

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (EPSOM & EWELL)

DATE: 23rd SEPTEMBER 2013
LEAD OFFICER: NICK HEALEY, AREA TEAM 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 Financial Year 2013-14. Members are encouraged to start considering the strategy and priorities for next Financial Year.

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

- (i) Authorise the creation of the shared surfaces needed to allow cyclists to cycle on sections of footway in Station Approach and Waterloo Road, to facilitate delivery of two new cycle routes connecting to Epsom Station (paragraph 2.6 refers – see also Annexes B and C);
- (ii) Decide whether or not to construct a scheme at the Spread Eagle junction to modify the alignment of the pedestrian crossing over the Ashley Road arm of the junction (paragraphs 2.8 to 2.11 refer – see also Annexes D and E);
- (iii) Decide whether or not to construct a scheme at the junction of South Street and Ashley Avenue to provide controlled pedestrian crossing facilities (paragraphs 2.12 and 2.13 refer – see also Annexes F and G);
- (iv) Authorise the Area Team Manager in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s), to identify and prioritise schemes as necessary to ensure the remainder of this Financial Year's budgets are fully invested in the road network in Epsom and Ewell (paragraph 2.14 refers);
- (v) Approve the strategy for allocation of next Financial Year's budgets as detailed in Table 4 (paragraphs 2.19 to 2.23 refer);
- (vi) Nominate Members of the Local Committee to a Major Schemes (Epsom and Ewell) Task Group, to oversee the development of the Plan E and Kiln Lane Link Major Schemes, and to provide a steer to the progress of these schemes (paragraphs 2.25 to 2.27 refer);
- (vii) Authorise the Area Team 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:

The recommendations are intended to facilitate delivery of the 2013-14 Highways programmes funded by the Local Committee and to facilitate development of Committee's 2014-15 Highways programmes, while at the same time ensuring that the Chairman, Vice Chairman and relevant Divisional Members are fully and appropriately involved in any detailed considerations.

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 Epsom and Ewell has been delegated Highway budgets in the current Financial Year 2013-14 as follows:
- Local Revenue: £189,401
 - Community Enhancement: £25,000
 - Capital Integrated Transport Schemes: £108,483
 - Capital Maintenance: £108,483
 - **Total: £431,367**
- 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. ANALYSIS:**Annual Local Revenue and Capital Programmes**

- 2.1 In December 2012 Committee approved the 2013-14 budget allocations shown in Table 1 below:

Table 1 Approved allocation of budgets for 2013-14

| Approved allocation | Amount |
|------------------------|---------------------------------------|
| Pooled Revenue | £100,000 |
| Pooled Capital | £100,000 |
| Divisional Allocations | £231,367 (£46,273.40 per Division) |
| Total | £431,367 |

- 2.2 The Pooled Revenue is being used to fund the following activities:
- Contribution to Annual Parking Review
 - Community Gang
 - Extra jetting
 - Signs and road markings

- Other reactive maintenance works

2.3 This Financial Year officers have worked with Kier (May Gurney) to arrange a Community Gang to undertake ad hoc minor civil engineering tasks. For example minor carriageway or footway patching, re-setting kerbs and slabs, or dealing with minor drainage concerns. Members are encouraged to suggest works for the Community Gang to their Community Highways Officer, or to the Maintenance Engineer.

2.4 The Pooled Capital is being used to promote capital schemes that were identified with Members last Financial Year and reported to Committee in March 2013. Table 2 below summarises progress with this capital programme:

Table 2 Progress with Annual Capital Programme

| Scheme | Description | Progress | Cost |
|--|--|--|---|
| Spread Eagle Junction | Extend footway on Ashley Road arm to reduce crossing distance, and align tactile paving. | Detailed design complete. <i>Decision needed as to whether to construct this scheme, or to defer it (see below).</i> | - |
| Hogsmill cycle / footbridge at Green Lanes | New bridge to complete missing link. | Complete. | - |
| South Street / Ashley Avenue pedestrian phase | Introduction of new pedestrian phase to existing traffic signals. | In detailed design. <i>Decision needed as to whether to construct this scheme, or to defer it (see below).</i> | £1,000 <i>(Cost to complete detailed design)</i> |
| Station Approach | Road space allocation following development – also two new cycle routes in accordance with s106 agreements | Detailed design complete. Construction due to commence late September or early October 2013. | £170,000 - £190,000 <i>Including two new cycle routes – note £166k s106 funding available.</i> |
| Tattenham Corner Road Flooding | Investigation and resolution of ponding opposite Grandstand. | Design brief issued, investigation in progress. <i>Note:</i> 1) Construction cost TBA once detailed design complete 2) Contribution from Divisional Allocation | £5,000 - £10,000 <i>Cost for investigation and design only</i> |
| Quadrant junction resurfacing | Resurfacing of area between East Street, Upper High Street, Church Street and Depot Road | The Year 2 Project Horizon programme includes: <ul style="list-style-type: none"> • High Street, between Ashley Road and East Street • Church Street, between High Street and Downs Road | - |
| Total – noting that costs are approximate | | | £176,000 - £201,000 |

