

LOCAL COMMITTEE (EPSOM & EWELL)**DATE: 22ND MARCH 2021****LEAD OFFICER: NICK HEALEY, AREA HIGHWAY MANAGER****SUBJECT: HIGHWAYS UPDATE****DIVISION: ALL****SUMMARY OF ISSUE(S):**

On 5th February 2021 the Cabinet Member for Highways and Transport announced an additional £12M capital funding over the next three financial years to invest in Integrated Transport Schemes (ITS schemes) and confirmed £3M capital funding for maintenance schemes in 2021-22. These sums are to be shared between the eleven Local and Joint Committees.

Amendments to parking provision would be beneficial to improve visibility outside St Joseph's School in Rosebank, and to prevent obstruction in College Road.

RECOMMENDATIONS:

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

- (i) Delegate authority to the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Members to decide a programme of schemes for next Financial Year 2021-22 in which to invest the additional ITS funding (paragraphs 2.1.1 to 2.1.9 refer);
- (ii) Authorise the Area Highway Manager, in consultation with the Chairman, Vice Chairman and Divisional Member, to advertise a Traffic Regulation Order for a change to the parking provision outside St Joseph's School in Rosebank, as detailed in section 2.2 below and Annex B, and to resolve any objections that may arise.
- (iii) Authorise the Area Highway Manager, in consultation with the Chairman, Vice Chairman and Divisional Member, to advertise a change to the parking provision in College Road, as detailed in section 2.3 below and Annex C, and to resolve any objections that may arise.
- (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:

A programme of schemes needs to be developed to invest Committee's share of the new allocation for ITS schemes in the next Financial Year 2021-22.

Amendments to parking provision would be beneficial to improve visibility outside St Joseph's School in Rosebank, and to prevent obstruction in College Road.

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 & 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 At the time of Committee's previous meeting in December 2020, it was anticipated that the Highways budgets available to the Local Committee next Financial Year 2021-22 would be in line with the council's Medium Term Financial Strategy (MTFS), as follows:

- Committee revenue: £0
- Member revenue: £37,500 (£7,500 per Division)
- Committee capital: £155,556
- **Total:** **£193,056**

2.1.2 At the time it was recommended to allocate these budgets for 2021-22 as set out in Table 1 below.

Table 1 Previously agreed 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

2.1.3 On 5th February 2021 the Cabinet Member for Highways and Transport announced an additional £12M capital funding over the next three financial years to invest in Integrated Transport Schemes (ITS schemes) and confirmed £3M capital funding for maintenance schemes in 2021-22. These sums are to be shared between the eleven Local and Joint Committee. This means that the budgets available to the Epsom & Ewell Local Committee for next Financial Year 2021-22 are now as follows:

- Committee revenue: £0 (unchanged)
- Member revenue: £37,500 (£7,500 per Division – unchanged)
- Capital maintenance: £217,000 (increase of £117,000 from MTFS)
- Capital ITS: £247,000 (increase of £191,400 from MTFS)
- **Total:** **£501,500** (increase of £308,400 from MTFS)

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2.1.4 This in turn means that Committee's budget allocations for 2021-22 are updated as follows in Table 2 below:

Table 2 Updated allocations of 2021-22 budgets

Allocation	Amount
Capital maintenance. For example Local Structural Repair (LSR – large scale patching) of carriageways and / or footways.	£217,000 capital (approx. £43,400 per Division – priorities to be agreed with Divisional Members)
Capital ITS. For implementation of Highway improvement schemes.	£247,000 capital (to be invested in individual schemes – see below)
<ul style="list-style-type: none"> Revenue maintenance works according to priorities within each Division 	£37,500 £7,500 per Divisional Member.
Total	£501,500

2.1.5 Committee has a well-developed programme of feasibility work that feeds into its annual ITS programme. Committee has been able to deliver a fair number of the schemes developed through this programme using a combination of its own annual budget allocations together with historical s106 contributions. Committee's prioritisation list of ITS schemes is presented in Annex A. Members will see that a good number of these schemes are progressing through feasibility, with others in the pipeline to follow.

2.1.6 Unfortunately a number of schemes developed by Committee have been too expensive to be delivered using the resources at Committee's disposal. Other schemes have had to be deferred or implemented in stages to balance the annual spend against the available budget.

2.1.7 The additional capital ITS funding enables Committee to move ahead with the delivery of its annual ITS programme – drawing schemes from its feasibility programme. The additional capital means that more expensive schemes may now be deliverable, for which feasibility studies were completed in previous years.

2.1.8 The additional ITS funding is intended to be for the next three financial years. In 2021-22 this funding will need to be allocated to schemes that are well advanced in terms of feasibility / design. For 2022-23 and 2023-24 there would be time to develop a scheme from Committee's prioritisation list that has not yet started its journey through feasibility. If a scheme were to require extensive public consultation, it may not be feasible to deliver within the three-year timescale unless it is already well advanced.

2.1.9 It is recommended Committee delegates authority to the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Member to decide the programme of ITS schemes for next Financial Year 2021-22 to be funded with the additional funding. These schemes would be selected from the programme of feasibility / design work that Committee has been developing – as shown in Annex A – focussing on those that are furthest advanced. The Area

Highway Manager would take into account availability of any funding from other sources to assist in the delivery of selected schemes with the objective of maximising the total investment value for Epsom & Ewell.

2.2 Parking amendment in Rosebank

Rosebank becomes very narrow on the immediate approach to St Joseph's school. At this point the road also goes round a bend. There are currently a number of parking bays on this narrow bend, which reduce this section of road to single file. Visibility of approaching vehicles from one end of the single file section to the other could be improved by amending the parking provision as shown in Annex B. This amendment would ease movement of traffic in this location.

2.3 Parking amendment in College Road

The section of College Road between Reigate Road and Longdown Lane South regularly experiences obstructive parking on the carriageway, and also parking on the grass verges, which causes damage to these. These issues could be mitigated if double yellow lines were to be installed in this section, as shown in Annex C.

3. OPTIONS:

3.1 As described above.

4. CONSULTATIONS:

4.1 As described above.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

5.1 As described 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 have been made to facilitate the development and delivery of the 2021-22 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: See above.

Annexes: Three.

Sources/background papers: None

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