

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (ELMBRIDGE)****DATE: 16TH NOVEMBER 2020****LEAD OFFICER: NICK HEALEY, AREA HIGHWAY MANAGER (NE)****SUBJECT: HIGHWAYS UPDATE****DIVISION: ALL****SUMMARY OF ISSUE:**

To ensure timely development of the Local Committee's programmes of work for next Financial Year 2021-22, it is necessary for Committee to decide high level allocations of its Highways budgets for 2021-22.

It is anticipated that capacity will be available from April 2021 for Committee to commission new feasibility studies, which would feed into future programmes Integrated Transport Schemes (ITS).

RECOMMENDATIONS:

The Local Committee (Elmbridge) is asked to:

- (i) Approve the proposed allocate of the 2021-22 Highways budgets as set out in table 3 (paragraphs 2.1.6 and 2.1.7 refer);
- (ii) Approve the commissioning of nine new feasibility studies in April 2021, as set out in table 4, to be funded from the parking surplus (paragraphs 2.2.1 to 2.2.3 and Annex A 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:

Each Financial Year the Local Committee is allocated budgets for Highway maintenance and improvement schemes – these budgets must be spent within their respective Financial Years. It takes a number of months to work with Committee as a whole and individual members to prioritise individual schemes, and then to make arrangements for schemes to be delivered as part of a countywide programme of work. Therefore it is necessary for Committee to decide high level allocations of its budgets well ahead of the start of the following Financial Year, to enable programmes of work to be developed in good time.

Committee has established a funding model whereby feasibility studies for road improvement schemes are funded from the parking surplus, and then those schemes that Committee approves are submitted to Elmbridge Borough Council for CIL funding. It is anticipated that there will be capacity to commission new feasibility studies from April 2021. Therefore Committee is asked to approve the next round of prioritised schemes for feasibility studies.

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 in Elmbridge 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 Elmbridge has been delegated Highway budgets in the current Financial Year 2020-21 as follows:
- Committee revenue: £0
 - Member revenue: £67,500 (£7,500 per Division)
 - Committee capital: £100,000
 - Member capital: £211,000 (£23,000 per Division, which must be spent on capital maintenance schemes)
 - **Total: £378,500**
- 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 2020, the 2020-21 budgets have been allocated as shown in Table 1 below.

Table 1 Allocation of budgets for 2020-21

Allocation	Amount
Local Structural Repair (LSR – large scale patching) of carriageways and / or footways	£311,000 capital (approx. £34,500 per Division)
Member Highways allocations (revenue)	
• Contributions to Street Smart:	£20,000 revenue (£2,222.22 per Division)
• Revenue for Members to allocate:	£47,500 revenue (£5,277.77 per Division)
Total	£378,500

- 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.

2.1.5 In December 2016 Committee approved a £370,000 allocation from the parking surplus to develop its Cycling Strategy, and a range of Integrated Transport Schemes (ITS) for potential future CIL bids. In March 2019, in the context of the A244 Esher Road petition, Committee agreed that the Area Highways Manager, in consultation with the Chairman and Vice-Chairman, should review whether any further funding for ITS development is available from the parking surplus. A further £150,000 was allocated, bringing the total allocation for ITS development from the parking surplus to £520,000. Allocations, expenditure and commitments against this £520,000 allocation are summarised in Table 2 below.

Table 2 Parking surplus funded ITS programmes – financial summary

Allocation	Committed	Expenditure	Uncommitted (and therefore available for new projects)
£75,000 for cycling related schemes and projects	£70,200	£45,600	£4,800
£50,000 for pedestrian crossing schemes	£45,200	35,200	£4,800
£50,000 for Road Safety Outside Schools schemes	£30,300	£30,300	£19,700
£20,000 for other ITS schemes	£56,500	£25,600	-£36,500
£150,000 for potential major schemes	£150,000	£42,200	-
£175,000 additional funding for ITS development	£15,000	-	£160,000
Total	£367,200	£178,900	£152,800

2.1.6 It is anticipated that the Highways budgets available to the Local Committee next Financial Year 2021-22 will be in line with the council's Medium Term Financial Strategy, as follows:

- Committee revenue: £0
- Member revenue: £67,500 (£7,500 per Division)
- Committee capital: £200,000
- **Total: £267,500**

2.1.7 It is recommended to allocate these budgets as set out in Table 3 below. Committee's ITS programme is not affected by the amended budgets, as this is funded from the Parking Surplus and CIL.

