

**SURREY COUNTY COUNCIL****LOCAL COMMITTEE (SPELTHORNE)****DATE: 14 MARCH 2016****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 2015-16.

Preparations are well advanced to deliver the Local Committee's programme of Highways works for the Financial Year 2016-17.

**RECOMMENDATIONS:****The Local Committee (Spelthorne) is asked to:**

- (i) Authorise the implementation of the proposed increase in speed limit in Charlton Lane, and receive a report at a later date to detail the results of the speed limit change (paragraphs 2.3 to 2.10 refer).
- (ii) Agree that the Staines STP phase 1 Major Scheme should be put to public consultation, and that the Area Highway Manager in consultation with the Member Task Group should decide the consultation material and the manner of engagement (paragraphs 2.50 to 2.60 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:**

Programmes of work have been agreed with the Committee and individual Divisional Members. Committee is asked to provide the necessary authorisation to deliver those 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.

Public consultation is needed to assist the development of the Wider Staines STP scheme proposals. At a later date it is expected that Committee will be asked to approve statutory consultation (legal notices for certain elements of the scheme) once the detailed design is nearing completion.

## **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 Spelthorne has been delegated Highway budgets in the current Financial Year 2015-16 as follows:
- Local Revenue: £138,710
  - Community Enhancement: £35,000
  - Capital Integrated Transport Schemes: £140,400
  - Capital Maintenance (drainage): £35,100
  - Capital Maintenance (general): £105,300
  - Capital underspend carried forward from 2014-15: £10,000
  - **Total:** **£464,510**  
(2015-16 budget £454,510 plus 2014-15 carry forward £10,000)
- 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 March 2015 Committee approved the 2015-16 budget allocations shown in Table 1 below:

**Table 1 Approved allocation of budgets for 2015-16**

Approved allocation	Amount
Pooled Revenue To cover various revenue concerns across the Borough for example: patching and kerb works, minor safety schemes, extra vegetation. The Community Gang is funded from this allocation.	£145,000
Pooled Capital	£64,900
Capital drainage	£35,100
Divisional Allocations	£209,510 (£29,930 per Division)
<b>Total</b>	<b>£454,510</b>

### Annual Capital Programme

2.2 The Pooled Capital is being used to promote capital schemes previously approved by the Local Committee. Table 2 below summarises progress with this capital programme.

**Table 2 Progress with Annual Capital Programme**

Scheme	Description	Status	Expected Cost
Elgin Avenue, Sunbury Common	Lockable barrier to prevent fly tipping	Under construction.	£7,000 Funded by Divisional Member
Thames Street, Lower Sunbury	20mph Zone	Complete. Road Safety Audit Stage 3 works to be done.	£62,000 Developer funded
Town Lane, Stanwell	Casualty reduction and cycle route	Complete.	£29,000 Developer funded
Charlton Lane, Shepperton	Speed Management between Charlton Road and Upper Halliford Bypass – request from Surrey Police	See comments below and Annexes A, B, C and D.	£15,000
Wood Road and Ash Road, Shepperton	Accessibility ramps at side road junctions	Substantially complete. Poor quality works so snagging to be done at contractor's expense.	£7,500
Town Lane, Stanwell	Casualty reduction and pedestrian accessibility at S-Bends, and extension of cycle route to connect Clare Road to Park Road.	Feasibility study in progress.	£5,000
Staines Road West junction with School Road, Ashford	Improved and new pedestrian facilities	Refresh of detailed design complete. Committee has not allocated funds to construct this scheme. See comments below and Annex E.	£1,000

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Scheme	Description	Status	Expected Cost
Worple Road, Staines	Improved pedestrian crossing facilities.	Feasibility study complete – see comments below and Annex F. Committee has not allocated funds to construct this scheme.	£5,000
Halliford Road, Lower Sunbury	Improved and new pedestrian facilities	Feasibility study in progress.	£5,000
Cadbury Road junction with Chertsey Road	Improved and new pedestrian facilities	Feasibility study complete. See comments below and Annex G. Committee has not allocated funds to construct this scheme.	£10,000
Staines Road West junction with Cadbury Road and Windmill Road	Improved pedestrian facilities	Feasibility study complete. See comments below and Annexes H and I. Committee has not allocated funds to construct this scheme.	£10,000
<b>Total</b>			<b>£156,500</b>
<i>Note 1: All costs are approximate</i> <i>Note 2: Total includes £98,000 developer funding and Member contribution</i>			

