

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (EPSOM & EWELL)

DATE: 24TH JUNE 2019



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 2019-20.

Members are encouraged to start considering the strategy and priorities for next Financial Year, 2019-20.

RECOMMENDATIONS:

The Local Committee (Epsom & Ewell) is asked to:

- (i) Decide whether to defer the London Road alongside Nonsuch Park project and re-allocate its £5,000 feasibility study funding to cover the cost of the legal process for the Fair Green cycle link scheme, which would enable the Area Highway Manager to make a formal request to Epsom & Ewell Borough Council to seek the necessary permission from the Secretary of State to implement this scheme (paragraphs 2.2.4 to 2.2.7 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:

To move forwards with the Fair Green Cycle Link project, Committee would need to re-allocate funding from another scheme to cover the likely legal expenses.

Committee is asked to provide the necessary authorisation to deliver those 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 Outturn figures from 2018-19 are shown in Table 1 below. As per normal practice, the capital overspend will be carried forward into 2019-20. A request to carry forwards revenue underspends into 2019-20 has been approved.

Table 1 Outturn from 2018-19 (rounded figures)

	Budget	Expenditure	Outturn
Committee Revenue	£168,200	£148,300	£19,900 underspend
Member Revenue	£37,500	£33,300	£4,200 underspend
Capital	£289,500 base budget £36,400 plus £12,900 underspend carried forward from 2017-18 plus £20,000 transferred from revenue plus £220,300 developer funding	£297,800	£8,200 overspend

- 2.1.2 The Local Committee in Epsom & Ewell has been delegated Highway budgets in the current Financial Year 2019-20 as follows:
- Committee revenue: £0
 - Member revenue: £37,500 (£7,500 per Division)
 - Capital: £155,556
 - **Total: £184,856**
(2019-20 budget £193,056 minus 2018-19 carry forward £8,200)
- 2.1.3 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.

- 2.1.4 In accordance with Committee's authorisation in March 2019, the Area Highway Manager consulted the Chairman and Vice Chairman in April 2018 and allocated the regular 2018-19 budgets as shown in Table 2 below.

Table 2 Allocation of budgets for 2019-20

Allocation	Amount
Revenue maintenance works according to priorities within each Division	£37,500 £7,500 per Divisional Member.
Capital for patching / resurfacing of carriageways and footways	£100,000 £20,000 per Division
Capital ITS schemes	£55,556
Total	£193,056

- 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 3 below.

Table 3 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

- 2.1.6 At the time of writing this report, the parking surplus income during 2018-19 had not been confirmed.
- 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.

2.2 Local Committee capital works programme

2.2.1 The 2019-20 allocation for Capital ITS schemes is being used to promote capital schemes previously approved by the Local Committee. 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
- Station Approach street improvements
- West Street, Ewell, extension of streetlighting
- Woodcote Green bus shelter

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.	Improvements constructed as part of the Plan E major scheme.	-
South Street / Ashley Avenue pedestrian phase	Introduction of new pedestrian phase to existing traffic signals.	A new pedestrian phase has been constructed as part of the Plan E major scheme.	-
Stoneleigh Park Road to Bradford Drive	New cycle link – construction.	A design issue has been identified through the Road Safety Audit process. Officers are working on options to overcome this.	£tbc
Ewell Village High Street	Monitoring of improvements outside Coop.	New loading bay implemented as part of 2018-19 annual parking review. Need to monitor effectiveness and decide whether to promote any further measures.	- <i>Developer funded</i>
East Street, between Chuters Grove and Windmill Lane	Implementation of parking management scheme to alleviate congestion on southbound approach to Kiln Lane.	Detailed design for new parking layby in progress, in preparation for public consultation.	£157,400 <i>Developer funded.</i>

