

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (EPSOM & EWELL)

DATE: 30TH MARCH 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.

The Local Committee's Highways budgets for next Financial Year 2020-21 have now been confirmed. Following consultation with Members of the Local Committee recommendations are now made to amend budget allocations for 2020-21, which were previously agreed in September 2019, and to revise the ITS programme for 2020-21, which was previously agreed in December 2019.

RECOMMENDATIONS:

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

- (i) Approve the amended allocations of the Local Committee's budgets for next Financial Year 2020-21, which were previously approved in September 2019, as set out in Table 4 below (paragraphs 2.1.5 to 2.1.8 refer);
- (ii) Decide whether to implement either Option 1 or Option 2 (detailed below in paragraph 2.2.2) for the **East Street, between Chuters Grove and Windmill Lane** scheme as part of the 2020-21 ITS programme, bearing in mind the financial context and the implications for funding for the **East Street, between Kiln Lane and High Street** cycle route scheme (paragraphs 2.2.2 to 2.2.6 refer);
- (iii) Subject to recommendation (ii) and its implications for funding, implement one element of the **East Street, between Kiln Lane and High Street** cycle route scheme – a new shared route on the northwest side of East Street, between the existing cycle route behind the Ebbisham Centre and The Kings Arms (paragraphs 2.2.2 to 2.2.6 refer);
- (iv) Approve the revised ITS programme for next Financial Year 2020-21, which was previously approved in December 2019, as set out in Table 6 below (paragraphs 2.2.7 and 2.2.8 refer);
- (v) Give permission for Epsom & Ewell Borough Council to extend the hackney carriage rank in Epsom High Street near TK Maxx as shown in Annex D, to

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make it easier to enforce this rank and to ease confusion currently experienced by members of the public (paragraphs 2.8.2 to 2.8.4 refer);

- (vi) 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 have been made to amend the allocations of the Local Committee's budgets for 2020-21 following an increase in budget provision announced by the Cabinet Member for Highways in December 2019.

Decisions are now needed to be able to move forwards with the **East Street, between Chuters Grove and Windmill Lane** layby scheme and the **East Street, between Kiln Lane and High Street** cycle route scheme.

The Area Highway Manager reviewed the ITS forward programme with the Local Committee at its informal meeting in January 2020, in view of the confirmed Highways budgets for 2020-21, and the emerging cost estimates for the developing ITS schemes. Changes are recommended to this programme to ensure the delivery of all schemes for which developer funding is available.

As part of the Northern Footway resurfacing scheme in Epsom High Street it is proposed to extend the hackney carriageway rank to provide space for one additional hackney carriage.

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 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

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Surplus	Amount		Expenditure / Allocation	Amount
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 On 11th December 2019 the Cabinet Member for Highways announced amended budgets for the Local and Joint Committees for 2020-21. It is now expected that the Local Committee in Epsom & Ewell will be delegated Highway budgets next Financial Year 2020-21 as follows:

- Committee revenue: £0
- Member revenue: £37,500 (£7,500 per Division)
- Committee capital: £100,000
- Member capital: £117,000 (£23,000 per Division, which must be spent on capital maintenance schemes)
- **Total: £254,500**

2.1.7 At its informal meeting of 22nd January 2020, the Area Highway Manager consulted Members of the Local Committee on how to allocate the increased budgets for 2020-21. It is recommended to amend the allocations of 2020-21 budgets, which were previously approved in September 2019, as set out in Table 4 below.

Table 4 Recommended amended allocation of 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	£117,000 £23,000 per Division
Capital ITS schemes	£100,000
Total	£254,500

2.1.8 In practice this means a modest increase in the allocation for patching / resurfacing of carriageways and footways, and a near doubling of the allocation for capital ITS schemes. Committee also reviewed its ITS programme at its informal meeting of 22nd January – resulting in a revised recommended programme as detailed below.

2.1.9 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 5 below summarises progress with this capital programme, alongside developer and CIL funded schemes that feature in this Financial Year's programme of works.