2.5 The detailed design for the Station Approach scheme is now complete, and officers are preparing for the construction phase of this project. It is anticipated

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that construction will commence on site either late September or early October 2013. The detailed design for Station Approach is shown in Annex A.

- 2.6 Two cycle routes will be constructed at the same time as the Station Approach scheme. The first connects Epsom Station to West Street along Station Approach, and is shown in Annex B. The second connects Epsom Station to the off-carriageway route connecting Waterloo Road to Hazon Way along Station Approach and Waterloo Road, and is shown in Annex C. These have been designed to fulfil the terms of agreements under Section 106 of the Town and Country Planning Act (s106 agreements), which relate to the redevelopment of Epsom Station. Both cycle routes involve creating shared surfaces that would allow cyclists to ride along the footway. Therefore Committee is asked to authorise the creation of these shared surfaces.
- 2.7 The total cost of the scheme in Station Approach, together with the costs of the two cycle routes, will total approximately £170,000 - £190,000 including fees, traffic orders, etc. The s106 agreement monies contributed in relation to the redevelopment of Epsom Station total £166,000.
- 2.8 The detailed design was completed last Financial Year for a scheme at the Spread Eagle junction, to modify the alignment of the pedestrian crossing over the Ashley Road arm of the junction. This scheme is shown in Annex D. This scheme was previously put on hold pending the outcome of a possible planning application for the old Halifax building on the corner of High Street and Ashley Road, and also to allow Committee to be briefed on the Plan E Major Scheme, which includes different proposals for the same junction.
- 2.9 The original scheme, shown in Annex D, is intended to reduce the length of the pedestrian crossing over the Ashley Road arm of the Spread Eagle junction, and at the same time to tighten the radius for drivers turning right from High Street into Ashley Road. The scheme was developed in response to an observed pattern of casualties, involving a conflict between pedestrians crossing Ashley Road, and vehicles turning into Ashley Road from High Street. Annex E shows a Personal Injury Accident plot for the last five years, covering both the Spread Eagle junction and also the junction of Station Approach with Waterloo Road. Over this period there were a total of five Personal Injury Accidents involving pedestrians crossing Ashley Road at the Spread Eagle Junction. Three of these involved a vehicle turning right into Ashley Road, and the other two involved a vehicle turning left into Ashley Road. The detailed records of these accidents suggest that the pedestrians were at fault, although other factors are also cited in some cases.
- 2.10 It is possible that if the proposed scheme shown in Annex D were to be constructed, that pedestrians would be less vulnerable for two reasons: firstly because the length of the crossing would be shorter and so pedestrians would be able to cross the road more quickly; secondly because the tightened radius for right turning traffic would tend to slow right-turning drivers. On the other hand the reduced length of the crossing may encourage greater risk taking among pedestrians.
- 2.11 The cost of the proposed scheme is estimated to be in the range £55,000 – £60,000. If the Plan E Major Scheme were to be successful, the Spread Eagle junction would undergo substantial modification. The proposed scheme would not contribute to the modifications being developed in the context of the Major Scheme. Committee is asked to decide whether to promote the proposed

scheme, taking into account the observed pattern of Personal Injury Accidents, the cost, and the forthcoming Major Scheme. If Committee were to agree to promote this scheme, it may be possible to construct it this Financial Year, although this is not guaranteed.

