

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (EPSOM & EWELL)

DATE: 10TH SEPTEMBER 2018

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 2018-19.

Committee is asked to agree the strategy for allocation of Local Committee budgets for next Financial Year 2019-20.

RECOMMENDATIONS:

The Local Committee (Epsom & Ewell) is asked:

- (i) To approve the provisional allocation of budgets for 2019-20 as shown in Table 3 below (paragraphs 2.1.8 to 2.1.13 refer);
- (ii) 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:

Recommendations are made to facilitate development of Committee's 2019-20 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.

Committee is asked to provide the necessary authorisation to deliver its 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.

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 2018-19 as follows:
- Committee revenue: £168,182
 - Member revenue: £37,500 (£7,500 per Division)
 - Capital: £36,364
 - Capital under/over spend carried forward from 2017-18: £13,000
 - **Total: £255,046**
(2018-19 budget £242,045 plus 2017-18 carry forward £13,000)
- 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 accordance with Committee's authorisation in March 2018, the Area Highway Manager consulted the Chairman and Vice Chairman in April 2018 and allocated the regular 2018-19 budgets as shown in Table 1 below.

Table 1 Allocation of budgets for 2018-19

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.	£100,000
Revenue to deliver the Parking Review	£40,000
Parking surplus contingency	£9,824
Divisional allocations	£100,000 £20,000 per Division
Capital ITS schemes	£49,000
Capital contingency	£6,046
Total Including £49,824 parking surplus funding	£304,870

2.1.6 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
2017-18	£49,824		2018-19 parking review 2018-19 contingency	£40,000 £9,824
Total Based on £49,824 income from parking surplus	£146,124		Total	£131,500

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.

2.1.8 Based on the Medium Term Financial Plan (<https://www.surreycc.gov.uk/council-and-democracy/finance-and-performance/medium-term-financial-plan>) that was agreed by Surrey County Council's Cabinet on 27th March 2018, the Highways budget allocations for the eleven Local and Joint Committees for 2019-20 are expected to be approximately as follows:

- £2,400,000 revenue (split between Committees to be confirmed)
- £810,000 individual Member Highways allocation (£10,000 per Member)
- £400,000 capital (£36,364 per Committee)

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2.1.9 If the split of revenue between the Local Committees were to be the same in 2019-20 as it has been in previous years, Committee might expect revenue and capital Highways budgets as follows:

- £176,000 revenue
- £50,000 individual Member Highways allocation (£10,000 per Member)
- £36,000 capital
- **£262,000 Total**

2.1.10 Committee will be aware that in the context of the current financial challenges faced by the County Council, the Medium Term Financial Plan is likely to be reviewed, and any Highways budgets allocated to Local Committees may well change. In this context it is recommended that Committee makes provisional allocations of its 2019-20 budgets as detailed in Table 3 below, subject to confirmation of the Medium Term Financial Plan in due course.

Table 3 Recommended provisional allocation of budgets for 2019-20

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.	£100,000
Divisional allocations	£100,000 £20,000 per Division
Capital ITS schemes	£62,000
Total	£262,000

2.1.12 If the recommended provision allocation of budgets for 2019-20 were to be approved, over the coming months officers would work with Members to identify maintenance priorities for the Divisional Allocations, and would recommend a programme of capital ITS schemes for 2019-20 to Committee at its next meeting in December 2018. The recommended programme of capital ITS schemes would be drawn from the prioritisation list shown in Annex A.

2.1.13 It is likely that there will be further parking surplus income during 2018-19, which Committee could allocate to the delivery of the 2019-20 annual parking review.

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. In accordance with Committee's authorisation in March 2018, this programme has been decided by the Area Highway Manager in consultation with the Chairman and Vice Chairman. Table 4 below summarises progress with this capital programme.

2.2.2 In addition to the programme of Capital ITS schemes funded from Committee's budgets, there are also a number of developer funded schemes. These are also shown in Table 4 below.

2.2.3 Epsom & Ewell Borough Council has awarded CIL funding to four further projects, following successful bids for funding by Ward Members. These projects are also shown in Table 4 below:

- East Street trees – £23,000
- Station Approach street improvements – £30,035
- West Street, Ewell, extension of streetlighting – £53,900
- Woodcote Green bus shelter – £35,640

2.2.4 There is one further scheme, a feasibility study for the provision of a new pedestrian crossing near Priest Hill Close, which is being funded from the Divisional Member's individual Highways allocation. This scheme is also shown in Table 4.