Table 5 Progress with Annual Capital ITS Programme

Scheme	Description	Progress	Cost
Stoneleigh Park Road to Bradford Drive	New cycle link – construction.	Deferred. Feasibility costs only this FY 2019-20.	£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.	See comments below.	£157,400 <i>Developer funded.</i>

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Scheme	Description	Progress	Cost
East Street, between Kiln Lane and High Street	Implementation of new cycle route	See comments below.	£20,000 Plus any funding left over from Chuters Grove layby scheme
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 has highlighted a number of issues for review.	-
Headley Road, Ashted	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 have raised a works order for this scheme and are awaiting programme dates for delivery.	£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 Developer funded
East Street	New tree planting	Not feasible due to density of underground utility services.	-

Scheme	Description	Progress	Cost
Station Approach	Street improvements including improvements to cycle storage facilities	CIL funding awarded in August 2018 following a bid by a Ward Member. Epsom & Ewell Borough Council are developing a scheme for consultation and implementation.	£30,035 CIL funded
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. Subject to Committee's agreement to the recommended 2020-21 ITS programme, this scheme will be deferred in favour of developer funded schemes.	£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. Subject to Committee's agreement to the recommended 2020-21 ITS programme, this scheme will be deferred in favour of developer funded schemes.	£5,000
Cheam Road near Bramley Road bus stops	Feasibility study for improved pedestrian crossing facilities	Feasibility study in progress. Subject to Committee's agreement to the recommended 2020-21 ITS programme, this scheme will be deferred in favour of developer funded schemes.	£5,000
St Joseph's School	Feasibility study for pedestrian and cycle improvements in Rosebank and Whitehorse Drive.	Feasibility study nearing completion. Subject to Committee's agreement to the recommended 2020-21 ITS programme, this scheme will be deferred in favour of developer funded schemes.	£5,000

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Scheme	Description	Progress	Cost
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 detailed design for the **East Street, between Chuters Grove and Windmill Lane** scheme is complete. The Area Highway Manager met with local Divisional and Ward Members in January 2020 to review the objectives of this scheme, together with options for implementation. The objectives of the scheme are to relieve congestion on the approach to Kiln Lane from Ewell, and to improve visibility for drivers emerging from Chuters Grove. Parking on the carriageway in this location currently impedes capacity on the approach to Kiln Lane, causing congestion. Unlawful parking on the footway obstructs visibility for drivers emerging from Chuters Grove. At the present time, a number of businesses benefit from both the legitimate parking on the carriageway, and the unlawful parking on the footway. The three options to meet these objectives are:

Option 1 – Do minimum – implement new double yellow lines and install bollards to resolve congestion and obstructive parking concerns. This option would have the greatest negative impact on the businesses. Likely cost approx. £20,000.

Option 2 – Do maximum – see Annex A – construct the longest possible layby to accommodate 6 vehicles and also install bollards to prevent obstructive footway parking. This option would have the least negative impact on the businesses. Likely cost approx. £310,000.

Option 3 – Intermediate option – see Annex B – construct a shorter layby to accommodate 3 vehicles and also install bollards to prevent obstructive footway parking. This option would make some parking provision for the businesses. Likely cost approx. £125,000.

2.2.3 There is a little over £100,000 developer funding remaining for this project. This means that Option 2 would only be deliverable if additional funding could be identified apart from the Local Committee. This effectively rules out Option 2. It would be feasible for the Local Committee to deliver Option 3, if the Local Committee were to top up the funding from its capital ITS allocation.

2.2.4 The remaining £100,000 or so developer funding for this scheme is the same developer funding that could be used for the **East Street, between Kiln Lane and High Street** cycle route scheme. So if all the developer funding was used to implement Option 3, it would mean the Local Committee would need to provide the full funding for the cycle route in a future Financial Year – the cheapest option for the cycle route being a little over £100,000.

