£14,000
2015-16	No surplus	2015-16 parking review	£10,000
2016-17	£34,800	2016-17 parking review 2017-18 parking review	£10,000 £35,000
Total	£96,300	Total	£96,500

- 2.1.6 To date the income from the parking surplus has been allocated to support the annual parking reviews, with a small amount allocated to the procurement of equipment to support the enforcement operation.
- 2.1.7 Officers will update Committee with progress in the delivery of its works programmes at each Committee meeting. In addition Committee Chairmen 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.
- 2.1.7 It is recommended that Committee agrees its strategy for spending next Financial Year's budgets. This would facilitate early preparation of the 2018-19 programmes of Highways works and in turn timely delivery of these programmes after the start of the new Financial Year in April 2018.

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- 2.1.8 In line with the Medium Term Financial Plan (<https://www.surreycc.gov.uk/your-council/council-tax-and-finance/medium-term-financial-plan>) that was agreed by Surrey County Council's Cabinet on 28th March 2017, the Highways budget allocations for the eleven Local and Joint Committees for 2018-19 are expected to be:
- £465,000 revenue (£42,273 per Committee)
 - £400,000 capital (£36,364 per Committee)
- 2.1.9 Therefore Committee is asked to agree its strategy for spending the 2018-19 budgets based on an anticipated total combined capital and revenue budget of £78,636. This would be an increase of approximately 1.8% compared to 2017-18.
- 2.1.10 There are essentially three activities in which the Local Committee may invest its Highways budgets:
- Day to day maintenance of the Highway network (revenue only);
 - Larger scale maintenance schemes (revenue or capital);
 - Improvement schemes (revenue or capital)
- 2.1.11 Improvement schemes vary in cost considerably. The list of possible Integrated Transport Schemes (ITS schemes) is contained in Annex A. A number of these schemes have been the subject of ongoing feasibility studies, which are now complete. Officers also maintain a list of possible maintenance schemes, which are listed in Annex B.
- 2.1.12 In previous Financial Years Committee has allocated a share of the Highways budgets to each Division, to enable the Members in each Division to prioritise schemes according to local priorities. The Area Highway Manager would not recommend that the 2018-19 budgets be divided between Divisions, as this would result in each Division's share being so small it would be difficult to achieve anything meaningful.
- 2.1.13 As Table 2 above illustrates, the parking surplus has not been consistent over the past 4 years, so it would not be prudent to plan future budget allocations based on an anticipated parking surplus for 2017-18. Therefore it is not recommended to take the parking surplus into account when deciding how to allocate the 2018-19 budgets.
- 2.1.14 It is recommended to allocate the anticipated £42,273 revenue from the 2018-19 budget for day to day maintenance, to cover various revenue concerns across the Borough for example: patching and kerb works, minor safety schemes, extra vegetation.
- 2.1.15 It is recommended to allocate the anticipated £36,364 capital from the 2018-19 budget to either:
- a. Continue the development of ITS schemes;
This would enable the completion of two or three feasibility studies (approx. £5,000 each), and the implementation of a small package of minor improvements, such as the Bradford Drive to Stoneleigh Park Road cycle improvement (approx. £12,000), a new pedestrian refuge island (approx. £10,000), and dropped kerbs to improve accessibility (£2,000 per pair).

- b. The implementation of a capital maintenance scheme;

This would enable the resurfacing of small areas of carriageway and / or footway. For example the recent carriageway resurfacing in Green Lanes cost approx. £45,000, and the recent footway resurfacing in Lower Court Road cost approx. £25,000.

- c. Divisional allocations of £7,273 per Division

This would enable very minor works to be implemented in each Division. For example the cycle stands, bollards and small area of footway relaying in Stoneleigh Broadway will cost approx. £5,000.

2.1.16 If Committee were to approve these recommendations, the Area Highway Manager would work with the Local Committee to identify specific schemes for the 2018-19 programme of works.

2.1.17 If there were to be any parking surplus from 2017-18, officers would make separate recommendations when the surplus has been confirmed.

2.1.18 There are no developer contributions that are currently unallocated.

2.1.19 A £50,000 sum arising out of the Epsom Station development is being held by the County Council. The deadline for repayment of this s106 contribution is 17th July 2018. 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 the 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 C.

2.1.20 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, which are now complete:

- Officers to obtain a fresh cost estimate for the original scheme • Total estimate is £34,000 including construction, overhead and profit, fees, and contingency
- Officers to obtain a cost for streetlighting improvements under the bridge • Cost estimate of £15,200 provided 6th June 2017 (Previous cost provided on 21st January 2015 was £13,600)
- Officers to explore whether bus stop currently under the bridge could be moved to Station Approach • Yes but only if additional space could be allocated to bus stops in Station Approach
- Officers to comment of feasibility and likely cost of Zebra Crossing to the north of the bridge • A feasibility study would be needed to prove the feasibility of the suggested Zebra Crossing

connecting to the shops

- Officers to review cycle rack provision and identify areas for new cycle stands • A number of possible locations have been identified; officers are consulting Epsom & Ewell Borough Council to ensure there are no planning constraints
- 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 • There is no guarantee at this stage that a Plan E phase 2 bid will either be submitted or be successful

2.1.21 If the alternative Zebra Crossing Scheme were demonstrated to be feasible, it would be possible to invest the £50,000 in this alternative scheme. However at the present time no funding has been allocated to undertake the feasibility study for this alternative scheme.

