

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (REIGATE AND BANSTEAD)



SURREY

DATE: 4 MARCH 2019

LEAD

OFFICER: ZENA CURRY, AREA HIGHWAY MANAGER

**SUBJECT: HIGHWAYS SCHEMES 2018/19 – END OF YEAR
UPDATE AND 2019/20 FORWARD PROGRAMME
AMENDMENTS TO CAPITAL BUDGET**

AREA(S)

AFFECTED: ALL DIVISIONS

SUMMARY OF ISSUE:

To inform the Local Committee on the outcome of the 2018/19 Integrated Transport Scheme (ITS) and highway maintenance programmes in Reigate & Banstead and the amendments to the 2019/20 Local Committee capital budget.

This report also seeks agreement on funding priorities for the local committee's capital maintenance allocation.

RECOMMENDATIONS:

The Local Committee (Reigate & Banstead) is asked to:

- i. Note the contents of this report.
- ii. Note the increased capital budget for 2019/20; and
- iii. Agree that the capital maintenance budget for 2019/20 is used to fund either local footway works or to match fund schemes on the existing centrally delivered wetspots programme.
- iv. Agree that the capital improvement schemes allocation for Reigate and Banstead be used to progress the Integrated Transport Schemes programme set out in Annex 3;

REASONS FOR RECOMMENDATIONS:

To update the Local Committee on the outcome of the 2018/19 highway works programme in Reigate & Banstead, and amendments to the 2019/20 Local Committee capital budget.

1. INTRODUCTION AND BACKGROUND:

- 1.1 At the Reigate & Banstead Local Committee meeting held on 4 December 2017, the Reigate & Banstead Local Committee approved a programme of highway works for Reigate & Banstead funded from the Local Committee's delegated capital and revenue budgets.
- 1.2 The budget for 2018/19 was approved by full Council on 6 February 2018. Whilst the capital budget remained unchanged, an increase in the revenue allocation to Local Committees was agreed and a member Local Highways Fund introduced.
- 1.3 At the Local Committee meeting held on 5 March 2018, the Reigate & Banstead Local Committee approved the revised allocation of the Local Committee's devolved revenue maintenance budget.
- 1.4 This report provides information to the Local Committee on the outcome of the 2018/19 Integrated Transport and highways maintenance programmes in Reigate & Banstead. It also provides information to the Local Committee regarding progress on road safety schemes and developer funded schemes during the 2018/19 financial year.
- 1.5 In addition to the Local Committee's Integrated Transport Schemes and revenue maintenance expenditure, Countywide budgets have been used over the past year to fund major maintenance including the A23 Resilience Scheme, major footway resurfacing major drainage works and other capital highway schemes. Countywide revenue budgets have also been used to carry out both reactive and routine planned maintenance works.
- 1.6 **Annex 1** provides updates on the Integrated Transport Schemes, road safety schemes, developer funded schemes and the parking review.
- 1.7 At the Local Committee meeting held on 3 December 2018, the Reigate & Banstead Local Committee approved a programme of highway works for Reigate & Banstead funded from the Local Committee's delegated capital budget for 2019/20. The Local Committee were advised that, subject to final approval by Full Council in February 2019, the Local Committee would receive a capital budget of £181,818 in 2019/20.
- 1.8 Since the meeting held on 3 December 2018, the capital budget has subsequently been amended, with each Local Committee receiving £100,000 and a further amount based on a formula which includes factors such as road length and population. As a result Reigate & Banstead will receive an increased capital budget of £211,111, from the previous amount of £181,818. This budget was approved by Full Council on 5 February 2019.
- 1.9 £81,111 of the capital budget has been allocated to fund the ITS programme approved by the Local Committee in December 2018. The balance of £130,000 will be used to fund capital maintenance schemes, divided equitably between divisional members. It was agreed that the schemes to be progressed would be agreed by the Reigate & Banstead Maintenance Engineer in consultation with the Local Committee Chairman, Vice-Chairman and divisional members. Further guidance regarding capital maintenance schemes that divisional members may wish to fund are included within this report.

2. ANALYSIS:

Local Committee Finance

2.1 The Reigate & Banstead Local Committee's delegated highway budgets for the 2018-19 Financial Year were as follows:

- Capital: £36,363
- Revenue: £168,182
- **Total: £204,545**

In addition to the delegated highway budgets above, highway officers within the local area office continued to look for other sources of funding for schemes in the 2018/19 financial year, which have been identified within the Integrated Transport Scheme Programme. As a result funding was secured from Section 106 developer funding for improvements to the existing zebra crossing on the A23 High Street, Merstham. CIL funding has also been secured for the extension of the existing footway/cycleway on the A240 Reigate Road, between the signalised junction into Asda and Church Lane.

