

**SURREY COUNTY COUNCIL**

**LOCAL COMMITTEE (REIGATE AND BANSTEAD)**



**SURREY**

**DATE:** 17 SEPTEMBER 2018  
**LEAD OFFICER:** ZENA CURRY, AREA HIGHWAY MANAGER  
**SUBJECT:** HIGHWAYS SCHEMES UPDATE REPORT  
**AREA(S) AFFECTED:** ALL

**SUMMARY OF ISSUE:**

To inform the Local Committee on the progress of the 2018/19 Integrated Transport and highways maintenance programmes in Reigate and Banstead, as well as other projects that are not funded through the Local Committee such as the Winter Recovery Programme, the M23 Smart Motorway project, the Horley Masterplan, centrally funded maintenance and the A23 Network Resilience Project.

**RECOMMENDATIONS:**

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

**REASONS FOR RECOMMENDATIONS:**

Programmes of work have been agreed in consultation with the Committee. The Committee is asked to note the progress of the Integrated Transport Scheme programme and revenue maintenance expenditure. As well as the work that is being carried out on the Winter Recovery Programme, M25 Junction 8 scheme, the M23 Smart Motorway project, the Greater Redhill STP, Horley Masterplan, A23 Network Resilience Project and the large scale, centrally funded maintenance schemes.

**1. INTRODUCTION AND BACKGROUND:**

- 1.1 In December 2017, Reigate and Banstead Local Committee agreed a programme of capital Integrated Transport Schemes (ITS) and revenue maintenance expenditure for 2018/19, to be funded from the Local Committee's devolved budget.
- 1.2 In March 2018, Reigate and Banstead Local Committee agreed a revenue maintenance expenditure for 2018/19, to be funded from the Local Committee's devolved budget, following the approval of the 2018/19 budget by full Council on 6 February 2018. Where it was agreed that the revenue allocation to Local Committees be increased, and a member Local Highways Fund be introduced.
- 1.3 In addition to the Local Committee's devolved budget, countywide budgets have been used to fund major maintenance (Operation Horizon and the Winter Recovery Programme), drainage works and other capital highway schemes.

Countywide revenue budgets are used to carry out both reactive and routine planned maintenance works.

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 2018-19 as follows:

- Capital: £36,363
- Carry forward from 2017/18: £11,000
- Revenue: £168,182
- **Total: £215,545**

In addition to the delegated highway budgets above, highway officers are continuing to look for other sources of funding for schemes.

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, Road Safety schemes and the Parking Review.

### 2.3 Local Committee revenue works programme

Progress on the approved Local Committee revenue works programme is set out in **Annex 2**. An update on the Member Local Highways Fund is also provided.

### 2.4 Parking

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

### **Other highway related matters**

### 2.5 Customer services

**Table 1** below shows the number of enquiries received between January and June 2018 compared to the number received during the same period in 2017.

**Table 1 Customer Enquiries**

<b>Period</b>	<b>Total enquiries (no.)</b>	<b>Average no. of enquiries per month</b>	<b>No. of R&amp;B enquiries sent to the Local Area Office</b>
Jan-June 2017	65,281	10,880	3,853
Jan-June 2018	91,245	15,208	4,727

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 defects.

For Reigate and Banstead specifically, 11,478 enquiries have been received since January of which 4,727 (41%) were directed to the local area office for action, of these 93% have been resolved. This response rate is in line with the countywide average.

For the first half of 2018, Highways received 162 Stage 1 complaints (down 18% from 2017), of which 18 were for the Reigate & Banstead area. In addition one was escalated to Stage 2 of the complaints process where the service was found not to be at fault.

## 2.6 Winter recovery programme

A first list of roads included within the winter recovery programme has been published on Surrey County Council's website. This list consists of over 100 roads across the county and can be found here;

[https://www.surreycc.gov.uk/\\_data/assets/pdf\\_file/0005/169430/Roads-for-extensive-repairs-winter-damage-v3.0.pdf](https://www.surreycc.gov.uk/_data/assets/pdf_file/0005/169430/Roads-for-extensive-repairs-winter-damage-v3.0.pdf)

Subject to road space being available, work on these roads should be completed over the next few months and all of these roads have been put forward by local members or the local highway teams.

