

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE AND BANSTEAD)



DATE: 5TH MARCH 2018
 LEAD OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER

SUBJECT: HIGHWAYS SCHEMES 2017/18 – END OF YEAR UPDATE
 DRAFT
 AREA(S) AFFECTED: ALL

SUMMARY OF ISSUE:
To inform the Local Committee on the outcome of the 2017/18 Integrated Transport and highways maintenance programmes in Reigate and Banstead.
RECOMMENDATIONS:
The Local Committee (Reigate & Banstead) is asked to note the contents of this report.
REASONS FOR RECOMMENDATIONS:
To update the Local Committee on progress of the highway works programme in Reigate and Banstead.

1. INTRODUCTION AND BACKGROUND:
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- 1.1 In December 2016, revised in June 2017, Reigate and Banstead Local Committee agreed a programme of capital Integrated Transport Schemes (ITS) and revenue maintenance expenditure for 2017/18, in Reigate and Banstead to be funded from the Local Committee's devolved budget. Under the Medium Term Financial Plan (MTFP) the capital and revenue budgets were reduced to £36,000 and £40,910 respectively.
- 1.2 In previous years, the capital budget had been split equally between Integrated Transport Schemes (ITS) and capital maintenance e.g Local Structural Repair (LSR). Given the level of the reduction in the capital budget it was agreed to allocate all of the capital budget to meet some of the Local Committee's outstanding ITS commitments. Therefore there was no Local Committee capital maintenance programme for 2017/18.
- 1.3 In addition to the Local Committee's devolved budget, Countywide budgets have been used over the past year to fund major maintenance (Operation Horizon), drainage works and other capital highway schemes. Countywide revenue budgets are used to carry out both reactive and routine planned maintenance works.

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- 1.4 Developer contributions are also used in Reigate and Banstead to fund, either wholly or in part, highway improvement schemes to mitigate the impact of developments on the highway network.

2. ANALYSIS:

2.1 Local Committee finance

The Reigate and Banstead Local Committee had delegated highway budgets for the current Financial Year 2017-18 as follows:

- Capital: £36,000
- Revenue: £40,910
- **Total: £76,910**

In addition to the delegated highway budgets above, highway officers are continuing to look for other sources of funding for schemes. As a result Surrey County Council's Safety Engineering Team secured funding to construct an enhanced gateway scheme on the A25 Buckland Road, Reigate. The Local Area Team also secured developer funding for the construction of the A217 Brighton Road/Burgh Wood pedestrian crossing.

A number of ITS improvements schemes, developer funded schemes and road safety schemes have been progressed in 2017/18, as highlighted below and set out in more detail in Annex 1.

- Zebra crossing installed on Victoria Road, Horley
- Installation of a speed reducing feature on Slipshatch Road, Reigate
- A217 Brighton Road, Burgh Heath (The Horseshoe) – pedestrian crossing
- A25 Buckland Road/West Street, Reigate – gateway feature

The budgets delegated to Local Committee outlined above were also in addition to budgets allocated at County level to cover various major highway maintenance and improvement schemes, including footway/carriageway resurfacing, the maintenance of highway structures including bridges and culverts and major drainage schemes.

2.2 Local Committee capital works programme

Progress on the approved Local Committee funded capital 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 Parking Review.

2.3 Local Committee revenue works programme

Under the "Highways Forward Programme 2017/18 – 2018/19" report presented to the Local Committee on 12 December 2016, the Local Committee agreed that the Area Highway Manager, in consultation with the Local Committee Chairman and Vice-Chairman, be able to vire the revenue

maintenance budget between the revenue maintenance headings shown in **Table 1**.

The Parking Project Team Leader confirmed that the £5,000 previously allocated within the revenue maintenance allocation for a contribution to the parking review was no longer required. As a result the Area Highway Manager in consultation with the Local Committee Chairman and Vice-Chairman agreed that the £5,000 previously allocated to the parking review be vired to support the Minor Maintenance Works budget.

Table 1 shows the revenue programme for this financial year, with examples of the work carried out. This budget has been spent in full.

