

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (EPSOM & EWELL)

DATE: 9TH DECEMBER 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 asked to work with Officers to identify priorities for Committee's investment programmes for next Financial Year 2020-21.

RECOMMENDATIONS:

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

- (i) Approve the recommended capital ITS programme for next Financial Year 2020-21 as detailed in Table 5 (paragraphs 2.2.4 to 2.2.6 refer);
- (ii) Approve a minor amendment to the Epsom and Ewell parking review, to reduce the length of a parking bay to facilitate the widening of a dropped kerb outside no. 125 Hookfield Road, Epsom, as shown in Annex D (paragraphs 2.4.2 and 2.4.3 refer);
- (iii) 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, and to make one minor amendment to this year's parking review, 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 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 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)
- 2.1.2 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 2019, the Area Highway Manager consulted the Chairman and Vice Chairman in April 2018 and allocated the regular 2019-20 budgets as shown in Table 1 below.

Table 1 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

- 2.1.4 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
2018-19	£18,014		<i>Available for 2019-20 annual review</i>	<i>£17,600</i>
Total	£164,138		Total	£164,100

2.1.5 At its meeting in September 2019 Committee approved provisional allocations of the assumed 2020-21 Highways budgets, as detailed in Table 3 below.

Table 3 Approved provisional allocation of assumed 2020-21 budgets

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	£55,600
Total	£193,100

2.1.6 Officers will work with Members to identify priorities for the Member Highways allocations and priority sites for carriageway patching. Recommendations for the 2020-21 ITS programme are detailed below.

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, alongside developer and CIL funded schemes that feature in this Financial Year's programme of works.

Table 4 Progress with Annual Capital ITS Programme

Scheme	Description	Progress	Cost
Stoneleigh Park Road to Bradford Drive	New cycle link – construction.	Drawings now available with ideas & prices – officers to review these with Divisional Member. Further feasibility work suggests that the only options that would be feasible would also be highly expensive. May need to defer scheme.	£tbc
Ewell Village High Street	Monitoring of improvements outside Coop.	New loading bay implemented as part of 2018-19 annual parking review. An amendment to the parking bay on the opposite side of the High Street has been suggested for the next Parking Review.	- <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. Trial holes have been completed to locate underground utility services. Officers were expecting estimates for utility diversions by the end of October 2019. Officers were also aiming to finalise the recommended layout & estimate construction costs by the end of October. Construction will need to be coordinated with other expected works in the area.	£157,400 <i>Developer funded.</i>
East Street, between Kiln Lane and High Street	Implementation of new cycle route	Design complete. See comments below.	£20,000 Plus any funding left over from Chuters Grove layby scheme

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. Traffic modelling to understand traffic impact of proposed new crossing is now complete and suggests a 30% increase in delay, assuming a pedestrian demand every cycle. Need to review with Divisional Member. Following discussion with the Divisional Member the scope of this scheme has been extended to assess options to mitigate the southbound queue on the approach to the nearby Ruxley Lane junction. Origin-destination surveys have been commissioned to understand the shortcuts taken by drivers to avoid this queue. Public consultation to be decided in due course.	£97,300 <i>Developer funded</i>
Mill Lane junction with St Mary's Close and London Road, Ewell	Pedestrian improvements.	Completed in 2018-19 Stage 3 Road Safety Audit complete. An extra bollard has been installed to prevent parking on built out footway.	-
Yew Tree Bottom Road	Pedestrian improvements.	Completed in 2018-19 and early 2019-20 Stage 3 Road Safety Audit requested.	-
Headley Road, Ashtead	Review of equestrian facilities, especially the electronic warning signs.	Package of measures now agreed with the Jockey Club, which will be contributing £4,000 to the scheme. Officers are making arrangements to deliver the scheme.	£12,700 <i>Including £4,000 contribution from the Jockey Club</i>
Waterloo Road, Epsom	Implementation of pedestrian, cycle, and public transport improvements.	Review of previous design for cycle route nearly complete. Will include street lighting improvements too. Will need to undertake public consultation in due course. Construction will need to be coordinated with other expected works in the area.	£50,000 <i>Developer funded</i>
East Street	New tree planting	Not feasible due to density of underground utility services.	-
Station Approach	Street improvements including improvements to cycle storage facilities	CIL funding awarded in August 2018 following a bid by a Ward Member. No progress since Committee's previous meeting in June 2019; officers have been unable to agree the detail of this scheme with Ward Members.	£30,035 <i>CIL funded</i>