Scheme	Description	Progress	Cost
Aldi, Kingston Road, Ewell	Pedestrian and passenger transport improvements	Detailed design in progress for new pedestrian crossing across Kingston Road adjacent to Aldi. Currently awaiting results of traffic modelling to understand traffic impact of proposed new crossing. Public consultation to be decided in due course.	£97,300 <i>Developer funded</i>
East Street, between Kiln Lane and High Street	Implementation of new cycle route	Design in progress.	£20,000 Plus any funding left over from Chuters Grove layby scheme
Mill Lane junction with St Mary's Close and London Road, Ewell	Pedestrian improvements.	Completed in 2018-19 (Final cost £14,900)	-
Yew Tree Bottom Road	Pedestrian improvements.	Completed in 2018-19 (Final cost £19,600)	-
Fair Green	New cycle link.	See comments below.	£tbc
West Park Road	Tidy up speed limit on approach to Noble Park development.	Completed in 2018-19 (Final cost £7,400)	-
Headley Road, Ashted	Review of equestrian facilities, especially the electronic warning signs.	Officers working towards implementation in consultation with the Jockey Club.	£tbc
Waterloo Road, Epsom	Implementation of pedestrian, cycle, and public transport improvements.	Officers preparing for public consultation.	£50,000 <i>Developer funded</i>
East Street	New tree planting	See comments below.	-
Station Approach	Street improvements including improvements to cycle storage facilities	CIL funding awarded in August 2018. Officers working with Members to develop scheme to implementation.	£30,035 <i>CIL funded</i>
West Street, Ewell	Extension of streetlighting	Complete.	£61,271 <i>CIL funded</i>
Woodcote Green	New bus shelter	Complete.	£35,640 <i>CIL funded</i>

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Scheme	Description	Progress	Cost
Reigate Road, near its junction with Priest Hill Close	Implementation of improved pedestrian crossing facilities	Design in progress – awaiting outcome of CIL bid.	£15,000
Various locations including Laburnum Road, Mongers Lane, Waterloo Road, and Chessington Road	Feasibility study for new dropped kerbs to provide cycle connections	Feasibility study in progress in consultation with the Epsom & Ewell cycle forum.	£5,000
London Road near Briarwood Road and Anne Boleyn Court bus stops	Feasibility study for improved pedestrian crossing facilities	Feasibility study in progress.	£5,000
Cheam Road near Bramley Road bus stops	Feasibility study for improved pedestrian crossing facilities	Feasibility study in progress.	£5,000
London Road alongside Nonsuch Park	Feasibility study for new cycle link from Sparrow Farm Road to Nonsuch Park entrance.	Feasibility study in progress.	£5,000
Total – noting that costs are approximate <i>These costs include £431,646 contributions from developer funding including CIL</i>			£486,646

2.2.4 The Area Highway Manager has now discussed the **Fair Green Cycle Link** project with the relevant Epsom & Ewell Borough Council officer. As the new cycle link would cross an area of Common, Epsom & Ewell Borough Council's support is essential. As the proposal affects Common Land, there is a formal process, which would run broadly as follows:

- The Local Committee would need to allocate approx. £5,000 (and possibly more if the legal process goes to appeal) funding to cover the legal and other costs of the formal process.
- The Area Highway Manager would need to submit a plan and supporting evidence in the form of a briefing note for Epsom & Ewell Borough Council's Strategy & Resources Committee.
- On receipt of the above, Epsom & Ewell Borough Council officers would submit the proposal to for Epsom & Ewell Borough Council's Strategy & Resources Committee, with a positive recommendation.
- Epsom & Ewell Borough Council's Strategy & Resources Committee would decide whether to move ahead with the formal process.
- The formal process involves an application to the Secretary of State and notices in the local press.
- Ultimately the Secretary of State decides, taking into account any representations in response to the notices.