2.2 A number of ITS improvement schemes and road safety schemes have been progressed in 2018/19 as highlighted below and set out in detail in **Annex 1**.

- Slipshatch Road, Reigate: reduction in speed limit on Slipshatch Road and part of Clayhall Lane from 60mph to 40mph following a member question to the Local Committee in December 2016.
- Hollymeoak Road/Portnalls Road junction, Chipstead: feasibility study to investigate possible improvements to the existing junction following road safety concerns raised by local residents.
- Winkworth Road, Banstead: installation of Halo beacons at the existing zebra crossing on Winkworth Road (close to the junction with Sutton Lane), following concerns raised by Banstead Village Residents Association about the safety and visibility of the zebra crossing.
- A23 Brighton Road, near Southlands, Horley: a new pedestrian island to be installed at existing pelican crossing to enable additional signal heads to be installed to make it more visible.

2.3 The budgets delegated to Local Committee were in addition to budgets allocated at County level to cover various major highways maintenance schemes. Including footway/carriageway resurfacing, the maintenance of traffic signals and highway drainage. Budgets allocated at County level also included footway/cycleway improvements carried out under the Greater Redhill Sustainable Transport Programme.

Local Committee capital works programme 2018/19

2.4 Progress on the approved Local Committee funded capital programme of highway works in Reigate & Banstead, during the 2018/19 financial year is set out in **Annex 1**. It also provides an update on schemes being progressed using developer contributions, the Road Safety Team and the Parking Review.

Local Committee revenue works programme 2018/19

- 2.5 Under the “Highways Forward Programme 2018/19 – 2019/20” report, presented to the Local Committee on 4 December 2017, 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 **Annex 2**.
- 2.6 At the full Council meeting on 6 February 2018, it was agreed that the revenue maintenance local committee allocation be increased and the Local Highways Fund introduced. Following this approval, **Annex 2** shows the revenue maintenance allocations for 2018/19, together with examples of the works carried out. This budget has been spent in full.

Parking

- 2.7 An update on the Parking review is provided in Annex 1.

2.8 Customer services

The total number of enquiries received in the calendar year 2018 was 144,409, with an average of 12,034 enquiries per month, this represents an increase of approximately 29% from the total received in 2017. This is mainly due to the severe weather experienced in the early part of 2018, and an increase in defect reports.

For Reigate and Banstead specifically, 17,810 enquiries were received between January and December 2018 of which 7,943 were directed to the local area office for action, of these 94% have been resolved. This is in line with the Highways countywide average.

During 2018, 319 stage 1 complaints were received (a 12% reduction on 2017) of which Reigate & Banstead received 32 and seven were escalated to stage 2. The service was found to be at fault in one of these, following independent investigation. There were no complaints directed to the Local Government Ombudsman.

2.9 Major schemes

Greater Redhill STP

Delivery of the Greater Redhill STP is due for completion by the end of March 2019. Final remedial works are currently being undertaken by the contractor where required. Safety issues have been raised by users of the new A23 cycle/pedestrian route due to vehicles parking on the footway. A number of measures are already in place to prevent this, including extensions of double yellow lines and bollards along the footway edge in certain locations. Additional bollards are also planned to be installed shortly to address this ongoing issue.

The programme of Quality Bus Corridor (QBC) improvements along the routes served by local bus services 430/435 and 420/460 is almost complete. Alongside the new bus stop infrastructure and improved layouts introduced

along the quality corridors these schemes are designed to provide better accessibility for passengers boarding and alighting at the stops, and will improve reliability of local bus services.

The Horley Master Plan forms the local contribution funding for the ATP project. Schemes currently underway in Horley include public realm improvements for the town centre, and construction of a new pedestrian island to improve the crossing facilities on the A23 Brighton Rd at Southlands Ave.

Further information on the Redhill STP including the current newsletter can be found on the Surrey CC Major Schemes web page

www.surreycc.gov.uk/redhillstp

A23 Three Arch junction

September Local Committee approved the scheme design for public consultation. Consultation is now complete. This was open to the public from 1 November until 6 January. An exhibition staffed by members of the project team was held at the East Surrey Hospital. The scheme consultation panels were also available for viewing at Reigate Town Hall. The consultation was widely promoted through a number of Surrey CC and R&B Borough Council media channels, with additional direct engagement with key stakeholders during the consultation period. Letters were distributed to properties and businesses in the immediate local area inviting their views and feedback on the proposals.