2.2 Local Committee capital works programme

2.2.1 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.	Deferred by Committee in favour of repairs in Highfield Drive	-
Highfield Drive	Repairs to sunken area of carriageway	Works order raised – awaiting programming	£15,000

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 discussed the scheme with Members. Agreed to deliver in phases, with the first phase being the implementation of a new load bay.	£5,000 <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 nearly complete. Options and prices being prepared ready for Member consultation. Will also need 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. See comments below.	£5,500
Ewell Village	Signing improvements plus other signs and aids.	No works as yet identified for this project.	£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. No significant progress to date.	£15,000

Scheme	Description	Progress	Cost
Mill Lane junction with St Mary's Close and London Road, Ewell	Pedestrian improvements.	Design brief has been issued, but no significant progress to date.	£2,000
Yew Tree Bottom Road	Pedestrian improvements.	Design brief has been issued, but no significant progress to date.	£2,000
Fair Green	New cycle link.	Feasibility study in progress. Route would be over common, not Public Highway. Therefore consulting relevant Borough officers.	£1,000
West Park Road	Tidy up speed limit on approach to Noble Park development.	Design brief has been issued, but no significant progress to date.	£8,000 Developer funded.
Stoneleigh Broadway	New cycle stands.	Some new cycle stands installed. More to follow after some footway works outside Coop.	£6,500 Part developer funded.
Total – noting that costs are approximate <i>These costs include £342,500 contributions from developer funding</i>			£399,000

- 2.2.2 The detailed design for the new cycle route on Chessington Road, between Longmead Road and Riverholme Road, is now complete, which means the new route is ready for implementation. It is proposed to create a new cycle route by designating the footway on the northern side of Chessington Road as a shared surface – shared between pedestrians and cyclists.
- 2.2.3 At the Riverholme Road end of this proposed new route there are onward cycle links to Hook Road and Horton Lane. At the Longmead Road end of the proposed new route there is an onward route along Longmead Road. The new cycle link is proposed to be shared as this would give flexibility to both cyclists and pedestrians as to how they use the facility. Cyclists would be expected to give way to pedestrians.
- 2.2.4 The works would involve installation of signs to indicate that the footway is a shared surface for both cyclists and pedestrians, and also adjustments to dropped kerbs at the side roads. A plan showing the preferred route is included in Annex D. Unfortunately the signs were installed by mistake before residents were informed of the proposal, and before Committee had formally approved the route. The signs have been covered pending Committee's decision.
- 2.2.5 Residents have been informed of the proposal by means of a letter drop, and a representations have been received from three residents. The residents' comments are presented in Annex E, together with officer's responses. The concerns raised are very common whenever a new shared cycle / pedestrian

route is proposed. Experience shows that shared pedestrian / cycle routes have been very successful, even in very busy urban environments, for example the recently implemented shared route on West Hill, or the route along Station Approach. Officers are not aware of any significant problems with these or any other shared routes.

- 2.2.6 The Epsom and Ewell Cycle Forum was asked for comments on the proposed new route. The following response was received:

"Thank you for letting us know of the proposed Riverholme Drive - Longmead Road cycle path to be submitted to the Local Committee at the end of the month. It will be a useful connection to the route network. Our only comment is that the scheme should also include a dropped kerb from the new cycle path, using the little triangle of paths, opposite Longmead Road, directly into the carriageway of Green Lanes west (shown as an on-road cycle route). (At the moment the shortest route is to use the pavement until the first dropped kerb)."

- 2.2.7 It is recommended that Committee formally approves the implementation of the new cycle route, as shown in Annex D, as a shared pedestrian / cycle surface on the northern footway of Chessington Road, between Longmead Road and Riverholme Drive.
- 2.2.8 Officers will keep the Chairman, Vice Chairman and appropriate Divisional Member updated as these schemes are delivered, taking decisions as necessary to ensure the programmes are delivered, and cost variations managed

2.3 Local Committee revenue works programme

- 2.3.1 Of the £41,000 revenue allocated for day to day maintenance works, approximately £29,000 has been committed to various minor repairs, including vegetation management, patching of small areas of footways and carriageways and repairing damaged verges.

2.4 Parking

- 2.4.1 The 2017 review proposals were advertised on 10th August 2017, with a closing date for comments and objections of 14th September (a 5 week period, rather than the usual 4, because of the school holidays). Objections have been considered and decisions reports sent to councillors for approval and/or discussion.