- 2.2.5 The last time Epsom & Ewell Borough Council attempted to go through this formal process there were a number of objections, which lead to a public inquiry. This resulted in £5,000 costs and about a year in duration. The approval was eventually given by the Secretary of State but it could have gone either way. Had the Secretary of State not given approval the investment would have been abortive.
- 2.2.6 What this all means is that if the Local Committee wished to pursue this proposal, £5,000 would need to be allocated to the process, with no guarantee of a positive outcome. It is therefore recommended that the Local Committee decides whether to allocate £5,000 to cover the cost of the legal process, which would enable Epsom & Ewell Borough Council to decide formally whether or not to move ahead with the formal processes needed to progress this scheme. To be able to allocate this funding, Committee would need to defer one of the feasibility studies in Table 4 above.
- 2.2.7 Of the schemes in Table 4 the lowest ranking scheme in Committee's prioritisation list is the London Road alongside Nonsuch Park project, with a cost vs benefit score of 2,600. Therefore this would be the recommended scheme for deferral, if Committee chose to allocate funding to the Fair Green Cycle Link scheme. Committee's prioritisation list was most recently published with the Committee papers in December 2018. In December 2018 the Fair Green Cycle Link scheme had been recommended for removal from the list, as officers had been trying for a number of years, without success, to engage with Epsom & Ewell Borough Council to move the scheme forwards. When the prioritisation list was published in November 2017, the Fair Green Cycle Link scheme had a cost vs benefit score of 4,500.
- 2.2.8 Following the award of CIL funding for the **East Street tree planting** scheme, officers commissioned ground penetrating radar surveys of a number of locations in East Street to identify the locations of underground utilities that run along East Street. There are clearance distances that must be adhered to between different underground utility pipes / cables / etc and any new trees. Unfortunately it was not possible to find a location where there was enough clearance to plant any new trees in East Street. This means that this project is not feasible.
- 2.2.9 Further to Committee's allocation of £100,000 in March 2019 for carriageway and footway patching and resurfacing, officers have been working with Members to agree which individual schemes should be prioritised within their respective Divisions. Table 5 details the resulting agreed programme for 2019-20.

Table 5 Capital maintenance programme for 2019-20

Location	Proposed works	Cost	Status
Woodcote Green Road	Local Structural Repair (LSR – large scale carriageway patching)	£20,000 allocated	Officers have walked site with supply chain. Awaiting detailed cost.

Location	Proposed works	Cost	Status
Holman Road	Concrete carriageway repair	£20,000 allocated to two sites	Officers have walked site with supply chain. Awaiting detailed cost.
Hollymoor Lane	Concrete carriageway repair		Officers have walked site with supply chain. Awaiting detailed cost.
The Green	LSR	£20,000 allocated to three sites	Officers have walked site with supply chain. Awaiting detailed cost.
Persfield Close	Footway patching / resurfacing		Officers have walked site with supply chain. Awaiting detailed cost.
Curvan Close	Footway patching / resurfacing		Officers have walked site with supply chain. Awaiting detailed cost.
Stoneleigh Park Road	Concrete carriageway repair	£20,000 allocated	Officers have walked site with supply chain. Awaiting detailed cost.
Manor Green Road, junction with West Hill	LSR	£20,000 allocated to three sites	Officers have walked site with supply chain. Awaiting detailed cost.
Christ Church Road, near Horton Lane roundabout	LSR		Officers have walked site with supply chain. Awaiting detailed cost.
Stamford Green Road, outside The Cricketers	LSR		Officers have walked site with supply chain. Awaiting detailed cost.
Total expected investment		£100,000	

2.2.10 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 At the time of writing this report, works of value £10,700 were being planned to invest Members' £7,500 individual Highways allocations (£37,500 total available). Members are encouraged to work with officers to prioritise investment of the balance of these allocations. Any funding not allocated by October 2019 will be lost

2.4 Parking

2.4.1 The 2018 review has been substantially completed.

Other highway related matters

2.5 Customer services

- 2.5.1 Highways & Transport received 34,644 enquiries and reports during the first quarter of 2019, an average of 11,548 per month, this is a significant decrease from the same period last year which averaged 15,119 per month. This is mainly due to the milder winter.
- 2.5.2 For Epsom & Ewell specifically, 2,466 enquiries have been received of which 1,128 were directed to the local area office for action, 95% of these have been resolved. This response rate is in line with the countywide average.
- 2.5.3 For the first quarter, Highways received 62 stage 1 complaints of which six were for the Epsom & Ewell area. In addition two were escalated to Stage 2 of the complaints process, neither were upheld following independent investigation.