A total of 294 responses to the consultation has been received. This is a particularly good response rate for a scheme of this type. Work is now underway to analyse the results from the large amount of responses received via online, email and paper copies. This work will inform any changes required to the scheme before undertaking the detailed design stage. The consultation results will be reported back through the Redhill STP Member Task Group and a later Local Committee as part of this process.

Linked to this wider junction improvement scheme, work has recently been carried out by the Local Area team to change the give way arrangements at the junction to give priority to vehicles exiting East Surrey Hospital along the Three Arch Road. The purpose of this scheme is to improve traffic flow and reduce congestion at the junction which is a particular problem at peak times affecting all road users accessing the hospital including emergency vehicles.

The project webpage address with consultation details can be found here;

<https://www.surreysays.co.uk/environment-and-infrastructure/three-arch-road-a23-junction/>

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. The design work on this scheme, being carried out by Highways England is ongoing.

A23 Resilience Project

The Coast to Capital Local Enterprise Partnership approved a business case for A23 Resilience with a project value of £4.9m. The local contribution to the project was provided from Horizon funds already allocated to carriageway work for short sections of this route. The business case was essentially to upgrade and repair drainage infrastructure and to carry out carriageway reconstruction and resurfacing along the A23 at two specified locations; Redhill town centre and “between Hooley Lane and the Chequers Lane roundabout junction with Balcombe Road”. The funding is only available until March 2019.

Work commenced at the beginning of 2018, with an extensive survey of drainage asset data, which included high pressure water cleansing of gullies and highway drains to enable CCTV surveys to be carried out. The cleansing provides improved drainage capacity and resilience, particularly to assets that have not been previously recorded. It also informed an extensive programme of drainage repairs and capacity improvements that have been on-going since March and are being carried out in advance of programmed carriageway work.

Carriageway resurfacing has been carried out in this financial year including, the section of Redstone Hill under the railway bridge, Bonehurst Road, The Chequers Roundabout and Horley Road between 50m south of the Three arch/Maple Road junction and Woodhatch Road.

The next phase of surfacing will include the section of Bonehurst Road up to Bonehurst Bridge, and then Brighton Road from where the previous phase ended slightly north of Woodhatch Road junction through Salfords to Lodge Lane junction. Further resurfacing work will then be carried out on the A23 London Road, between Princess Way and Frenches Road.

The residual funding on the project will then be allocated to significant carriageway repairs on the section of the A23 between Lodge Lane and Cross Oak Lane. It was intended that this final phase of work would also look at priorities in the Earlswood Common length of the A23, but this is now unlikely as permits to carry out work on the highway are not available due to water main works being carried out.

In excess of £2m of carriageway work is planned on the A23 between April and September. Most of this work will be carried out at night. It has been coordinated through the road space permit application process and widely publicised and, to date, has generally been well received, despite the obvious necessary inconveniences.

2.10 Severe weather recovery programme

A list of roads included within the severe weather recovery programme is published on Surrey County Council’s website. This list consists of over 200 roads across the county and can be found at the following location on the website;

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

This list is continually being updated with new roads being added and information regarding those resurfacing works that have been completed being provided. All of these roads have been put forward by local members or the local highway teams.

2.11 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>

2.12 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**.

2.13 Passenger Transport

There are no Integrated Transport Schemes, which were funded in the 2018/19 financial year that directly contributed to improvements in passenger transport. However, as part of the Greater Redhill STP a number 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.

Local Committee Budget & Forward Programme 2019/20

2.14 Capital

At the meeting held on 3 December 2018, a report was presented to the Reigate & Banstead Local Committee setting out the Local Committee's delegated capital budget for 2019/20 and a programme of works. The Local Committee were advised that, subject to final approval by Full Council in February 2019, the Local Committee would receive a capital budget of £181,818 in 2019/20. The Local Committee were also advised that the budget for 2019/20 approved by full Council on 13 November 2018 removed the Local Committee's revenue budget. But that each divisional Member will receive £7,500 to address highways issues in their division.

Since the meeting held on 3 December 2018, the capital budget has subsequently been amended, with each Local Committee receiving £100,000 with a further amount based on the number of members in the area. This budget was approved by Full Council on 5 February 2019, resulting in Reigate & Banstead receiving an increased capital budget of £211,111 from the previous amount of £181,818.