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Scheme	Description	Progress	Cost
West Street, Ewell	Extension of streetlighting	Complete.	£61,271 CIL funded
Woodcote Green	New bus shelter	Complete.	£35,640 CIL funded
Reigate Road, near its junction with Priest Hill Close	Implementation of improved pedestrian crossing facilities	Detailed design nearly completed. The CIL bid for funding for construction was rejected by Epsom & Ewell Borough Council. This means that the only way for this scheme to be implemented would be for the Local Committee to allocate funding. The earliest this scheme could be delivered would be next Financial Year 2020-21.	£15,000
Various locations including Laburnum Road, Mongers Lane, Waterloo Road, and Chessington Road	Feasibility study for new dropped kerbs to provide cycle connections	Officers have reviewed these sites with cycle forum representatives. Works orders have been raised for dropped kerbs in Chessington Road (by the Bonesgate route) and Green Lanes (to provide cycle access to Green Lanes from the Chessington Road route).	£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
St Joseph's School	Feasibility study for pedestrian and cycle improvements in Rosebank and Whitehorse Drive.	Feasibility study in progress.	£5,000
Total – noting that costs are approximate <i>These costs include £431,646 contributions from developer funding and CIL, and a £4,000 contribution from the Jockey Club</i>			£499,346

2.2.2 The design for a new cycle route on **East Street, between Kiln Lane and High Street**, has been completed. There are three potential elements to this new cycle route, for which outline drawings are presented in Annexes A and B:

- A new shared route on the southeast side of East Street, between Clayton Road and The Kings Arms (to the southwest of the junction with Kiln Lane).
 - The estimated cost of this element is £89,000.
 - This new facility would not connect to any other cycle facility at either end, but could in the future as part of a strategic cycle network.

- To extend this route further southwest towards the town centre would require a substantial scheme, and would quite likely require road space to be reallocated from traffic to create the necessary width past the shops and the Hook Road junction. This would in turn result in a reduction in traffic capacity.
- Similarly to extend this route further northeast towards Ewell would require a substantial scheme, and would quite likely require road space to be reallocated from traffic to create the necessary width past the Kiln Lane junction. This would in turn result in a reduction in traffic capacity.
- A new shared route on the northwest side of East Street, between the existing cycle route behind the Ebbisham Centre and The Kings Arms.
 - The estimated cost of this element is £103,000.
 - This new facility would connect to the cycle route behind the Ebbisham Centre at its southwestern end, although if this element were to be implemented by itself there would be a gap in the route as cyclists would need to dismount to cross Hook Road.
 - This new facility would not connect to any other cycle facility at north-eastern end, but could in the future as part of a strategic cycle network.
 - To extend this route further northeast towards Ewell would require a substantial scheme, and would quite likely require road space to be reallocated from traffic to create the necessary width past the Kiln Lane junction. This would in turn result in a reduction in traffic capacity.
- New Toucan crossing facilities at the junction with Hook Road.
 - The estimated cost of this element is £189,000.
 - This new facility would enable cyclists to ride across Hook Road, rather than having to dismount.
 - This new facility would also provide controlled pedestrian crossing facilities across the left slip from Hook Road onto East Street, which has previously been requested for the benefit of less able pedestrians.

2.2.3 It is recommended to implement a new cycle route along East Street as part of the ITS programme for next Financial Year 2020-21, subject to sufficient funding being available. The Area Highways Manager will review this scheme in consultation with the Divisional Member before making recommendations as to which elements to implement.