Table 4 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.	A new pedestrian phase is now being constructed as part of the Plan E major scheme.	-
Stoneleigh Park Road to Bradford Drive	New cycle link – construction.	Detailed design complete, preparations being made for construction.	£12,000
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 as part of the next parking review.	- <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.	Under construction. If there is any funding left over for the Chuters Grove parking layby consultations will be needed with Members and the local community.	£246,200 <i>Developer funded.</i>

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Scheme	Description	Progress	Cost
Aldi, Kingston Road, Ewell	Pedestrian and passenger transport improvements	Various options have been reviewed with the Divisional Member. It has been agreed to move forwards with the detailed design for a new pedestrian crossing across Kingston Road adjacent to Aldi. Public consultation to be decided. Please see Annex B.	£107,200 <i>Developer funded</i>
East Street	New cycle link between Kiln Lane and Hook Road	This scheme can only go ahead if there is funding left over after the East Street junction with Kiln Lane Scheme. Straightforward scheme as mostly signs. Need to arrange detailed design, consultation and then implementation. Delayed following delays with the Kiln Lane / East Street scheme.	- <i>Developer funded</i>
Chessington Road, Ewell	New cycle link between Riverholme Drive and Longmead Road	Signs installed, awaiting programme date for kerb adjustments at side road crossing points.	£2,000
Mill Lane junction with St Mary's Close and London Road, Ewell	Pedestrian improvements.	Detailed design in progress in anticipation of construction later this Financial Year.	£10,000
Yew Tree Bottom Road	Pedestrian improvements.	Detailed design in progress in anticipation of construction later this Financial Year.	£9,300
Fair Green	New cycle link.	Feasibility study in progress. Route would be over common, not Public Highway. May need to abandon this scheme as there has been no response from the relevant Borough officers despite repeated attempts to communicate.	-
West Park Road	Tidy up speed limit on approach to Noble Park development.	Officers working to finalise the detailed design in consultation with the Divisional Member and the local community, make the necessary Legal Orders, and implement the scheme.	£8,200 <i>Developer funded.</i>

Scheme	Description	Progress	Cost
Headley Road, Ashtead	Review of equestrian facilities, especially the electronic warning signs.	Large buttons now installed at the equestrian crossing near the Queen's Stand. Need to prioritise options for improvement with the equestrian community, and then arrange for implementation.	£10,700
Waterloo Road	New Zebra Crossing.	Feasibility study nearly complete. Need to consult local Members.	£5,000
East Street	New tree planting	CIL funding awarded in August 2018. Officers will work with Members to develop scheme to implementation.	£23,000 CIL funded
Station Approach	Street improvements including improvements to cycle storage facilities	CIL funding awarded in August 2018. Officers will work with Members to develop scheme to implementation.	£30,035 CIL funded
West Street, Ewell	Extension of streetlighting	CIL funding awarded in August 2018. Officers will work with Members to develop scheme to implementation.	£53,900 CIL funded
Woodcote Green	New bus shelter	CIL funding awarded in August 2018. Officers will work with Members to develop scheme to implementation.	£35,640 CIL funded
Priest Hill Close	Feasibility study for new pedestrian crossing	Need to draft design brief.	£5,000 Funded from individual Member allocation
Total – noting that costs are approximate <i>These costs include £473,535 contributions from developer funding, CIL, and from an individual Member allocation</i>			£522,535

2.2.2 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 £100,000 that has been allocated for day to day maintenance works, £59,800 has now been committed to various minor repairs, including vegetation management, patching of small areas of footways and

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carriageways, repairing damaged verges and sign replacement. A further £4,900 worth of works are currently being planned. The remainder will be planned and committed to works as the Financial Year progresses.

- 2.3.2 Of the £100,000 that has been allocated for Divisional Allocations, which include Members' £7,500 individual Highway allocations, £88,900 has been committed to various schemes include verge repair and protection, kerb and footway repair works, carriageway resurfacing, grit bins, and new signs. A further £2,000 worth of works are currently being planned in consultation with Divisional Members.

2.4 Parking

- 2.4.1 The 2017 annual review is complete. The report on the 2018 review was presented to Committee on in June 2018 for approval. Proposals were then advertised on 12th July 2018, with a closing date for comments and objections of 9th August 2018.

Other highway related matters

2.5 Customer services

- 2.5.1 The total number of enquiries received for the six months between January and June 2018 is 91,245, an average of 15,208 per month. This is a 40% increase on the number received during the same period in 2017 and reflects the huge effect of the severe weather and subsequent proliferation of Safety Defects.
- 2.5.2 For Epsom & Ewell specifically, 5,100 enquiries have been received since January of which 2,253 (44%) were directed to the local area office for action, of these 94% have been resolved. This response rate is slightly above the countywide average of 93%.
- 2.5.3 For the first half of 2018, Highways received 162 Stage 1 complaints (down 18% from 2017) of which 14 were for the Epsom & Ewell area. In addition five have been escalated to stage 2 of the complaints process where the service was found to be at fault in two of these.