Table 1 Agreed Revenue Maintenance Allocation 2017-18

Item	Allocation (£)	Comment
Drainage / ditching works	£5,410	Work carried out to fell 2 trees in Hayfield, Horley and extra days for the jetter to carry out gully cleans.
Parking	£0	£5,000 previously allocated as a contribution to the parking review has been reallocated to Minor Maintenance Works (Community Gang).
Signs and road markings	£1,500	e.g Horse warning sign in High Rd, Chipstead. Pedestrians in road warning signs, Epsom Lane South. No through lane sign for Buckland Lane.
Speed Limit Assessments	£1,000	Surveys carried out in Gatton Park Road, Hazelwood Lane and Slipshatch Road.
Minor Maintenance Works (Community Gang)	£28,000 + £5,000 reallocated from Parking	Various minor maintenance work, such as cutting back hedges/vegetation, siding out verges and clearing trees, carried out following enquiries raised by the public/Members. Schemes identified by the Maintenance Engineer as needing to be carried out for highway safety were prioritised. A gang was procured on an ad-hoc basis to carry out these works.
TOTAL	£40,910	

2.4 Parking

An update on the parking review is provided in **Annex 1**.

Other highway related matters

2.5 Customer services

The total number of enquiries received in the calendar year 2017, is 112,538 an average of 9,363 per month, a decrease of approximately 18% on 2016. The improvements to the website reporting, proactive messaging and provision of information to customers have contributed to this.

All enquiries are categorised at the point of logging, either automatically when customers raise an enquiry through the website or by officers. Safety defects are directed to Kier with the remainder passed to the Surrey County Council's local area offices for further investigation. Although enquiries have decreased, overall the balance of the enquiries being directed to Kier and those being directed to Surrey County Council's local area offices has significantly changed. During 2016 the average split was 45% SCC and 55% Kier, for 2017 the split was 53% SCC and 47% Kier. This can be attributed to changes in the way enquiries are recorded and also the reduction in resource to carry out condition (non-safety) works. The volume of reports has significantly increased demand on the area teams.

For Reigate and Banstead specifically, 16,359 enquiries were received between January and December 2017 of which 7,605 (52%) were directed to the local area office for action, of this 93% have been resolved. This is slightly below the Highways countywide average of 96%.

Table 2 below shows the number of enquiries received between January-December 2017 compared to the number received during the same period in 2016. It shows that although the total number of enquiries for Surrey Highways and those specifically for the Reigate and Banstead area have decreased in comparison to the same period in 2016, the total number of enquiries directed to the Local Area Office remained largely the same.

Table 2 Customer Enquiries

Period	Surrey Highways: Total enquiries (no.)	Reigate & Banstead: Total enquiries (no.)	Local Area Office: Total enquiries (no.)
Jan-Dec 2016	136,629	19,450	7,698
Jan-Dec 2017	112,538	16,359	7,605

In 2017, 362 stage 1 complaints were received (a 22% reduction on 2016) of which 100 stage 1 and 18 stage 2 were for the South East area. For Reigate and Banstead specifically there were 48 stage 1 complaints, 10 of which were escalated to stage 2. These complaints mainly concerned vegetation, vehicle crossovers and procedures. The service was found to be at fault in one of the stage 2 complaints following independent investigation. Surrey County Council Highways will continue to work closely with the corporate customer relations team and have created corrective action plans for all outstanding actions. In addition any remedial action identified at stage 1 is now monitored more closely to ensure compliance and reduce escalation to

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stage 2. There were also 2 complaints that were directed to the Local Government Ombudsman which were upheld.

Recent surveys conducted with our Highways Customer Panel showed that 75% of those surveyed were either satisfied or very satisfied with the customer service they received.