2.2.5 It is recommended that Committee decides whether to implement either Option 1 or Option 2 for the **East Street, between Chuters Grove and Windmill Lane** scheme, bearing in mind the financial situation and the potential knock on effect for funding for the **East Street, between Kiln Lane and High Street** cycle route scheme. Once Committee has decided its preferred option, the next stage would be to undertake public consultation.

- 2.2.6 The Area Highway Manager reviewed the **East Street, between Kiln Lane and High Street** cycle route scheme with the Local Committee at its informal meeting of 22nd January 2020, in the context of the funding picture for next Financial Year 2020-21. There are three potential elements for this scheme, which were described in detail to Committee at its December 2019 meeting, and summarised below.
- 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). Estimated cost £89,000. This element is not recommended to be implemented in isolation, as it would not connect to any other cycle facility at the present time; it would be an isolated fragment.
 - A new shared route on the northwest side of East Street, between the existing cycle route behind the Ebbisham Centre and The Kings Arms. Estimated cost £103,000. It is recommended that Committee implements this element of the scheme as it would link to the existing cycle route behind the Ebbisham Centre. In considering this recommendation Committee needs to take into account its decision in relation to the options for the **East Street, between Chuters Grove and Windmill Lane** scheme – this decision impacts the funding available for the cycle route scheme.
 - New Toucan crossing facilities at the junction with Hook Road. Estimated cost £189,000. It is not recommended to implement this element at the present time, although it would be beneficial as a standalone scheme. Even if Committee were to prefer the cheapest option for the **East Street, between Chuters Grove and Windmill Lane** scheme, this new Toucan Crossing would be too expensive for Committee to afford next Financial Year 2020-21.
- 2.2.7 Committee's prioritisation list of ITS schemes is presented in Annex C. Members of the Local Committee reviewed the forward programme of ITS schemes at its informal meeting of 22nd January 2020. This included a review of all the schemes that are currently in progress, together with all the schemes that are currently listed on the prioritisation list.
- 2.2.8 The Local Committee is developing a number of substantial schemes, for which developer funding is available. However the developer funding is unlikely to cover the full cost of these schemes. Therefore it was felt that the Local Committee's capital funding should be prioritised to ensure that schemes with developer funding are able to be delivered, in turn to ensure that the developer funding is invested in the Highway network and not lost. In view of this, the recommended capital ITS programme for 2020-21 is set out in Table 6 below.

Table 6 Recommended Capital ITS Programme for 2020-21

Location	Proposed works	Cost	Status
East Street, between Chuters Grove and Windmill Lane	Implementation of parking management scheme to alleviate congestion and improve safety on southbound approach to Kiln Lane.	£107,000 Developer funding available for these schemes.	As discussed above, Committee needs to decide its preferred option for this scheme, and then undertake public consultation. Construction of this scheme will need to be coordinated with other works in the area.
East Street, between Kiln Lane and High Street	Implementation of new cycle route		Outline design complete. The funding for this scheme depends on Committee's decision in relation to the East Street, between Chuters Grove and Windmill Lane scheme, as discussed above. Construction of this scheme will need to be coordinated with other works in the area.
Aldi, Kingston Road, Ewell	Pedestrian and passenger transport improvements	£90,000 Developer funding available.	Detailed design in progress. Options likely to range from £100,000 to £250,000.
Waterloo Road, Epsom	Implementation of pedestrian, cycle, and public transport improvements.	£50,000 Developer funding available.	Design complete. Officers preparing for construction. Challenge to coordinate with other works in the area.
Station Approach	Street scene improvements including improvements to cycle storage facilities	£30,000 CIL funded	Officers need to agree the detail of this scheme with Epsom & Ewell Borough Council. This project may be delivered by Epsom & Ewell Borough Council directly.
To be confirmed	Contingency fund to ensure that the developer funded schemes above can be delivered.	£100,000	To be allocated as costs are finalised for the preferred options for the developer funded schemes above.
Total – noting that costs are approximate		Approximately £377,000 Including £277,000 developer funding	

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 7 details the resulting agreed programme for 2019-20.

Table 7 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.