Table 3 Proposed allocation of 2021-22 budgets

Allocation	Amount
Local Structural Repair (LSR – large scale patching) of carriageways and / or footways	£200,000 capital (approx. £22,000 per Division)
Member Highways allocations (revenue)	
• Contributions to Street Smart:	£20,000 revenue (£2,222.22 per Division)
• Revenue for Members to allocate:	£47,500 revenue (£5,277.77 per Division)
Total	£267,500

2.1.8 Officers will update Committee with progress in the delivery of its works programmes on a regular basis.

2.2 New feasibility studies for road improvement schemes

2.2.1 It is anticipated that capacity will be available to commence new feasibility studies from April 2021. If feasible schemes are identified through these studies, and subject to Committee's approval, CIL applications would be made for implementation as part of future years' programmes of works. The feasibility studies themselves would be funded using the monies that Committee has already allocated from parking surplus for this purpose (see above). This funding model has resulted in a number of road improvement schemes being implemented in Elmbridge over the past few years, with further schemes already in the pipeline.

2.2.2 Committee's prioritisation list of possible road improvement schemes is shown in Annex A. Table 4 below lists those schemes that are available to start new feasibility studies, with officer comments and recommendations against each one. It is recommended to commission eight new feasibility studies, to commence next Financial Year 2021-22.

Table 4 Schemes available to start new feasibility studies

Scheme	Division	Comment
Blundel Lane pedestrian / cycle accessibility improvements	Cobham, Oxshott, Claygate and Hinchley Wood	<p>This scheme is in response to long standing community concerns that the section of Blundell Lane that crosses the railway bridge is inaccessible for pedestrians, and hostile for equestrians and cyclists.</p> <p>Local members have reviewed traffic survey evidence and do not favour a traffic management based solution. Instead local members favour the investigation of a new pedestrian / cycle / equestrian bridge. It would cost in the region of £100,000 to investigate the feasibility of such a scheme, with no guarantee that funding would ever be available for implementation.</p> <p>Recommended to keep this scheme on hold until there is more certainty over potential funding for implementation.</p>

New cycle route connecting Weybridge and Hersham (possibly along Queens Road and St George's Avenue).	Weybridge and Hersham	Suggest by Ian Donaldson. There is no continuous cycle route linking Weybridge to Hersham. Recommended to commission a feasibility study as part of a Boroughwide strategic cycle network.
Church Road and Kent Road, East Molesey, especially at the junction with Vine Road and Kent Road	East Molesey and Esher	Suggested by petition. There have been casualties at the junction of Vine Road and Kent Road. There has been a previous Road Safety Outside Schools (RSOS) audit before the reconstruction / expansion of the school. Recommended to commission a feasibility study, to investigate any measures recommended by a new RSOS Audit.
Portsmouth Road, Long Ditton/Surbiton. Cycle route improvements	The Dittons	The cycle facilities connecting from Kingston Town Centre to the county boundary have been much improved in recent years. The cycle facilities running through the Dittons are poor: the existing cycle lanes are not continuous and are routinely obstructed by parked vehicles. Recommended to commission a feasibility study as part of a Boroughwide strategic cycle network.
Portsmouth Road, just west of Ditton Reach - new pedestrian crossing	The Dittons	Suggested in discussion with Cllr Nick Darby. A new pedestrian crossing was installed near Ditton Reach approx. 18months ago. Committee agreed to assess this new crossing after one year of operation, but unfortunately this has been delayed due to lockdown and the unusual traffic conditions. Recommended to keep this scheme on hold until the new pedestrian crossing has been assessed.
Monument Hill, between its junctions with Baker Street and Oatlands Drive, Queens Road, and Hangar Hill Casualty reduction and improved pedestrian facilities	Weybridge	Suggested by Tim Oliver. There may be a proposal to move the War Memorial – any scheme would need to coordinate with this. Recommended to keep this scheme on hold until the proposals to move the War Memorial become clearer.
Ditton Hill Road junction with St Mary's Road and Church Road - casualty reduction	The Dittons	Low casualty frequency. Recommend to defer this scheme as low priority.
Oxshott Village Centre - speed management scheme	Oxshott, Hinchley Wood and Claygate	FEDORA have called for a new 20mph Zone for the A244 High Street section between Birds Hill Rise and Danes Hill, or if 20mph is not possible then at the very least measures to encourage lower speeds through the centre of the village. Recommended to commission a feasibility study, and include Blundell Lane and Steels Lane within the scope.