**Charlton Lane, Shepperton**

- 2.3 In December 2015 Committee approved the advertisement of the legal order for raising the speed limit in a section of Charlton Lane, Shepperton, from 30mph to 40mph. Annex A presents the proposed change of speed limit.
- 2.4 The legal order has been advertised and a number of objections received. The objections are presented in Annex B, together with officer comments. These objections have been passed to Surrey Police for review and comment. Surrey Police’s comments are presented in Annex C.
- 2.5 The objectors’ primary concern is their expectation of increased traffic speeds they believe would result from an increase in speed limit. Drivers’ choices of speed are influenced by the speed limit, but this is only one factor in those choices. The environment presented to the driver is a more important factor – drivers will tend to obey the speed limit in roads where the speed limit coincides with the environment. If the speed limit is perceived to be too low, drivers tend to disregard it. This is reflected in the speed survey results presented in Annex D. Drivers are more compliant in the section with houses, which provide a more urban environment where drivers expect the speed limit to be 30mph. Drivers are less compliant in the more rural looking sections of the road.

- 2.6 In making its decision Committee should consider the casualty history. Normally three full years of casualty data would be used to compare different sites. In this case five years' data is detailed, just in case there was a spate of accidents beyond the usual most recent three years of data:
- 2011 – 2 (2 serious; 1 pedal cycle)
  - 2012 – 0
  - 2013 – 2 (2 eastbound shunt accidents at the entrance to the golf club)
  - 2014 – 4 (2 of which were eastbound shunt accidents at the entrance to the golf club)
  - 2015 – 3 (1 of which was at the entrance to the golf club).
- 2.7 There is one cluster: five accidents at the entrance to the golf club. The first four were eastbound shunts. The most recent accident involved a vehicle attempting a u-turn. The Road Safety Working Group has previously considered the entrance to the golf club. For a time there was a drainage problem, with flooding in extreme conditions. Two of the accidents at the entrance to the golf club were in wet conditions (one specifically cited a flood); three were in dry weather conditions. The drainage problem has since been resolved.
- 2.8 The only other potential cluster is two accidents at the junction with Hawthorne Way, which were both westbound shunt accidents. The other four accidents are spread over the length with no common characteristics.
- 2.9 The casualty data does not include the junctions at either end of Charlton Lane (New Road and Upper Halliford By-Pass). Any of the accidents at these two junctions that occurred because of factors in Charlton Lane (for example excessive speed on approach the junction) would be included, but there is no concrete evidence of this. If a vehicle failed to give way leaving Charlton Lane, this would usually be considered to be a 'junction' accident rather than a 'length' accident unless there are factors dictating otherwise (for example excessive speed in Charlton Lane on approach the junctions).
- 2.10 It is recommended that Committee authorise the implementation of the proposed increase in speed limit in Charlton Lane, and receive a report at a later date to detail the results of the speed limit change.

#### **Staines Road West junction with School Road, Ashford**

- 2.11 As a result of a petition some years ago, Committee previously commissioned the detailed design for a scheme to provide push button controlled pedestrian crossing facilities across Staines Road West, at its junction with School Road. The scheme would also provide a dedicated right turn filter for traffic emerging from School Road. As part of this Financial Year's programme of feasibility, the cost estimate for this scheme has been reviewed and refreshed. A General Arrangement drawing for this scheme is shown in Annex E. If this scheme were to be constructed in 2016-17 the construction cost estimate would be £410,000.
- 2.12 Committee has not allocated any funds to construct this scheme.