2.6 Major schemes

- 2.6.1 Regular updates are being provided to Members for the **Plan E** project. 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>
- 2.6.2 All the on street component elements and traffic signals controller upgrades have been completed for the **Wider Network Benefits** Intelligent Transport Systems Project. All LEP monies and match funding is now spent. Officers are now developing further strategies to make best use of the new systems across the County in order to better manage our road network.
- 2.6.3 The new ANPR cameras will provide us with real time average journey information to enable comparison with the average duration at any 'normal' given day/time. The system is already beginning to calculate these 'norms'. The real time journey time information will then alert us to excessive delays in real time.
- 2.6.4 The additional CCTV cameras – complementing the CCTV owned by Epsom & Ewell Borough Council, to which we already have access – enable us to view the network at key sites and potentially enable us to 'act' accordingly, perhaps negating the need to send an Officer to site first.
- 2.6.5 The new VMS will enable us to forewarn motorists better of both planned forthcoming works/events, but also real time live issues – for example delays or incidents.
- 2.6.7 Finally the updated signal controllers will enable us to design alternate 'strategies' where we are aware of specific network issues – whether planned works or real time unplanned incidents, such as 'queue clearance plans' etc. These strategies can be pre-programmed in advance to be deployed and then cancelled at the press of a button. The CCTV can be used to visually observe how traffic responds to these strategies. This work requires very careful consideration and design and will take time.

2.7 Centrally funded maintenance

- 2.7.1 Operation Horizon reports for 2019-20 are available on the Surrey County Council website. These reports list road that are due to be treated in the current Financial Year 2019-20. Also on the same page of the Surrey County Council website is the latest information regarding the Sever Weather 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/roadworks-and-maintenance/horizon-highway-maintenance-investment-programme>.

2.8 Road safety

- 2.8.1 Average Speed Cameras have been installed on a section of the A24 Ewell Bypass – between London Road and Cheam Road. These new cameras are intended to replace the previous spot speed cameras, which are now obsolete. There is further detail in Annex A. The new Average Speed Cameras will be operational very soon.
- 2.8.2 Annex B contains a sketch showing proposed improvements at Grafton Road junction with Cromwell Road, Stoneleigh. The scheme includes installation of anti-skid surfacing to mitigate a pattern of failure to give way conflicts. This is a site where enhanced give way signs have previously been installed by the Road Safety Team, but did not fully resolve the casualty issue. Annex C shows the casualty plot for this site, where the pattern of failure to give way conflicts is clearly visible.

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 No update at the time of writing.

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 AND VALUE FOR MONEY IMPLICATIONS:

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

6. EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 It is an objective of Surrey Highways to take account of the needs of all users of the public highway.

7. LOCALISM:

- 7.1 The Local Committee prioritises its expenditure according to local priorities.

8. OTHER 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.
Sustainability (including Climate Change and Carbon Emissions)	A number of schemes being promoted by the Local Committee are intended to promote sustainable transport.
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	A number of schemes being promoted by the Local Committee are intended to promote active travel.

9. CONCLUSION AND RECOMMENDATIONS:

- 9.1 This Financial Year's programmes are being delivered.
- 9.2 To move forwards with the Fair Green Cycle Link project, Committee would need to allocate funding to cover the likely legal expenses.
- 9.3 Members are encouraged to start considering the strategy and priorities for next Financial Year.

10. WHAT HAPPENS NEXT:

- 10.1 The Area Team Manager will work with Divisional Members, the Chairman and Vice-Chairman to deliver this Financial Year's Divisional Programmes.

Contact Officer: Nick Healey

Consulted: N / A

Annexes: None

Sources/background papers: None

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