Oxshott - overnight weight restriction	Oxshott, Hinchley Wood and Claygate	FEDORA have called for measures to reduce HGV traffic on the A244 through Oxshott. The A244 is a principal route – Surrey County Council would not wish to obstruct traffic given the importance of this road in the network hierarchy. Furthermore the Police would not support a new weight restriction. Recommended to defer this scheme.
Mill Road / More Lane by the railway bridge - pedestrian improvements	East Molesey and Esher	Suggested by residents, with support from Cllr Peter Szanto. There is a problem with visibility between pedestrians and vehicles approaching under the bridge. Recommended to commission a feasibility study.
Queens Road - new pedestrian crossing outside Manby Lodge School	Weybridge	Suggested by school community, with support from Tim Oliver. Recommended to keep this scheme on hold pending a new RSOS Audit to assess the need for a new crossing.
Church Street on bend near Bridge Road - new pedestrian crossing (refuge island?)	Weybridge	Suggested by Tim Oliver. Recommended to commission feasibility study.
Steels Lane and Blundel Lane speed management Suggested by petition	Oxshott, Hinchley Wood and Claygate	This scheme was suggested by a petition, and then put on hold pending the outcome of the traffic surveys relating to the Blundel Lane pedestrian / cycle accessibility improvements scheme. Local members do not favour a traffic management solution for this latter scheme, which means that it will not provide any benefit for this scheme. Recommended to include in feasibility study for Oxshott Village Centre speed management scheme.
Crossing of Hampton Court Way near allotments north of Embercourt Rd	East Molesey and Esher/ The Dittons	Suggested by Peter Szanto. There is a pedestrian route between Hampton Court Way and Broadfields along the northern edge of the the allotment site that is accessible from Broadfields. However there is no pedestrian crossing for pedestrians to cross Hampton Court Way, and no footway on the west side of Hampton Court Way at this point. Recommended to commission a feasibility study.
Hersham Road, outside Westward School <i>Westward School have offered 25% contribution.</i>	Walton South and Oatlands	This scheme was suggested by a petition. In response Committee agreed to consider commissioning a feasibility study if Westward School were prepared to contribute towards the costs of a scheme. Westward School have offered to contribute 25% of the costs. Recommended to commission a feasibility study.
Queens Road, new cycle link between Seven Hills Road and Ashley Road	Hersham	This suggestion arose out of discussion between Walton Charities and John O'Reilly. The problem in view is that the narrow footway on the north side of this section Queens Road is the only pedestrian route,

		<p>and it is used by a fair number of school children each day. Walton Charities has indicated that they may be able to make land available for improvements on the north side of the road. Both Walton Charities and Elmbridge Borough Council own land on the south side of the road that could be used for improvements.</p> <p>Recommended to commission a feasibility study, to be conducted in consultation with Walton Charities and Elmbridge Borough Council.</p>
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2.2.3 If Committee were to approve the recommended new feasibility studies as listed above, officers would consult the relevant Divisional Members in the course of these studies, and would keep Committee as a whole up to date with progress.

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 Recommendations are made to facilitate the development and delivery of next Financial Year's programmes.

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: One

Sources/background papers: None