#### **Worple Road, Staines**

- 2.13 The feasibility study investigating improved pedestrian crossing facilities in Worple Road, Staines, is now complete and is presented in Annex F. A package of four new pairs of dropped kerbs and one adjusted set of dropped kerbs has been identified to provide pedestrians with several opportunities to cross the road. A controlled crossing was not considered appropriate as pedestrians were observed to be adequate gaps in traffic flow to enable

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pedestrians to cross without undue difficulty or extended waiting times. No strong desire line was observed.

- 2.14 The package of measures has an estimated cost of £11,900. Committee has not allocated funds to construct this scheme.

### **Cadbury Road junction with Chertsey Road, Sunbury**

- 2.15 There are currently no controlled pedestrian crossing facilities at the junction of Cadbury Road with Chertsey Road. Pedestrians wishing to cross the road must wait for gaps created by the traffic signal timing. The feasibility study investigating the provision of push button controlled pedestrian crossing facilities is presented in Annex G.
- 2.16 It would be feasible to introduce push button controlled pedestrian and cycle crossings on three arms of the junction for an estimated cost of £400,000 to £450,000. Committee has not allocated funds to construct this scheme.

### **Staines Road West junction with Cadbury Road and Windmill Road, Sunbury**

- 2.17 Following a petition presented in September 2014 signed by 750 signatories, which was supported by the Royal National Institute for the Blind (RNIB), Committee commissioned a feasibility study to investigate whether it is feasible to introduce push button controlled pedestrian crossing facilities across Cadbury Road and Windmill Road at the junction where these two roads meet Staines Road West. The feasibility report is presented in Annex H. A modelling overview is presented in Annex I – this provides an analysis of the likely traffic impact of the proposed scheme and recommends certain modifications.
- 2.18 It would be feasible to introduce push button controlled pedestrian crossing facilities at this junction for an estimated cost of £140,000. These facilities could be introduced without any significant impact on the capacity of the junction. Committee has not allocated funds to construct this scheme.
- 2.19 The Area Highway Manager will update the lead petitioner and the RNIB of the outcome of the feasibility study, and that there is no funding to construct the scheme at the present time.

### **2015-17 Divisional Programmes**

- 2.20 The Divisional Programmes have been developed in consultation with Members to invest the seven Divisional Allocations (£29,930 per Division for 2015-16) in maintenance and improvement schemes across the Borough. It is not possible to spend exactly the same in each Division. The Divisional Programmes have been designed to provide as even a share in each Division as is reasonably practical.
- 2.21 Table 3 details progress with the 2015-17 Divisional Programmes. The estimated cost of each scheme in the current Financial Year 2015-16 has been estimated. With the exception of the scheme to introduce a new pedestrian crossing in Feltham Hill Road, all other prioritised schemes have now been completed.

**Table 3 2015-17 Divisional Programmes**

Location	Proposed works	Cost	Status
Feltham Hill Road, Ashford or Ashford Common	New pedestrian crossing	£2,000 for detailed design	Scheme not feasible in its current form. See comments below. Part developer funded.

Location	Proposed works	Cost	Status
School Road, Ashford	Footway resurfacing	-	<i>Reserve scheme to progress only if funding allows.</i>
Station Approach, Ashford	Footway resurfacing	-	<i>Reserve scheme to progress only if funding allows.</i>
Woodthorpe Road, Ashford, Station end by the shops	Footway resurfacing	£23,500	Complete.
Green Street, Lower Sunbury	Footway resurfacing	£18,000	Complete.
Croysdale Avenue, Lower Sunbury	Footway resurfacing	£12,000	Complete.
Garrick Close, Staines	Verge parking management	£2,000	Public consultation complete. See comments below and Annex J.
Slip Road opposite Wheatsheaf Lane, Staines, between 265 to 297 Laleham Road	LSR	-	Complete. Funded by Winter Damage Programme.
Russell Road, Shepperton	Speed assessment following removal of traffic calming	£1,000	Traffic surveys complete. See comments below and Annex K.
Laleham Road, Laleham – slip roads between Squires Bridge Road and Littleton Lane	LSR	-	No longer needed due to jet patch repairs. Decided to treat Chertsey Road slip road and Old Forge Crescent instead in consultation with Divisional Member.
Old Forge Crescent, Shepperton	LSR	£15,200	Complete.
Chertsey Road – slip road between numbers 10 to 18	LSR	£20,500	Complete.
Kenyngton Drive, Sunbury Common	Verge parking management	£27,500	Complete.
Ashford Crescent, Ashford	Footway resurfacing	£20,700	Complete.
Salcombe Road. Ashford	Footway resurfacing	£27,500	Complete.