Other highway related matters

2.5 Customer services

- 2.5.1 The total number of enquiries received for the nine months between January and September 2017 is 90,788, an average of 10,088 per month. This is a slight reduction in the average for the first six months of 2017 which was 10,880 per month and is in line with the seasonal trend where the summer months generate less enquiries.

- 2.5.2 For Epsom & Ewell specifically, 10,760 enquiries have been received since January of which 5,598 (52%) were directed to the local area office for action, of these 97% have been resolved. This response rate is slightly above the countywide average of 95%.
- 2.5.3 The Service is currently working to improve information on the Surrey County Council website to allow more customers to self-serve and reduce the need for them to contact us about routine matters. The recent improvement to the online reporting have seen a reduction in the number of duplicate reports received after customers have viewed defects on the map. Further developments are being implemented to improve the experience for those using mobile devices.

2.6 Major schemes

- 2.6.1 The next phase of the **Plan E** Major Scheme is now under construction in South Street. Regular updates are available to any interested part via a weekly e-newsletter. For the latest newsletter, and to sign up to receive regular updates, please see the Surrey County Council website here: <https://www.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/major-transport-projects/epsom-and-ewell-major-transport-schemes>
- 2.6.2 The **Epsom Banstead STP** business case was submitted to the C2C LEP on the 8th September in a renewed bid for Growth Deal funding. An independent review of the bid was completed in July, with this project being recommended for approval to the LEP. Further bid assessments have since been undertaken by the LEP, and we are currently awaiting a final decision, which is expected by the end of November.
- 2.6.3 Our STP delivery programme is due to commence in Q4 of this year, for completion at the end of 2019/20. However, construction of the A217 Horseshoe crossing scheme in Reigate & Banstead Borough (scheme C4 in bid package) has recently commenced, with completion expected during Q4. Further details of these current works can be found on the SCC website, using this link: <https://www.surreycc.gov.uk/roads-and-transport/road-maintenance-and-cleaning/roadworks/a217-brighton-road-banstead-signalled-crossing-works>
- 2.6.4 A meeting is being scheduled for the Member Task Group to meet in December, at the time when we expect to have a funding decision from the LEP. The purpose of the meeting will be to commence the delivery stage of the project, including any approvals that might be required.
- 2.6.5 Please see the STP project webpages for further information: <https://www.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/major-transport-projects/epsom-and-banstead-major-transport-schemes>
- 2.6.6 Work on the installation and commissioning of the various technical elements of the **Wider Network Benefits** LEP Project continues. Almost all of the Automatic Number Plate Recognition (ANPR) cameras have been installed which will provide Surrey's NMIC with real time traffic information and Surrey Police with information to support prevention of Crime and disorder.

2.6.7 Installation of CCTV cameras continues on key strategic routes across the east of the County, many installed on existing Traffic Signal locations to avoid additional street clutter. New Variable Message signs (VMS) are now being installed and will go live in due course to provide drivers with real time information. Ongoing upgrades of traffic signal controllers will provide alternate signal strategies which can be deployed in real time to help manage traffic flows better when the network is impacted by incidents. Completion of all these component elements should be completed by the end of March 2018.

2.7 Centrally funded maintenance

2.7.1 Operation Horizon reports for 2017-18 are available on the Surrey County Council website. These reports list road that are due to be treated in the current Financial Year 2017-18. Also on the same page of the Surrey County Council website are lists of roads for consideration for future Financial Years. For more information please see here: <https://www.surreycc.gov.uk/roads-and-transport/highways-information-online/horizon-highway-maintenance-investment-programme>.

2.8 Road safety

2.8.1 Annex F contains information on road casualties in Surrey in the 2016 calendar year, and also trends in casualties between 1994 and 2016.

2.9 Passenger Transport

2.9.1 There was no update at the time of writing.

2.10 Other key information, strategy and policy development

2.10.1 Over the coming months Officers will be reviewing the Epsom and Ewell Local Transport Strategy in preparation for consultation with and approval by Committee.

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 IMPLICATIONS:

5.1 The financial implications of this paper are detailed in section 2 above.

6. WIDER 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.
Equality and Diversity	It is an objective of Surrey Highways to take account of the needs of all users of the public highway.
Localism (including community involvement and impact)	The Local Committee prioritises its expenditure according to local priorities.
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.

7. CONCLUSION AND RECOMMENDATIONS:

- 7.1 This Financial Year's programmes are being delivered.
- 7.2 Members are asked to approve the strategy for spending next Financial Year's budgets.
- 7.3 Members are encouraged to work with Officers to identify individual schemes for next Financial Year's Divisional Programmes.

8. WHAT HAPPENS NEXT:

- 8.1 The Area Team Manager will work with Divisional Members, the Chairman and Vice-Chairman to deliver this Financial Year's Divisional Programmes, and to identify individual schemes for next Financial Year's programme of investment.

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

Consulted: N / A

Annexes: 6

Sources/background papers: None