2.4 Major schemes

Greater Redhill STP

Construction of the final schemes within the Greater Redhill STP continues. The full programme of Coast 2 Capital Local Enterprise Partnership (LEP) grant funded works is expected to be completed by the end of March 2018. Schemes from the Horley Master Plan that form the local contribution funding within the project will be completed during the 2018/19 financial year

Since the last report submitted to the Local Committee in December 2017, section 7a of the shared cycle/pedestrian footway along the A23 leading south from the Three Arch Road junction to the junction with West Avenue has been constructed. Section 7b leading south from the end of 7a is also almost complete, with the remaining sections 8a and 8b also now under construction. Recent progress includes approval to construct raised tables at the side road junctions Wimborne Avenue, West Avenue, Copsleigh Avenue, Honeycrook Lane and Westmead Drive. The raised tables will provide a level surface for pedestrians and cyclists to cross the junctions. Wider improvements to the junction with Honeycrook Lane are being coordinated with the construction of the raised table, in order to minimise disruption to local traffic.

The A23 cycle scheme, including the works at Honeycrook Lane, is due for completion by the end of March 2018 and will provide a continuous north-south cycle route from the Three Arch Road junction all the way down to Cross Oak Lane. The Major Schemes project webpage, below contains further details on the scheme.

<https://www.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/major-transport-projects/reigate-and-banstead-major-transport-schemes>

Design work on the options to provide increased capacity and sustainable transport improvements at the A23 Three Arch Road junction is almost complete. Initial designs have been presented to the Member Task Group. A preferred scheme option to take forward is expected to be taken to the next Local Committee, once further validation work of the modelling for the scheme has been completed.

A number of potential funding options are currently being considered for the detailed design and construction phase of The Three Arch junction scheme. Further details of the funding options will be known once full estimate costings are available and will be included within a forthcoming report that is to be presented to the Local Committee.

www.surreycc.gov.uk/reigate&banstead

The programme of Quality Bus Corridor improvements, that are being carried out as part of the Greater Redhill STP project, is underway along the routes served by local bus services 430/435 and 420/460. Recent highlights include new bus shelters and Real Time Passenger Information (RTPI) displays being installed at key stops. The full programme of works to install bus shelters is expected to be complete by the end of February.

Further bus corridor improvements include the introduction of enforceable bus stop clearways, as approved at September and December Local Committee's. Clearways help to prevent parked vehicles at bus stops blocking access for buses. Alongside the new bus stop infrastructure and improved layouts being introduced along the quality corridors, this allows better accessibility for passengers boarding and alighting at the stops, and serves to improve bus schedule reliability.

Horley Master Plan

Works to support the extension to the Fastway 20 bus service through the Acres, Horley, including works to Langshott, Brookfield Drive, Orchard Drive and the crossroads of Langshott/Wheatfield Way/Orchard Drive are now complete. The extension to the Fastway 20 service, operated by Metrobus, began operating at the beginning of February 2018.

Epsom Banstead STP

The bid for funding made to Coast 2 Capital (C2C) Local Enterprise Partnership (LEP) for the Epsom Banstead STP has not been successful at the current time. A final decision was taken by the LEP at the end of last year.

Scoring feedback on the project from the LEP has been received and further work is being carried out on the business case to address this feedback and to ensure that the project remains aligned with current LEP strategic priorities and objectives.

In discussions with the LEP we have been recommended to re-submit this funding bid should additional Growth Deal funding become available. The Surrey CC project webpage will be kept up to date with further information as soon as this becomes available:

<https://www.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/major-transport-projects/epsom-and-banstead-major-transport-schemes>

Wider Network Benefits

Work is nearing completion on the Coast to Capital LEP funded 'Wider Network Benefits' Intelligent Transport Systems Project across Epsom & Ewell, Mole Valley, Reigate & Banstead and Tandridge areas.

LEP expenditure will be completed by the end of March 2018, with some of the remaining match funding contribution from Surrey being spent in the first quarter of 2018/19.

All of the Automatic Number Plate Recognition (ANPR) cameras have now been installed. Surrey Police are already benefitting from this technology contributing towards their prevention of crime and disorder functions, whilst Surrey CC Officers continue to develop the real time journey system using the average journey time data derived from these cameras, which will help highlight incidents and delays on the road network across the borough. The majority of the Traffic Monitoring CCTV cameras have now been installed across the Borough and are being configured for use at Surrey's Network Management Information Centre (NMIC) in Leatherhead. These cameras cover many of the key routes/junctions on our busiest roads. Many of the Variable Message Signs (VMS) are now installed and have begun to display messages to motorists, with the remainder scheduled to be installed over March and April.