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Location	Proposed works	Cost	Status
Berryscroft Road, Staines South	Footway resurfacing	-	Site inspected – no works needed.
St Margaret's Avenue, Stanwell	Footway resurfacing	£34,000	Complete.
<b>Total value of 2015-16 Divisional Programmes</b>		<b>Approximately £203,900</b> <i>Including developer funding</i> <b>Total allocation £209,510</b>	

2.22 Officers will keep the Chairman, Vice Chairman and appropriate Divisional Member updated as the remaining schemes are delivered, taking decisions as necessary to ensure the programmes are delivered, and cost variations managed.

**Feltham Hill Road, Ashford, pedestrian crossing**

2.23 In March 2015 Committee approved the advertisement of the legal notice for the introduction of a new Zebra Crossing in Feltham Hill Road, Ashford, near its junction with Park Road. A number of objections were received, many of which Committee had already considered in the build up to Committee's decision in March 2015.

2.24 One significant new technical issue was identified by an objector. The location of the proposed new Zebra Crossing was near the boundary of two semi-detached properties, both of which have Vehicle Crossovers (driveways) giving access to off-street parking. One objector pointed out that the proposed location of the new crossing was so close to one of these Vehicle Crossovers, that it would force any driver wishing to use the Vehicle Crossover either to stop momentarily on the striped area of the Zebra Crossing before reversing in, which would be unlawful, or to reverse out of the Vehicle Crossover between the new crossing and the junction, which would be dangerous. Officers have been able to overcome this concern, which makes the scheme unfeasible in its current form at the proposed location.

2.25 This scheme was part funded using a section 106 (Town and Country Planning Act) developer contribution, the terms of which state that the contribution must be spent on a pedestrian crossing in Feltham Hill Road. Officers will work with the Divisional Members for Ashford and Sunbury Common & Ashford Common to identify alternative options to invest the balance of the developer contribution.

**Garrick Close, Staines**

2.26 The impetus for this scheme was the desire to manage parking at the end of Garrick Close, and in particular to respond to concerns over drivers parking on the grass area at the end of Garrick Close. Officers worked with the Divisional Member to develop the design for a suggestion to remove the grass area and provide additional parking, and to consult the local residents on this suggestion. The suggested parking scheme is presented in Annex J.

2.27 Most respondents to the consultation preferred to keep the grass area, with a number of respondents making an alternative suggestion to install a physical barrier to prevent drivers parking on it. Thirty letters were sent to local residents that would be affected by the suggestion. Sixteen respondents were opposed to the suggestion and six in favour. There were several re-occurring objections to losing the grass area – that it was used as a recreational area for children to play on, it provides a visual urban greening effect in an otherwise concrete environment, that it provides an essential role in flood

prevention in the area. Some of the respondents suggested that the parking issues in the area were due to people not using their garages. A number of respondents mentioned the weekend supporters attending the local football club.

- 2.28 Of those sixteen respondents opposed to the scheme three suggested reducing the size of the green to create parking bays along the edge and fencing the remaining green area, two suggested fencing the green at its current size and one suggested reducing the green without reference to protecting the remaining area. The ten remaining residents who opposed the scheme wished the green to remain and made no alternate suggestions.
- 2.29 At the time of writing officers are working with the Divisional Member to decide how to respond to the consultation. Residents will be updated in due course.