2.2.4 Committee's prioritisation list of ITS schemes is presented in Annex C. Normally the Area Highway Manager would make recommendations based on this list for the following Financial Year's ITS programme. By the end of this Financial Year 2019-20 Committee will have a bank of feasibility studies for its highest priority ITS schemes, from which to select scheme for

construction for the next two Financial Years 2020-21 and 2021-22. Table 5 therefore details the recommended capital ITS programme for 2020-21, including developer funded schemes that may not be completed in the current Financial Year 2019-20, and schemes recommended for funding by the Local Committee.

Table 5 Recommended Capital ITS Programme for 2020-21

Location	Proposed works	Cost	Status
Ewell Village High Street	Monitoring of improvements outside Coop	-	New loading bay implemented as part of 2018-19 annual parking review. An amendment to the parking bay on the opposite side of the High Street has been suggested for the next Parking Review. Need to monitor effectiveness and decide whether to promote any further measures.
East Street, between Chuters Grove and Windmill Lane	Implementation of parking management scheme to alleviate congestion on southbound approach to Kiln Lane.	£157,400 Developer funded. <i>(Less any 2019-20 expenditure.)</i>	Detailed design nearly complete. Need to undertake public consultation. It is quite possible that construction of this scheme will need to start in 2020-21 to coordinate with other works in the area.
Aldi, Kingston Road, Ewell	Pedestrian and passenger transport improvements	£97,300 Developer funded. <i>(Less any 2019-20 expenditure.)</i>	Detailed design in progress. <i>This scheme is likely to require additional funding for construction. Officers will review with the Divisional Member once the likely costs are understood.</i>
Waterloo Road, Epsom	Implementation of pedestrian, cycle, and public transport improvements.	£50,000 Developer funded <i>(Less any 2019-20 expenditure.)</i>	Design complete. It is quite possible that construction of this scheme will need to start in 2020-21 to coordinate with other works in the area.
Station Approach	Street improvements including improvements to cycle storage facilities	£30,000 CIL funded	Officers need to agree the detail of this scheme with Ward Members.
East Street, between Kiln Lane and High Street	Implementation of new cycle route	£27,800 <i>(Plus any funding left over from the East Street layby scheme.)</i>	Design complete. Subject to sufficient funding being available, and subject to coordination with other works in the area, this scheme could be constructed in 2020-21.
St Joseph's School	Feasibility study for pedestrian and cycle improvements in Rosebank and Whitehorse Drive.	£27,800	Feasibility study expected to be completed by March 2020.
Total – noting that costs are approximate		Approximately £390,300 Including £334,700 developer funding	

2.2.5 This would mean that the following four schemes, for which the Local Committee has funded feasibility studies and / or detailed design, would be in the mix for prioritisation for construction in the following Financial Year 2021-22.

- Reigate Road, near its junction with Priest Hill Close
- Various locations including Laburnum Road, Mongers Lane, Waterloo Road, and Chessington Road (remainder of sites not implemented in 2019-20)
- London Road near Briarwood Road and Anne Boleyn Court bus stops
- Cheam Road near Bramley Road bus stops

2.2.6 No new feasibility studies are recommended for 2020-21; new feasibility studies could be considered for 2021-22 to feed into Committee's 2022-23 ITS construction programme.

2.2.8 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 6 details the resulting agreed programme for 2019-20.

Table 6 Capital maintenance programme for 2019-20

Location	Proposed works	Cost	Status
Woodcote Green Road	Local Structural Repair (LSR – large scale carriageway patching)	£20,000	Complete.
Holman Road	Concrete carriageway repair	£6,800	Complete.
Hollymoor Lane	Concrete carriageway repair	£15,800	Complete.
The Green	LSR	£6,100	Complete.
Persfield Close	Footway patching / resurfacing	£14,000	Complete.
Curvan Close	Footway patching / resurfacing	£5,300	Complete.
Stoneleigh Park Road	Concrete carriageway repair	£26,300	Programmed for March 2020.
Manor Green Road, junction with West Hill	LSR	£6,100	Complete.

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Location	Proposed works	Cost	Status
Christ Church Road, near Horton Lane roundabout	LSR	-	Deferred due to high cost of this scheme.
Stamford Green Road, outside The Cricketers	LSR	£8,400	Complete.
Total expected investment		£108,800	

2.2.9 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 £36,600 were being planned to invest Members' £7,500 individual Highways allocations (£37,500 total available). Officers would like to thank Members for working with officers to prioritise these monies.