In order to maximise the use of the increased capital budget of £211,111 the capital budget allocated to fund the ITS programme and approved by the Local Committee in December 2018 has been reduced by £707 from £81,818 to £81,111. **Annex 3** shows the updated ITS Programme, with the allocation for "Small safety and improvement schemes" reduced from £6,818 to £6,111.

2.15 Capital Maintenance

The balance of £130,000 will be used to fund capital maintenance schemes, divided equitably between divisional members. It was agreed that the schemes to be progressed would be agreed by the Reigate & Banstead Maintenance Engineer in consultation with the Local Committee Chairman, Vice-Chairman and divisional members.

The capital maintenance allocation for 2019/20, will provide each member with £13,000 to spend on capital maintenance in their divisions. This is not sufficient to carry out Local Structural Repair schemes, due to the costs involved that include road closure and associated traffic management required to carry out the works.

There are drainage and flooding issues at known locations across the borough. Drainage issues require full investigation in order to establish the nature of the problem and the appropriate solution, which results in costs being unpredictable. It would not be recommended that members use their capital maintenance allocation for drainage works. However, there are opportunities for members to use their allocation to provide match funding for existing capital drainage schemes in their divisions being considered under the wetspots programme, managed by the Strategic Network Resilience team. This will enable earlier delivery of such schemes.

There is only a limited centrally funded programme of works for footway maintenance under Horizon pavement, concentrating on footways near schools and shops. Members could consider funding footway works from their capital maintenance allocation at locations that would not prioritise for Horizon pavement funding. This could include siding out and slurry sealing, and the provision of dropped crossings. Such works can be delivered through Surrey's main contractor, providing greater surety in the final costs and confidence that the works will be completed during the next financial year.

It is proposed that members agree to use their capital maintenance allocation to carry out footway works or to provide match funding for existing capital drainage schemes on the wetspots programme. As previously agreed by Local Committee in December, the schemes to be progressed would be agreed by the Maintenance Engineer in consultation with the Chairman, Vice-Chairman and divisional members.

3. OPTIONS:

- 3.1 Not applicable 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, in regards to the delegated budgets is detailed in section 2.1, 2.14 and 2.15 above.

- 5.2 The key objective with regard to the 2018/19 budgets has been managed to a neutral position.

6. WIDER IMPLICATIONS:

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 vulnerable children and adults	No significant implications
Public Health	No significant implications

7. CONCLUSION AND RECOMMENDATIONS:

- 7.1 This report sets out highway works carried out in Reigate & Banstead in 2018/19, for Members' information.
- 7.2 Progress on the Integrated Transport Schemes, revenue maintenance schemes, major schemes, centrally funded maintenance schemes, developer funded schemes, road safety schemes and the parking review during the 2018/19 financial year is set out in section 2 and **Annexes 1 and 2** of this report. Section 2 also summarises the customer enquiries that have been received by Surrey Highways, during the 2018 calendar year.
- 7.3 In order to maximise the use of the increased capital budget of £211,111 the capital allocated to fund the ITS Programme has been reduced by £707 from £81,818 to £81,111. It is recommended that the allocation for "Small safety and improvement schemes" within this budget be reduced from £6,818 to £6,111.
- 7.4 In December 2018, the Local Committee agreed that the capital maintenance budget would be divided equitably between divisional members to carry out Local Structural Repair, with the schemes to be progressed to be agreed by the Maintenance Engineer in consultation with members.
- 7.5 It is recommended that members use their capital maintenance to carry out footway works or to provide match funding for existing capital drainage schemes on the wetspots programme. This would enable the delivery of footway schemes that are a priority locally but would not otherwise be funded or facilitate the early delivery of schemes on the existing wetspots programme.

8. WHAT HAPPENS NEXT:

- 8.1 The remaining budget for the 2018/19 financial year will be spent and the end of year outturn figures will be finalised.

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8.2 Work will continue on the ITS programme and capital maintenance schemes for the 2019/20 financial year.

Contact Officer:

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Consulted:

Not applicable.

Annexes:

Annex 1 – Summary of progress of capital schemes 2018/19

Annex 2 – Summary of progress of revenue works programme 2018/19

Annex 3 – Reigate and Banstead Highways Forward ITS Programme 2019/20 to 2020/21.

Background papers:

- Report to Reigate & Banstead Local Committee 4 December 2017 “Highways Forward Programme 2018/19 – 2019/20”.
 - Report to Reigate & Banstead Local Committee 5 March 2018 “Reigate & Banstead Highways Forward Programme 2018/19”.
 - Report to Reigate & Banstead Local Committee 3 December 2018 “Highways Forward Programme 19/20 – 20/21”.
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