#### **Russell Road, Shepperton**

- 2.30 Committee decided in June 2014 not to reinstall the traffic calming (speed cushions) in Russell Road, Shepperton, following its resurfacing as part of the Operation Horizon programme. Speed survey results were undertaken before the removal of the traffic calming, so that the effect of this change on driver behaviour could be assessed.
- 2.31 Speed surveys were completed in Autumn 2015, following removal of the traffic calming. Annex K presents a comparison of the two sets of speed survey results.
- 2.32 Vehicle speeds on Russell Road appear to have risen since the traffic calming was removed. The increase is greater at Location No. 1 where the carriageway straightens and there are fewer junctions nearby. There is a 2mph to 3mph rise in the 85<sup>th</sup> percentile speeds both eastbound and westbound at this location. At Location No. 2 there also appears to have been an increase in traffic speeds by approximately 2mph in both directions.
- 2.33 No Surrey County Council policy clearly states when traffic calming is required depending on vehicles speeds. However it is possible to make inferences from Surrey County Council's Setting Local Speed Limits policy to decide whether or not to consider promoting traffic calming.
- 2.34 In the context of the Setting Local Speed Limits policy, Russell Road is currently subject to a 30mph speed limit, and is considered to be an urban road. In a scenario where the existing speed limit was 40mph and we were proposing to reduce it to a 30mph limit, the mean speeds between 27mph and 29mph at Location No. 2 are below the 31.8mph threshold where the policy would require additional measures (traffic calming) to be introduced. However at Location No. 1 the recorded 32.1mph and 32.6mph mean speeds in the westbound direction are above this 31.8mph threshold – suggesting additional measures would need to be introduced.
- 2.35 Casualty data from before and after the change must also be considered. In the five years before the traffic calming was removed there were thirteen Personal Injury Collisions:
- 2010 – 4 (2 serious; 1 wet; 1 pedal cycle; 1 pedestrian)
  - 2011 – 2 (1 serious; 1 pedal cycle)
  - 2012 – 3 (1 pedal cycle)
  - 2013 – 3 (1 pedal cycle)
  - 2014 – 1 (1 pedal cycle)
- 2.36 It is not possible to make a like for like comparison until a number of years have passed, to enable equivalent time periods to be considered. Notwithstanding this the casualty data from 2015 (up to November 2015) is

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informative. There were three accidents in 2015. All three occurred in the western narrow section:

- June 2015 – A moped / low powered motor cycle hit a fox in the early hours near the junction with Dunboe Place.
- August 2015 – Head on collision near Manygate Lane. An emergency vehicle on '999' (overtaking traffic) travelling eastbound was in collision with a car travelling westbound.
- November 2015 – A tree fell on to a moving vehicle between Dunboe Place and the High Street, causing minor injuries.

2.37 None of the three accidents in 2015 would have been prevented if the traffic calming had not been removed. It is worth noting that there were no pedal cycle casualties in 2015, despite there having been one per year for the previous three years. The High Street, Shepperton or Marshall's roundabouts have not been included. There are no accidents at either roundabout that could be directly attributable to excessive approach speeds.

2.38 There is a pattern of pedal cycle casualties at the High Street, Shepperton roundabout. This site is currently under review with the Road Safety Working Group.

2.39 Surrey Police's Road Safety and Traffic Management Team have been invited to review the speed survey results, and the casualty data, and comment on the results of removing the traffic calming and the need to consider alternative traffic calming.

Comments from Graham Cannon of Surrey Police's Road Safety and Traffic Management Team:

[By reference to the Speed Management Plan for Spelthorne which lists roads where speeding complaints have been received...] *Using the same criteria when we assess these speed complaint roads then a 30mph limit that has speeds around 2mph over would not be seen as having a speeding problem. From my experience I would think that these speeds [in Russell Road] would compare very favourably with almost all similar 30mph road in Surrey and if this data was presented as an initial speed complaint I would not be pushing for major traffic calming to be introduced, unless there was an extraordinary number of injury Road Traffic Collisions...*

*...the 2015 Road Traffic Collisions would have most likely occurred even if the traffic calming was still in place. Given this and the current speeds I do not feel that any engineering measures are required along Russell Road, at this time.*

2.40 Taking into account the speed survey data, accident information and the comments of Surrey Police, it is not recommended to promote a traffic calming scheme in Russell Road at the present time.