2.6 Major schemes

- 2.6.1 Over the summer months significant progress has been made with the **Plan E** Major Scheme including the completion of the junction improvements at both the Playhouse and Marquis junctions' in advance of opening South Street to two-way traffic. Other associated works completed at the junctions has included the following:

- Refurbishing the traffic lights at the Ashley Centre Car Park as these are linked to the new Playhouse junction traffic signal configuration;
- Resurfacing the Playhouse junction;
- Resurfacing the Marquis junction;
- Repaving the Playhouse Theatre forecourt to continue the South Street paving scheme.

- 2.6.2 As of Monday 27th August South Street is now operating with two-way traffic between West Street and Ashley Avenue. As part of the two-way switch over process temporary red & white water-filled barriers have been installed in the middle lane to provide a 'soft opening' allowing just 1 lane in each direction. These arrangements are planned to remain in place for 2-3 weeks (post two way working) to allow drivers to get used to the new road layout. During the temporary situation continued liaison with South Street businesses to manage delivery requirements has been undertaken.
- 2.6.3 Delays to some journeys are to be expected during these temporary arrangements but monitoring of traffic is continuing. When considered appropriate the 'water filled' barriers will be removed to allow the final configuration of two northbound lanes and one southbound lane to be fully operational in South Street. Monitoring of traffic and signal timings will continue post full opening and any appropriate adjustments will be implemented once the town centre traffic patterns have re-established following the opening of South Street to two way traffic flow.
- 2.6.4 Following the opening of South Street to two way traffic works will commence on the Spread Eagle junction in late September. The following changes at the Spread Eagle junction to improve road safety including:
- Removal of the existing large traffic island and provide a straight across pedestrian crossing facility across High Street (W);
 - Build-out of the kerb (Metrobank corner) to increase footway width and reduce crossing width distance across Ashley Road;
 - Retain existing pedestrian crossing facilities across High Street (E);
 - Retain existing pedestrian crossing facilities across Waterloo Road,
 - Removal of the uncontrolled right turn give way and provision of new Traffic Signal control of the right turn from High Street (W) into Ashley Road;
 - Provide new Pedestrian Countdown at Traffic Signals (PCATS) signal equipment - to warn pedestrians how long they have until the traffic signals change;
 - Carriageway resurfacing
- 2.6.5 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/policies-plans-consultations/major-transport-projects/epsom-and-ewell-major-transport-schemes>
- 2.6.6 The **Epsom Banstead STP** remains on hold pending the release of a further opportunity to bid for Coast to Capital (C2C) Local Enterprise Partnership (LEP) Growth Deal funding. No details or provisional timescales have yet been announced by the LEP. Following our previous bid submission made at the end of last year, we have been recommended by the LEP to re-submit this project business case should additional Growth Deal funding suitable for STP projects be made available. We are confident that the Epsom Banstead STP will provide necessary sustainable transport improvements that are aligned with current LEP strategic priorities and objectives to support economic growth and other related benefits for the local and wider area.
- 2.6.7 The Surrey County Council project webpage will be kept up to date with further information as soon as this becomes available:

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

- 2.6.8 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. The LEP funded element of the project has been completed by the end of March 2018, with some remaining match funding from Surrey County Council being spent in the April to Sept period.
- 2.6.9 All of the Automatic Number Plate Recognition (ANPR) cameras associated with this scheme have now been installed. Surrey Police are already benefiting from this technology which contributes towards their prevention of crime and disorder functions. Whilst county council officers continue to develop the real time journey system using the average journey time data derived from these cameras, which will help to highlight incidents and delays on the road network across the district.
- 2.6.10 The vast majority of the traffic monitoring CCTV cameras have also now been installed across the area 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 some of the area's busiest roads.
- 2.6.11 The majority of the Variable Message Signs (VMS) have been installed and have begun to display messages to motorists, the remainder scheduled to be installed during August and September.
- 2.6.12 The "Dial up Signal Control" (DUSC) changes to traffic signal junctions are near to completion. All equipment has been installed and will be fully working by the end of September 2018. 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.

2.7 Centrally funded maintenance

- 2.7.1 Operation Horizon reports for 2018-19 are available on the Surrey County Council website. These reports list road that are due to be treated in the current Financial Year 2018-19. Also on the same page of the Surrey County Council website is the latest information regarding the Winter Damage programme, and lists of roads for consideration for future Financial Years or the Horizon programme. 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 No update at the time of writing.

2.9 Passenger Transport

- 2.9.1 No update at the time of writing.

2.10 Other key information, strategy and policy development

- 2.10.1 The Cold Weather Plan sets out the Winter Service for treating the Highway in order to prevent ice from forming (precautionary salting), melt ice and snow that has already formed (post salting), and removal of snow in a snow event. As in previous years, members will be sent an electronic copy of the 2018-19 Cold Weather Plan along with links to revised 2018-19 gritting routes prior the commencement of the Winter Season. County Councillors can request and pay for new grit bins, or extension of use of an existing grit bin, by contacting the Maintenance Engineer, who will advise.

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.

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Public Health	No significant implications arising from this report.
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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: 2

Sources/background papers: None