- 2.12 The detailed design is in progress for a scheme at the junction of South Street and Ashley Avenue, provide controlled pedestrian crossing facilities. This scheme is shown in Annex F. This scheme was previously put on hold to allow Committee to be briefed on the Plan E Major Scheme, which includes different proposals for the same junction.
- 2.13 The scheme in Annex F is intended to improve pedestrian accessibility at this busy junction. There are no controlled pedestrian facilities at the present time. Annex G shows a Personal Injury Accident plot for the last five years, covering Ashley Avenue. Over this period there have been no pedestrian casualties at the junction with South Street. The cost of the scheme is estimated to be in the range £20,000 – £30,000. This scheme would not contribute to the Plan E Major Scheme. Committee is asked to decide whether to promote the proposed scheme, taking into account the observed pattern of Personal Injury Accidents, the cost, and the forthcoming Major Scheme. If Committee were to agree to promote this scheme, it may be possible to construct it this Financial Year, although this is not guaranteed.
- 2.14 Committee will observe that the total cost of the Capital Programme is currently estimated to be in the range £176,000 to £201,000, compared to a Pooled Capital allocation of £100,000. The £166,000 s106 monies available for the cycle route schemes connecting to Epsom Station must also be taken into account, and could well result in an under spend of the Pooled Capital allocation. Once the construction cost of the Tattenham Corner Road Flooding scheme is known, it may be necessary to make quick decisions to ensure that Committee's various budgets are fully invested to avoid an under spend at the end of the Financial Year. Therefore it is recommended to authorise the Area Team Manager to identify and prioritise additional schemes as necessary to ensure the remainder of this Financial Year's budgets are fully invested in the road network in Epsom and Ewell, in consultation with the Chairman, Vice Chairman, and relevant Divisional Member(s).

2013-14 Divisional Programmes

- 2.15 The Divisional Programmes have been developed in consultation with Members to invest the five £46,273.40 Divisional Allocations in maintenance and improvement schemes across the Borough. Although it is not possible to spend precisely £46,273.40 in each Division, the Divisional Programmes have been designed to provide as even a share in each Division as reasonably practicable.
- 2.16 Table 3 details progress with this Financial Year's Divisional Programmes.

Table 3 Progress with 2013-14 Divisional Programmes

| Location | Proposed works | Cost | Status |
|---|----------------|---------|---|
| West Drive, Cheam (patch near junction with Harefield Avenue) | LSR | £19,000 | Surfacing complete – awaiting road markings |

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| Location | Proposed works | Cost | Status |
|--|--|----------------|---|
| West Drive, Cheam (junction with Nonsuch Walk) | LSR | £22,000 | Complete but failed – will need to be re-done |
| Melton Place | LSR | £13,000 | Surfacing complete – awaiting road markings |
| Lincoln Walk | LSR | £4,500 | Surfacing complete – awaiting road markings |
| Ruxley Lane antiskid on approaches to crossing near Cox Lane | Renew antiskid | £14,000 | Surfacing complete – awaiting results of skid resistance testing |
| Ruxley Lane ironwork | Repairs (lifting) to iron work to reduce clunking and improve ride quality | Revenue funded | Ordered; awaiting programming. |
| Northcroft Road | Microasphalt | £3,500 | Surfacing complete – awaiting road markings |
| Gadesden Road | LSR | £6,500 | Surfacing complete – awaiting road markings |
| Temple Road pedestrian crossing facilities | Feasibility study to identify possible improvements to pedestrian crossing facilities at the foot of Temple Road | | Deferred following review with Divisional Member. |
| Hook Road jw Lower Road pedestrian crossing facilities | Feasibility study to identify possible improvements to pedestrian crossing improvements | £5,000 | Needs design brief. |
| Malston / Parkhurst / Titchmarsh | Signs / markings to clarify priority | | Deferred following review with Divisional Member. |
| Brettgrave / Hook Road bellmouth | Overlay | £5,500 | Surfacing complete – awaiting road markings |
| Pound Lane between Temple Road and the end | Complete missing link in cycle route – signs / markings and resurfacing | £20,000 | Walk through completed. Awaiting works order. |
| Middle Lane | Microasphalt | £8,000 | Surfacing complete – awaiting road markings |
| Tattenham Corner Road Flooding | Investigation and resolution of ponding opposite Grandstand. | Up to £46,000 | Design brief issued, investigation in progress. Note contribution from Capital Programme. |

| Location | Proposed works | Cost | Status |
|--|----------------|-----------------|---|
| Mavis Avenue | Microasphalt | £18,000 | Surfacing part complete but issues with parked vehicles |
| Inveresk Gardens | Microasphalt | £15,000 | Ordered; awaiting programming |
| A240 Slip Road (Ruxley Lane north bound) | Microasphalt | | Walk through completed. Awaiting works order. <i>Need to decide whether to proceed.</i> |
| Second headway into The Warren (second from the Kingston Road) | Microasphalt | £7,000 | Surfacing complete – awaiting road markings |
| Sterry Drive | Microasphalt | £9,000 | Surfacing mostly complete but issues with parked vehicles |
| Bradford Drive | LSR | £18,100 | Complete. <i>2012-13 scheme delayed and implemented in 2013-14</i> |
| Total programme value – noting that costs are approximate | | £234,100 | |

2.17 Committee will observe that the total value of the Divisional Programmes exceeds the available budget slightly. As many of the schemes detailed in Table 3 are either complete or nearly complete, the respective costs will soon crystallise. Officers will keep the Chairman, Vice Chairman and appropriate Divisional Member updated as these schemes progress, to take decisions as costs are refined. The comments in paragraph 2.14 above are germane here.