## 2.7 Winter gritting routes update

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 the revised 2018-19 gritting routes prior to 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.

## 2.8 Major schemes

M25 Junction 8 (Reigate Hill, Reigate) Improvement Works

Highways England have a scheme that is being developed to carry out improvement works to the junction 8 roundabout. These works are likely to include improved lane widths on the roundabout, facilities for pedestrians and improvements to the traffic signals.

2.9 M23 Smart Motorway

Highways England have a scheme currently under construction to upgrade the 11 mile (18km) stretch of the M23 near Gatwick Airport, between junction 8 near Merstham and junction 10 at Copthorne, to an all-lane running smart motorway.

Further details are available on the Highways England website:

<https://highwaysengland.co.uk/projects/m23-junctions-8-to-10-smart-motorway/>

2.10 Greater Redhill STP (A23 Three Arch Road Junction)

As part of the Greater Redhill STP project, Atkins consultancy were commissioned to undertake feasibility work to develop scheme options that increase capacity and provide sustainable transport improvements to the A23 Three Arch Road junction. A separate report regarding the outcome of this feasibility work is presented to this local committee.

Delivery of final schemes within the Greater Redhill STP continues for completion by the end of 2018/19. Since the last update provided to Local Committee, the full length cycleway extending from the A23 Three Arch Road junction through to Cross Oak Lane junction is 95% complete. Snagging and remedial works by the contractor is required in some locations. An Independent road safety audit of the scheme is currently being undertaken.

The programme of Quality Bus Corridor improvements along the routes served by local bus services 430/435 and 420/460 is also almost complete beyond some remedial works identified for the contractors. Works include 39 newly installed bus shelters and 52 new RTPI displays. Newly installed RTPI displays are now working in Earlswood and Salfords rail stations to provide live bus information for connecting train passengers. Other completed works include implementation of enforceable bus stop clearways. Alongside the new bus stop infrastructure and improved layouts introduced along the quality corridors this allows better accessibility for passengers boarding and alighting at the stops, and serves to improve bus schedule reliability.

Final work is also now underway by the SCC Countryside team to provide a direct connection of the NCR21 off road cycle route through to Copsleigh Avenue via the new Salfords footbridge for crossing the railway. This involves a diversion of Footpath 400 with a new surfaced route to connect to the bridge, providing more direct access for residents of Whitebushes and Salfords. This scheme is due to be completed by autumn.

Horley Master Plan forms the local contribution funded schemes for the STP project. The Horley schemes expected for delivery during the current financial year include the public realm improvements being designed for Horley town centre.

Further information on the Redhill STP including current newsletter can be found on the Surrey CC Major Schemes web page  
[www.surreycc.gov.uk/redhillstp](http://www.surreycc.gov.uk/redhillstp)

#### 2.11 Horley Master Plan

**High Street precinct** - the detailed design for the High Street public realm improvements has been completed and the work tendered. A contractor has been appointed and it is anticipated that work will commence at the end of September.

**Fastway 20** – the scheme to extend the Fastway 20 service through the Acres is working well. In the first 3 months there has already been a 10% increase in passenger boardings at Acres/Langshott.

**Westvale Bus services** – On Saturday 1<sup>st</sup> September two bus services were introduced to serve Westvale Park residents – the 422 and 424. The routes will provide a half-hourly service to Horley town centre & the railway station. Route 422 will provide an hourly service north to Reigate and south to Gatwick and Crawley and route 424 will provide an hourly service to East Surrey Hospital, Earlswood and Redhill and south to Crawley. To facilitate the services some works have been undertaken to adjust kerbs at the Lee Street/Horley Row/Meath Green Lane junction.

#### 2.12 Centrally funded maintenance

The Operation Horizon Team's programmes of major maintenance works for 2018-19 for the Reigate and Banstead area are now published on Surrey County Council's website here:

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

#### 2.13 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**.

#### 2.14 Passenger Transport

As part of the Greater Redhill STP a number of programme of Quality Bus Corridor improvements have been carried out, these improvements have included new bus shelters, with Real Time Passenger Information displays at key stops. Enforceable bus stop clearways have also been installed to try to reduce the number of drivers parking in bus stops which can result in reduced access to buses for the mobility impaired.