### **Programme Monitoring and Reporting**

2.41 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.

### **Parking update**

2.42 The 2015 parking review proposals were formally advertised on 13 November 2015, with a closing date for objections of 11 December 2015. We have been analysing and collating the feedback and sent a summary with recommendations to members during on 2 February 2016, asking for their approval or otherwise by 19 February.

### **Customer Services update**

- 2.43 The total number of enquiries received in the calendar year 2015 is 121,578 an average of 10,130 per month. This is down from 149,000 in 2014 and is due to a combination of milder weather throughout the year and ongoing improvement projects.
- 2.44 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 2014 the average split was 44% SCC and 56 % Kier, for 2015 this has seen a shift to 39% SCC and 61% Kier. This change can be mainly attributed to work that has been undertaken through the Customer Service Excellence project to improve the response times and quality of response, reducing the need for customers to contact us again in relation to their enquiry. Enhancements to the roadwork web page, online reporting and proactive communication of planned works have also helped to reduce the number of general enquiries made by customers.
- 2.45 For Spelthorne specifically 9,973 enquiries were received between January and December of which 3,929 (39%) were directed to the local area office for action, of these 95% have been resolved. This response rate is slightly below the Highways countywide average of 96%.
- 2.46 For 2015, 513 complaints were received of which 134 stage 1 and 17 stage 2 were for the North East area, including Spelthorne. The main reasons for these complaints were communication, service delivery and policy/decision making. The service was found to be at fault in 8 of the stage 2 complaints following independent investigation. We continue to work closely with the corporate customer relations team and have created corrective action plans for all outstanding actions. In addition any remedial action identified at stage 1 is now monitored more closely to ensure compliance and reduce escalation to stage 2.
- 2.47 Recent surveys conducted with our Highways Customer Panel showed that 71% of those surveyed were either satisfied or very satisfied with the customer service they received. This result was endorsed by the findings of the annual independent National Highways & Transport Survey conducted by MORI.
- 2.48 Improvements identified for 2016 include piloting a new hand-held device for LHOs to increase mobile working, better coordination between the Customer Care Team and the Area Offices and further enhancements to the website.

### **Operation Horizon update**

- 2.49 The five year Operation Horizon programme of major resurfacing is now in its third year. The latest programme information is available on the Surrey County Council website here: <http://new.surreycc.gov.uk/roads-and-transport/highways-information-online/horizon>.

### **Major Schemes update**

- 2.50 Spelthorne has one current active Major Scheme – a Sustainable Transport Package (STP) known as Wider Staines STP. A Member Task Group comprising Councillors Harvey, Coleman and Beardsmore has been established to oversee the development of the scheme.
- 2.51 Following an initial expression of interest to the Enterprise M3 Local Enterprise Partnership (LEP) in 2014, the County Council has been encouraged to submit a more detailed business case to develop a funding opportunity.
- 2.52 The STP has evolved from the Staines Movement Study, and presents an opportunity to promote cycling, walking and passenger transport improvements to assist the town's development as a designated Step-Up town in the LEP's

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Strategic Economic Plan. A Step-up Town is a town that is considered '*to have the potential to contribute far more to the regional economy given the right investment*'.

