



## OFFICER REPORT TO LOCAL COMMITTEE (Spelthorne)

### HIGHWAYS UPDATE

21<sup>st</sup> January 2013

#### **KEY ISSUES**

To update Committee with progress of the 2012-13 Highways programmes funded by the Local Committee. To develop priorities for the 2013-14 Capital Programme.

#### **SUMMARY**

This report summarises progress with the capital and revenue programmes funded by the Local Committee's respective capital and revenue budgets. Members are requested to indicate their preferred schemes for the 2013-14 Divisional Programmes.

#### **OFFICER RECOMMENDATIONS**

The Local Committee is asked to:

- (i) Agree to re-assign the Parking allocation to enhance the general maintenance programme funded under the Local Issues allocation (paragraph 2.2 refers);
- (ii) Agree what, if any, extensions to the Borough-wide Freight Study should be commissioned (paragraph 2.8 refers);
- (iii) Indicate its approval (or not) for new 7.5t weight restrictions in B377 Feltham Road and C233 Chertsey Road, subject to the Divisional Member providing funding from next Financial Year's Divisional Allocation (paragraphs 2.10 to 2.18 refer);
- (iv) Approve the budget allocations for next Financial Year (2013-14) detailed in Table 4 (paragraph 2.27 refers).

## 1.0 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 has been delegated Highway budgets in the current Financial Year 2012-13 as follows:
- Local Revenue: £215,800
  - Community Pride: £35,000 (£5,000 per Division)
  - Capital Integrated Transport Schemes: £140,272
  - Capital Maintenance: £140,272
- 1.3 Following an under spend in the previous Financial Year 2011-12 there are also significant carry forward monies:
- Local Revenue carry forward: £80,500
  - Capital Integrated Transport Schemes carry forward: £125,900
- 1.4 It was reported to Committee in October that a number of schemes from the previous Financial Year 2011-12 were not fully paid in the previous Financial Year. At that time the balance of these costs totalled over £25,000, and was expected to be paid from this Financial Year's capital budget. Officers have subsequently identified developer contributions to cover some of these costs, and the balance to be paid from this Financial Year's budget has reduced to less than £4,500.
- 1.5 At the time of writing an audit of Committees Local Revenue and Community Pride budgets is underway. This includes reconciling costs with orders that have been raised. Officers have uncovered a number of costs relating to orders placed in the previous Financial Year, but which were not paid from the previous Financial Year's budget. This introduces a significant new pressure into this Financial Year's Local Revenue budget. Officers are working to minimise the impact of this pressure on this Financial Year's programme of works. At the time of writing the full details of this audit are not available. Once the audit is completed, officers will be able to provide to Members up to date detailed financial information.
- 1.6 The funds delegated to the Local Committee are in addition to funds allocated at a County level which cover various Highways maintenance and improvement activities, including inspection and repair of safety defects, resurfacing, structures, vegetation maintenance, and drainage.

## 2.0 ANALYSIS

### Annual Local Revenue Programme

2.1 In July 2012 Committee made the allocations shown in Table 1 below:

**Table 1 Revenue allocation agreed by Committee in July 2012**

Budget Heading	Allocation	Comment
Ditching and Drainage	£55,000	£44,202.00 committed, £10,798.00 remaining
Parking	£10,000	Allocation not needed for Parking this FY; Committee resolved in October to divert this allocation to refreshing road markings.
Trees and Vegetation	£40,000	£31,623.35 committed, £8,376.65 remaining
Local Issues	£105,000 (to be spread evenly across Borough)	£111,040.21 committed
Forward design	£5,800	Committee resolved in October to divert this allocation to general maintenance.
Carry Forward	£80,500	£74,392.05 committed, £6,107.95 remaining
<b>Total</b>	<b>£296,300.00</b> £215,800 + £80,500	<b>£261,257.61 committed,</b> <b>£35,042.39 remaining</b>

2.2 The figures in Table 1 above were current on Friday 4<sup>th</sup> January 2013. At the time of writing an audit is underway, which has revealed that this budget is subject to a significant new pressure arising out of orders raised in the last Financial Year, but which were not paid from last Financial Year's Local Revenue budget. The figures in this table will change to account for this pressure, and as officers work to mitigate the impact of this pressure on this Financial Year's programme of works. A detailed financial update will be made available for Members once this audit is complete. Revenue schemes not delivered this Financial Year will be placed on order for the beginning of the new Financial Year.