#### 2.15 A23 Network Resilience Project

The Coast to Capital Local Enterprise Partnership has funded a project to update and repair drainage infrastructure and to carry out carriageway

[www.surreycc.gov.uk/reigate&banstead](http://www.surreycc.gov.uk/reigate&banstead)

reconstruction and resurfacing along the A23 at two specified locations; Redhill town centre and “between Hooley Lane and Chequers Lane roundabout junction with Balcombe Road”. The local funding contribution to this project is provided from Horizon funds already allocated to carriageway work for short sections of this route.

Work commenced on this project at the beginning of 2018 with an extensive drainage survey, because historically the Council has poor drainage records of these specific areas. The surveys included high pressure water cleansing of all gullies and highway drains to enable the CCTV surveys to be carried out. The cleansing also provided further drainage capacity and resilience in its own right, particularly for drainage systems that were previously unknown and therefore not on drainage schedules. The survey work helped to form an extensive programme of drainage repairs and capacity improvements that have been on-going since March 2018, and are being carried out in advance of programmed carriageway work.

The carriageway resurfacing consists of a Hot Rolled Asphalt material which is a return to traditional, proven, hard wearing materials appropriate to high volume, heavily loaded part of the principal road network. Additional road reconstruction work is also being carried out where tests have shown that such work is required. There is not sufficient funding for work to be carried out on the entire route, but significant sections of the A23 will be replaced using a priority system based on condition data, visual observations and existing road construction material analysis.

Carriageway resurfacing work commenced in March at the section of Redstone Hill under the railway bridge, which was prone to flooding and had a very poor road surface. This is technically the A25, but the problems associated with flooding create delays on the A23.

The second priority area for work to be carried out was the Chequers roundabout at Meath Green and extending into all three legs off the junction; Brighton Road, Balcombe Road and particularly Bonehurst Road. This work was carried out over four weeks of night work and is now complete. This work was widely publicised and despite the obvious necessary inconvenience to road users, has been generally well received.

The next phase of resurfacing work is currently planned to be carried out in September and will involve resurfacing the section of the A23 between Three Arch Road and Woodhatch Road. The precise extent of this work is yet to be finalised, but it will not include the Three Arch Road/Maple Road junction at this stage, as it is hoped that this work might be co-ordinated as part of a planned junction improvement scheme, if timescales permit.

Because the resurfacing material being used is Hot Rolled Asphalt which can only be laid in the spring/summer months, subsequent phases of surfacing work will not be programmed until 2019. However, drainage work will continue to be programmed during the autumn and winter periods.

## 2.16 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 2018/19 budgets will be 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.

<b>Area assessed:</b>	<b>Direct Implications:</b>
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 vulnerable children and adults	No significant implications
Public Health	No significant implications

**7. CONCLUSION AND RECOMMENDATIONS:**

- 7.1 Progress on the programme of local committee capital highway works in Reigate & Banstead is set out in **Annex 1**.
- 7.2 Progress on the programme of local committee revenue highway works and Local Member Highways Fund in Reigate and Banstead is set out in **Annex 2**.
- 7.3 Information regarding the significant increase in the number of enquiries received by the local area team us set out under section 2.5 of this report.
- 7.4 Information regarding the Winter Recovery Programme, the M25 junction 8 works, the M23 Smart Motorway Scheme, the Greater Redhill STP, Horley

Masterplan, Centrally Funded Maintenance and the A23 Network Resilience Project is also included within this report.

- 7.5 Local Committee is asked to note the contents of this report.

**8. WHAT HAPPENS NEXT:**

- 8.1 Delivery of the highway works programme will continue and a further update report will be presented to the next meeting of the Local Committee.

**Contact Officer:**

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**Consulted:**

Not applicable.

**Annexes:**

Annex 1: Summary of approved Local Committee capital works programme progress

Annex 2: Summary of approved Local Committee revenue works programme progress and update on Local Member Highways Fund.

**Background papers:**

- Report to Reigate and Banstead Local Committee, 5<sup>th</sup> December 2017,  
"Highways Forward Programme 2018/19 – 2019/20"