- 2.53 The STP is focussed on the opportunities to increase sustainable travel between Staines and the Heathrow airport work hub. It is proposed that phase 1 will provide high quality cycle and walking links from the Crooked Billet junction and the existing cycleway on the north side of the A30, through Stanwell, and onward to the airport Southern Perimeter Road which has a good continuous cycleway/footway provision. The Perimeter Road then connects to the Heathrow Cargo terminal and Terminal 4, and onward via internal airport transit systems.
- 2.54 There are a number of important passenger transport routes through the Stanwell area that provide linkage to Heathrow and these corridors will be prioritised for improvement. These include bus routes 555, 203 and 446 which serve terminal 4, Hatton Cross underground and Terminal 5 respectively.
- 2.55 Subsequent STP phases would then look to extend into Ashford and beyond. An expression of interest will be lodged with the LEP for Local Growth Deal 3 to fund for phase 2; submissions are required by 31<sup>st</sup> March 2016.
- 2.56 The Highways Task Group for the Local Committee met on 16<sup>th</sup> February to discuss and agreed the above principles and review possible routes. The cycle routes considered by the Task Group are presented in Annex L, and the bus routes considered by the Task Group are presented in Annex M. The Task Group asked officers to focus on the following key priorities:
- Ensuring current informal access across the County boundary to the Southern Perimeter Road can be safeguarded for pedestrian and cycle access (labelled 5A in Annex L).
  - That safe access across to the north side of the A30 is a key requirement and a number of opportunities should be assessed, especially at the Crooked Billet, labelled 8 in Annex L).
  - That a continuous safe route along Town Lane, High Street and Oaks Road be promoted as the core cycle corridor (section 5 in Annex L), and that secondary links along Stanwell Moor Road and Park Road (sections 3 and 4 in Annex L) be developed as opportunity and funding enables, along with possible safer cycling opportunities in Stanwell village itself, including the potential for off road routes through open space (section 6 in Annex L).
  - That the potential to link the railway station from the A30/A308 via less heavily trafficked roads be investigated (section 2 in Annex L), noting that a number of off road routes link back from the station toward the town centre.
  - Routes along Kingston Road and Bedfont Road / Riverside Road (sections 1 and 7 in Annex L) are not priorities at the present time.
  - That good engineering judgement be used to balance a cost / fit for purpose approach to design, whilst also recognising that design should mitigate against any significant detrimental impact on wider traffic congestion.
  - That passenger transport improvements should look to maximise the operational potential around Ashford Hospital. This should include the potential for better access, turning, passenger information and waiting facilities. It is recognised that Ashford Hospital has become a major destination for local bus services, but does not currently enjoy the facilities that would normally be expected of a bus interchange.
- 2.57 The business case will be based on a £5 million project. Enterprise M3 requires that bidders are able to contribute 25% of the total cost. Currently

there are quite significant Town and Country Planning Act 1990 section 106 contributions (of the order of £700,000) which have been earmarked towards this project, and there are other development proposals that are in various states of advancement which would further contribute. The uncertainties and conditions around both LEP and development funding and timescales, restricts the ability to commit budget profiling in absolute terms at this stage. Further contributions will be sought from Heathrow airport and Bus Companies. The Local committee itself may wish to offer financial support to elements of the project as detail unfolds. The level of contributory funding for transport schemes is an ongoing matter of dialogue with Enterprise M3, but the members of the Task Group were largely confident that appropriate funding towards a business case will be achievable.

- 2.58 The Task Group would commend the developing Staines STP phase 1 scheme to Committee and recommend that the scheme should be put to public consultation. This would be an internet and social media based consultation, supported by specific public events, on 21<sup>st</sup>, 22<sup>nd</sup>, and 23<sup>rd</sup> April, at Staines Library, the Elmsleigh Centre and Stanwell library, all subject to arrangements with the premises being agreed. The Committee is asked to agree the principle of the public consultation process and allow the Member Task Group to approve the detail of the consultation materials and manner of the engagement.
- 2.59 The Member Task Group requested that officers ensure that the County Divisional Member and the six ward members for Stanwell be updated of project progress.
- 2.60 The Member Task Group will meet again after the consultation feedback has been collated and will consider the detail of the Business Case submission, which will then be presented to members in the June Committee Highways Update.

#### **Priorities for 2016-17 – Divisional Programmes**

- 2.61 In September 2015 Committee approved the allocation of its 2016-17 Highways budgets as detailed in Table 4.