Programme Monitoring and Reporting

2.18 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.

Priorities for 2014-15

2.19 It is recommended that Committee agrees its strategy for spending next Financial Year's budgets. This would facilitate early preparation of the 2014-15 programmes of Highways works and in turn timely delivery of these programmes after the start of the new Financial Year in April 2014.

2.20 Committee debated alternative strategies for spending next Financial Year's budgets at its informal meeting in July 2013. It is assumed that the Highways budgets available to Committee in 2014-15 will be the same as in the current Financial Year, giving a total combined Capital and Revenue budget of £431,367.

2.21 At one extreme Committee could pool its resources to deliver a small number of larger, more strategic schemes. For example Officers maintain a list of ITS schemes, which are listed in Annex H in priority order. Some of these

schemes could be funded or part funded through s106 contributions, and these are highlighted in Annex H. The advantage of this strategy is that there would be sufficient funding to deliver larger schemes, but the disadvantage is that investment is not spread evenly across the Borough.

- 2.22 At the other extreme Committee could divide its monies into nine shares, one for each Division, in order to focus investment on local priorities. The advantage of this strategy is the ability for Divisional Members, in consultation with Ward Members, to choose schemes in response to local demand, but the disadvantage is that there is a limit to the value of schemes that can be delivered, that is any scheme likely to cost more than one Division's share must be deferred.
- 2.23 The consensus among Members in July 2013 was to adopt the same strategy as the current Financial Year, with a Pooled Revenue allocation for day-to-day maintenance, a Pooled Capital allocation for strategic schemes, and to divide the remainder of the monies into five shares, one for each Division. This strategy is detailed in Table 4 below, and is recommended to Committee for formal approval.

Table 4 Recommended allocation of budgets for 2014-15

| Approved allocation | Amount |
|------------------------|---------------------------------------|
| Pooled Revenue | £100,000 |
| Pooled Capital | £100,000 |
| Divisional Allocations | £231,367 (£46,273.40 per Division) |
| Total | £431,367 |

- 2.24 Members are encouraged to work with Officers to identify individual schemes for next Financial Year's Divisional Programmes. It is suggested that the 2014-15 programme of works should be agreed with Members by December 2013, to facilitate efficient preparation and delivery of the 2014-15 Divisional Programmes. Officers will make a technical recommendation as to which scheme(s) should be the highest priority for the Pooled Capital at the next Committee meeting, based on the priority score, the relative cost benefit, and the state of readiness of the scheme(s).

Major Schemes: Plan E and Kiln Lane Link

- 2.25 An update on progress with the Plan E and Kiln Lane Link Major Schemes was provided at Committee's informal meeting in July 2013. The Local Committee is also asked to establish a new Major Schemes (Epsom and Ewell) Task Group, in anticipation of funding being awarded to progress these major schemes.
- 2.26 The task group will enable members to have detailed discussion regarding the development of the two schemes, and will also provide a steer to the progress of the schemes.
- 2.27 It is recommended that, given the location of the proposed major schemes in the borough and the location of Divisional boundaries, three county councillors and two to three borough members be on the task group.

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.

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.

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

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

EQUALITIES AND DIVERSITY IMPLICATIONS:

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

LOCALISM:

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

OTHER IMPLICATIONS:

- 8.1 A well-managed highway network can contribute to reduction in crime and disorder as well as improve peoples' perception of crime.

CONCLUSION AND RECOMMENDATIONS:

- 9.1 This Financial Year's programmes are being delivered.
- 9.2 Members are asked to approve the strategy for spending next Financial Year's budgets.
- 9.3 Members are encouraged to work with Officers to identify individual schemes for next Financial Year's Divisional 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 identify individual schemes for next Financial Year's Divisional Programmes.

Contact Officer: Nick Healey, Area Team Manager (NE)

Consulted: Committee, in the development of the recommended strategy for next Financial Year's budgets. **Annexes:** 8

Sources/background papers: None.

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