

SURREY COUNTY COUNCIL**LOCAL COMMITTEE (EPSOM & EWELL)****DATE: 7TH DECEMBER 2020****LEAD OFFICER: NICK HEALEY, AREA HIGHWAY MANAGER (NE)****SUBJECT: HIGHWAYS UPDATE****DIVISION: ALL****SUMMARY OF ISSUE:**

To ensure timely development of the Joint Committee's programmes of work for next Financial Year 2021-22, it is necessary for the 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 the Committee to commission new feasibility studies, which would feed into future programmes of Integrated Transport Schemes (ITS).

RECOMMENDATIONS:

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

- (i) Approve the proposed allocation of the 2021-22 Highways budgets as set out in table 3 (paragraphs 2.1.5 and 2.1.6 refer);
- (ii) Defer a scheme to improve pedestrian crossing facilities on Cheam Road at its junction with Bramley Road (paragraph 2.2.2 and Annex A refer);
- (iii) Approve the commissioning of three new feasibility studies to start in April 2021, as set out in table 4, to be funded from the Committee's 2021-22 capital allocation (paragraphs 2.2.3, 2.2.4 and Annex B refer);
- (iv) 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 the 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 the 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.

It is anticipated that there will be capacity to commission new feasibility studies from April 2021. Therefore the Committee is asked to approve the next round of prioritised schemes for feasibility studies.

The 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 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**
- 2.1.2 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 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	£117,000 £23,000 per Division
Capital ITS schemes	£100,000
Total	£254,500

- 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. 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		2019-20 Verge parking ban	£12,000
2019-20	£25,182		2020-21 parking review	£13,000
Total	£189,320		Total	£171,324

2.1.5 It is anticipated that the Highways budgets available to the Joint 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: £37,500 (£7,500 per Division)
- Capital: £155,556
- **Total: £193,056**

2.1.6 It is recommended to allocate these budgets as set out in Table 3 below.

Table 3 Proposed allocation of 2021-22 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

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

2.2 Local Committee capital works programme

- 2.2.1 The Local Committee's annual programme of road improvement schemes for the current Financial Year includes schemes at different stages of development. Three schemes have already been constructed or are due to be constructed by the end of the Financial Year. A number of schemes are being developed through feasibility, detailed design and consultation in preparation for implementation in a future year – it is anticipated that these schemes will form the basis of Committee's construction programme for 2021-22.
- 2.2.2 The feasibility study for pedestrian crossing improvements in Cheam Road (at its junction with Bramley Road) is now complete. The feasibility report is included in Annex A and includes two options that could be taken forwards. To make a significant improvement to pedestrian crossing facilities in this location would cost at least £45,000, due to the need for road widening to accommodate a pedestrian refuge island. The Area Highway Manager has consulted with the Divisional Member and it is agreed that with its likely cost, this scheme is not a high priority at the present time. Therefore it is recommended that this scheme be deferred.
- 2.2.3 It is anticipated that capacity will be available to commence a small number of new feasibility studies from April 2021. These would then feed into construction programmes in future financial years. Committee's prioritisation list of possible road improvement schemes is shown in Annex B. 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 three new feasibility studies, to commence next Financial Year 2021-22. These three schemes are recommended as they score highest in terms of cost vs benefit, of all the schemes that are not already in progress.

Table 4 Schemes recommended to start new feasibility studies

Scheme	Division	Comment
Church Street junction with High Street, Ewell, pedestrian improvements	Ewell	This scheme was suggested by Cllr John Beckett. The slope of the existing dropped kerbs tends to steer wheelchairs and mobility scooters into the main road. This is expected to be a low cost improvement that could make a significant difference for less able pedestrians. It is recommended to commission a feasibility study to adjust the pedestrian crossing facilities at the junction of Church Street and High Street, Ewell.
The Parade, Epsom, pedestrian improvements	Town and Downs	This scheme was requested by a partially sighted resident via Cllr Neil Dallen. The pedestrian crossing at the Ashley Road end of The Parade is set back from Ashley Road, which affects visibility of vehicles turning into The Parade. The large bellmouth tends to encourage higher speeds for drivers turning into Ashley Road. It is recommended to commission a feasibility study for improved pedestrian crossing facilities in The Parade at its junction with Ashley Road.

Church Street, Epsom, improvements at the three Zebra Crossings	Town and Downs	This scheme was suggested by a resident via Cllr Tina Mountain. There are persistent reports / observations of drivers not stopping for pedestrians at the three Zebra Crossings in Church Street. Visibility could be improved at the Zebra Crossings nearest to Worple Road. There is also a relatively high frequency of casualties along Church Street. It is recommended to commission a feasibility study for improvements to these three Zebra Crossings, to include consideration of upgraded Belisha Beacons, road tables and alignment changes.
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2.2.4 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.

ITEM 9

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: Two

Sources/background papers: None