**Table 4 Approved allocation of budgets for 2016-17**

Approved allocation	Amount
Pooled Revenue	£96,710
Divisional Allocations	£242,300 <i>£34,614.29 per Division</i>
<b>Total</b>	<b>£339,010</b>

- 2.62 The Area Highway Manager has agreed with Divisional Members priorities for their respective Divisional Allocations for 2016-17. These are detailed in Table 5.

**Table 5 2016-17 Divisional Programmes**

Location	Proposed works	Cost	Status
Squires Bridge Road, Shepperton	Speed and traffic management feasibility study	£5,000	Design brief being prepared.
Charlton Village	Speed and traffic management feasibility study	£5,000	Design brief being prepared.

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Location	Proposed works	Cost	Status
Laleham Village	Speed and traffic management feasibility study	£5,000	Design brief being prepared.
Towpath (Shepperton Lock)	Speed and traffic management feasibility study	£5,000	Design brief being prepared.
Broadlands Avenue, Shepperton	Footway resurfacing	£15,000	Need to walk through site with contractor.
Woodthorpe Road, Ashford – between bridge and tennis club	LSR (Local Structural Repair – large scale patching)	£30,000	Need to walk through site with contractor.
Ashford Road	Speed Assessment	£5,000	Design brief being prepared.
Garrick Close LSR	LSR	£30,000	Need to walk through site with contractor.
Wheatsheaf Lane junction with Avondale Avenue	LSR	£5,000	Need to walk through site with contractor.
Spelthorne School, Feltham Hill Road	Feasibility Study (following on from petition and Safe Routes to Schools Assessment)	£5,000	Safe Routes to Schools Assessment site visits now complete; awaiting report.
Bingly Road	Verge protection / parking management	£2,500	Need to agree measures with Divisional Member and then walk through site with contractor.
Thorne Close junction with and Spelthorne Lane	Verge protection / parking management	£2,500	Need to agree measures with Divisional Member and then walk through site with contractor.
Green Lane, Sunbury	LSR	£25,000	Need to walk through site with contractor.
Park Road, Ashford	Footway resurfacing, carriageway patching, tree works, drainage works	£35,000	Need to walk through site with contractor.
Stanwell Moor Road junction with Park Road	Feasibility study to consider provision of pedestrian crossing facilities	-	Need to coordinate with Staines STP Major Scheme.

Location	Proposed works	Cost	Status
Stanwell Moor Road junction with Park Road	Feasibility study to consider HGV U-turn facility	£5,000	Design brief being prepared.
Footway near Ashford Hospital, on corner of Town Lane and London Road	Footway reprofiling – gradient not helpful to those with mobility impairments	-	Need to review site with Divisional Member to determine extent of works and options.
Cranford Avenue	Footway resurfacing	£30,000	Need to walk through site with contractor.
Footpath and verge outside Skate Park in Green Street, Sunbury	Resurfacing and verge protection	£5,000	Need to agree measures with Divisional Member and then walk through site with contractor.
Elizabeth Gardens	Parking Management	£30,000	Need to agree measures with Divisional Member and then walk through site with contractor.
<i>Reserve scheme:</i> Staines Road East by Kempton Park entrance	LSR	-	Need to walk through site with contractor.
<b>Total value of 2016-17 Divisional Programmes</b>		<b>Approximately £245,000</b>	

2.63 At this stage in the preparation of the Divisional Programmes it is not possible to forecast the cost of individual schemes accurately. Members should note that it is impossible to spend exactly £34,614.29 in each and every Division.

2.64 Officers will keep the Divisional Members informed of progress with their respective Divisional Programmes, and will report progress formally to the Local Committee.

### **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)	No significant implications arising from this report.
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	No significant implications arising from this report.

**9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 This Financial Year's programmes are being delivered.  
9.2 Preparations are well advanced for 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 prepare for next Financial Year's Divisional Programmes.

**Contact Officer:** Nick Healey, Area Highway Manager (NE)

**Consulted:** Surrey Police, in relation to Charlton Lane and Russell Road  
Divisional Members, in deciding priorities for their Divisional Allocations

**Annexes:** 13

**Sources/background papers:** Setting Local Speed Limits policy