2.4 Parking

2.4.1 The report on the 2019 review was presented to the local committee in September 2019. Members agreed a number of changes and additions at the meeting, which have now been included and the proposals will be formally advertised on 7th November 2019, with a closing date for comments / objections of 5th December 2019.

2.4.2 A minor amendment has been made to plan no.50 of the Epsom and Ewell parking review. It is the reduction in length of a parking bay to facilitate the widening of a dropped kerb outside no.125 Hookfield in Epsom. This modification was requested before the start of the parking review, but was unfortunately overlooked.

2.4.3 The amended plan no. 50 is shown in Annex D, and has been included for advertising. The Statement of Reasons is shown in Annex E with a minor amendment. It is recommended to approve this minor amendment in Hookfield Road.

2.4.4 Full details of the parking review are available here: <https://www.surreycc.gov.uk/roads-and-transport/parking/local-news-and-updates/epsom-and-ewell/epsom-and-ewell-2019-parking-review>

Other highway related matters

2.5 Customer services

2.5.1 The total number of enquiries received for the nine months between January and September 2019 is 95,916, an average of 10,657 per month. This is a 19% decrease on the number received during the same period in 2018. This

reflects the milder winter and the work that has taken place to improve the website and online reporting.

- 2.5.2 For Epsom & Ewell specifically, 5,204 enquiries have been received since January of which 2,614 (50%) were directed to the local area office for action, of these 95% have been resolved. This response rate is in line with the countywide average.
- 2.5.3 Since January 2019, Highways & Transport have received 102 Stage 1 complaints. Fifty were escalated to Stage 2, of which the Service has been found to be partially or fully at fault in 18 cases. In addition three have been escalated to the Local Government Ombudsman, none of which have been upheld.

2.6 Gully cleaning

- 2.6.1 Surrey County Council maintain 8,352 gullies, and 698 soakaways in Epsom & Ewell. This is an important activity that reduces the likelihood of flooding on the public highway, and helps to keep roads and footways safe.
- 2.6.2 Not all assets are cleaned on an annual basis, as some require cleaning more frequently, and others less so, depending on local circumstances such as whether there are trees nearby, or the location is rural or urban.
- 2.6.3 Each year, the programme of cleaning is updated and optimised based on the condition the assets were found to be in when they were last visited. The programme is also adjusted to take into account local issues such as roads where access to assets is difficult due to parked cars and other obstructions.
- 2.6.4 For 2019/20, 7,452 gully cleans are due in Epsom & Ewell, and 102 soakaway cleans. As the cleaning programme is managed on a Countywide basis, cleans in Epsom & Ewell will take place throughout the course of the year. To date, 1,716 gully cleans, and 47 soakaway cleans have been completed.

2.7 Street lighting

- 2.7.1 Work has continued to agree the legal arrangements for the roll out of LED street lighting across the County. Negotiations between the lawyers of SCC and the Service Provider have taken longer than expected but are nearing conclusion. It is now expected that the upgrade program will commence early in the New Year. Once complete it is expected that the Council will save 60% of its current energy costs for street lighting. A pilot site has been running in Kingfisher Drive, Guildford since late 2018. This was expanded in the summer to test the robustness of the Communication Management System (CMS), which has been successful.

2.8 Major schemes

- 2.8.1 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>

2.9 Centrally funded maintenance

- 2.9.1 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 Severe 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>.

2.10 Road safety

- 2.10.1 No update at the time of writing.

2.11 Passenger Transport

- 2.11.1 No update at the time of writing.

2.12 Other key information, strategy and policy development

- 2.12.1 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 Members are encouraged to work with Officers to identify individual schemes for next Financial Year's Divisional Programmes, and for next Financial Year's LSR programme.
- 9.3 Recommendations have been made to facilitate the development of next Financial Year's ITS programme.

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, and to develop next Financial Year's programme of investment.

Contact Officer: Nick Healey

Consulted: N / A

Annexes: Five

Sources/background papers: None

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