Location	Proposed works	Cost	Status
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	Deferred to next Financial Year.
Manor Green Road, junction with West Hill	LSR	£6,100	Complete.
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	

2.2.10 Since the Local Committee's Highways budgets for next Financial Year 2020-21 were confirmed, Officers have been working with Divisional Members to agree priorities for next Financial Year's capital maintenance investment programme. Table 8 details the schemes that have been agreed with Members in their respective Divisions to invest the £23,000 capital that is available for each Division.

Table 8 Capital maintenance programme for 2020-21

Division	Location	Proposed works
West Ewell	Ruxley Lane	Footway repairs
West Ewell	Chessington Road	Footway repairs
Town and Downs	Rosebank	Footway repairs

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Division	Location	Proposed works
Epsom West	Manor Green Road	Footway repairs
Ewell	Harefield Road	Carriageway repairs
Ewell Court, Auriol and Cuddington	Stoneleigh Park Road	Carriageway repairs
Total expected investment		£115,000

2.2.11 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 proposals for the 2019 review were formally advertised in November 2019, with a closing date for comments/objections of 5th December 2019. These are now being considered and discussed with Members prior to the final decisions being made, with the exception of the proposals for St Margaret Drive & St Elizabeth Drive in Epsom and Whitehorse Drive, Dudley Grove & Elm Grove, also in Epsom, which the Committee agreed should be referred back to the Local Committee for decision.

Other highway related matters

2.5 Customer services

2.5.1 The total number of enquiries received in the calendar year 2019 was 126,399, an average of 10,533 per month. This represents a decrease of approximately 14% from the total received in 2018. This reflects the milder winter and the work that has taken place to improve the website and online reporting.

2.5.2 The decrease in defect reports is reflected in the balance of enquiries between SCC and Kier. All reports are categorised at the point of logging, either automatically through the website or by officers. Safety defects are directed to Kier with the remainder passed to the SCC local office for further investigation. During 2018 the average split was 47% SCC and 53% Kier, in 2019, because of the reduction in reports this has increased the proportion sent to SCC to 51%.

2.5.3 For Epsom & Ewell specifically, 6,870 enquiries were received between January and December of which 3,450 were directed to the local area office for action, of these 96% have been resolved. This is in line with the countywide average.

2.5.4 Since January 2019, Highways & Transport have received 150 Stage 1 complaints. Sixty one were escalated to Stage 2, of which the Service has been found to be partially or fully at fault in 18 cases. In addition ten have been escalated to the Local Government Ombudsman, the Service was found to be partially at fault in one case.

2.6 Gully cleaning

2.6.1 No update at the time of writing.

2.7 Street lighting

2.7.1 No update at the time of writing.

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>

2.8.2 The **Northern Footway** of Epsom High Street is due to be resurfaced in Spring / Summer 2020. This scheme is funded by Epsom & Ewell Borough Council, and is due to be delivered by Surrey County Council. The scheme will involve relaying the blocks and kerbs between Waterloo Road and South Street. Private forecourts will not be included.

2.8.3 As part of this scheme it is proposed to extend the hackney carriage rank near TK Maxx to provide space for one additional hackney carriage. This has been requested by Epsom & Ewell Borough Council, and would provide a hackney carriageway rank with five bays altogether. It is anticipated that this would ease enforcement and confusion by members of public. The proposed layout for the extended hackney carriage rank is show in Annex D.

2.8.4 Epsom & Ewell Borough Council (as Licensing Authority), needs permission from Surrey County Council (as Highway Authority) to be able to implement this proposed change. Therefore it is recommended to give permission for Epsom & Ewell Borough Council to extend the hackney carriage rank in Epsom High Street near TK Maxx as shown in Annex D. If Committee were to give permission, it would be implemented by Epsom & Ewell Borough Council as part of the Northern Footway project.

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

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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 Recommendations have been made to amend the allocations of the Local Committee's budgets for 2020-21 following an increase in budget provision announced by the Cabinet Member for Highways in December 2019, and also 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:

Annexes: Four

Sources/background papers: None

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