The 'Dial up Signal Control' (DUSC) changes to traffic signal junctions have commenced and are also scheduled for completion during March and April. Surrey Officers at the NMIC continue to develop the DUSC strategies that will create more proactive programming of the junctions, recognising the need to respond to specific road network problems such as both planned and emergency motorway and local road closures.

The Average Speed Cameras along the A217 from the M25 to the Banstead Crossroads are installed and operational. Data is being gathered which should show reductions in average speeds, resulting in fewer accidents and a better flow of traffic along this section of the network

2.5 Centrally funded maintenance

The Operation Horizon Team programmes of major maintenance works for 2017-18 for the Reigate and Banstead area are now published on Surrey County Council's website here:

<https://www.surreycc.gov.uk/roads-and-transport/road-maintenance-and-cleaning/horizon-highway-maintenance-investment-programme>

Further information on the Horizon 2 major maintenance works that have been carried out in 2017-18 in Reigate and Banstead is included as an annex to agenda item 8.

2.6 Road safety

The Road Safety Working Group meets every 6 months to review personal injury collision data provided by Surrey Police. The Road Safety Working Group is attended by Surrey County Council Road Safety Engineers, Surrey County Council Highway Engineers and Surrey Police. An update on road safety schemes that have been identified by the Road Safety Working Group is provided in **Annex 1**.

Surrey County Council's Road Safety Engineer team has also carried out works to install average speed cameras on the A217 Brighton Road and the installation of an enhanced gateway feature on the A25 Buckland Road, Reigate.

2.7 Passenger Transport

A report, outlining a number of bus stop improvements to be carried out as part of the Greater Redhill STP major scheme, was presented to the Local Committee in December 2017 and an update on the progress of this scheme is set out in section 2.4 above.

Works to support the extension of the Fastway 20 bus service through the Acres, Horley are also complete, further information on this major scheme work is also included in section 2.4 above.

2.8 Other key information, strategy and policy development

No additional information at present.

3. OPTIONS:

3.1 No options to consider 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 Not applicable at this stage. Officers will consult the Chairman, Vice Chairman and Divisional members as appropriate in the delivery of work programmes.

5. FINANCIAL IMPLICATIONS:

5.1 The financial implications of the Local Committee’s delegated budget is detailed in sections 2.1 – 2.3 of this report.

The key objective with regard to the 2017/18 budgets has been managed to a neutral position.

6. WIDER IMPLICATIONS:

6.1 The Integrated Transport Scheme programme and the revenue maintenance programme does not significantly impact on any of the areas identified on the table below. The Integrated Transport Schemes and maintenance work is carried out in order to improve the road network for all users.

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications
Equality and Diversity	No significant implications
Localism (including community involvement and impact)	No significant implications
Sustainability (including Climate Change and Carbon Emissions)	No significant implications
Corporate Parenting/Looked After Children	No significant implications
Safeguarding responsibilities for	No significant implications

vulnerable children and adults	
Public Health	No significant implications

7. CONCLUSION AND RECOMMENDATIONS:

- 7.1 This report sets out highway works carried out in Reigate and Banstead in 2017/18, for Members' information.

Section 2 and **Annex 1** sets out Integrated Transport Schemes and revenue funded maintenance work that has been completed in the 2017/18 financial year. As well as providing an update on the parking review, potential developer funded schemes and road safety schemes, section 2 also provides an update on customer services and passenger transport schemes.

An update on the centrally funded maintenance schemes that have been carried out in the 2017/18 financial year are included as an annex to item 8.

8. WHAT HAPPENS NEXT:

- 8.1 The remaining budget for the 2017/18 financial year will be spent and the end of year outturn figures will be finalised.

Contact Officer:

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Consulted:

Not applicable.

Annexes:

Annex 1 – Summary of progress

Background papers:

- Report to Reigate and Banstead Local Committee, 12th December 2016, "Highways Forward Programme 2017/18 – 2018/19"
 - Report to Reigate and Banstead Local Committee, 21st June 2017, "Highways Forward Programme 2017/18 - 2018/19".
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