2.3 In October 2012 Committee resolved to reassign the £10,000 Parking allocation to refresh road markings across the Borough. This Financial Year a programme of refreshing road markings has been completed by

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the central Highways teams, which means the road markings in Spelthorne are generally in good condition. Therefore unless Members have any specific sites where road markings would benefit from being refreshed, it is recommended to divert this allocation to general maintenance.

- 2.4 Details of the individual works orders raised against the various allocations are distributed to Committee Chairmen on a monthly basis.

**Annual Capital Integrated Transport Schemes Programme**

- 2.5 Table 2 below summarises progress with Integrated Transport Schemes that were approved by Committee in July, together with two schemes still in progress from last Financial Year's programme, and two developer funded schemes.

**Table 2 Progress with 2012-13 Capital Integrated Transport Schemes Programme**

<b>Scheme</b>	<b>Description</b>	<b>Progress</b>	<b>Likely cost</b>
Fordbridge Road Roundabout Toucan Crossing	New Toucan Crossing on the western arm of the Fordbridge Road Roundabout	Detailed design complete. Duct crossings and resurfacing of approaches complete. Works order raised for construction of Toucan Crossing itself. Programmed for January 2013 start. Legal Notice advertised and no objections received.	£120,000 - £140,000
Boroughwide Freight Study	Study to inform development of Boroughwide Freight Strategy	Draft report presented to Committee in November 2012. Surveys relating to Clockhouse Lane now complete; awaiting updated report from WSP. Options for extensions to the study outlined below.	£25,000 Unless extension work commissioned.
Walton Lane weight restriction	Restriction to prevent HGV movement along the one-way section of Walton Lane, to the north of Walton Bridge.	Complete	£5,000
TP26 The Avenue pedestrian crossing	Improved pedestrian / cycle crossing facility at the intersection of Hawke Park with The Avenue.	Complete	Developer funded
Feltham Hill Road Zebra Crossing	New Zebra Crossing.	Detailed design complete. Concern with high voltage electricity cable being investigated. Consultation pending. Legal Notice required.	Developer funded.

Scheme	Description	Progress	Likely cost
<b>Total, noting that the budget allocations are approximate</b>			<b>£150,000 - £170,000</b>

- 2.6 Construction of the Fordbridge Road Roundabout Toucan Crossing scheme is imminent, and may have begun by the time Committee meets in January 2013. The cost of the scheme calculated to enable works orders to be raised is less than expected, although officers suspect that certain elements of the scheme may have been under valued.
- 2.7 The first draft of the Boroughwide Freight Study was presented to Committee at its informal meeting in November 2012. Modifications to the draft were made by the Council's consultant WSP to take on board comments made by Members, and the modified draft has now been circulated.
- 2.8 Members suggested a number of extensions to the study in November 2012. These have now been priced by WSP and details are available in **Annexe A**. Committee is asked to agree which extensions, if any, should be commissioned.
- 2.9 It is proposed for Committee to discuss the Freight Study in detail at its informal meeting in February 2013, and to begin to draft a strategy for managing HGV movement within the Borough. It is anticipated that this strategy will be a mix of mitigation, signing of preferred routes, and restrictions.
- 2.10 One of the first decisions Committee will need to make in the context of the Freight Study is how to respond to the petition presented to Committee in July 2012 requesting a new weight restriction in Feltham Road, Ashford. The response to the petition was deferred pending completion of the Freight Study.
- 2.11 The petition of July 2012 is the second petition on this matter. In March 2008 a petition was presented to Committee requesting a new weight restriction in Feltham Road, in response to increased HGV movements following implementation of the Low Emission Zone (LEZ). In June 2008, in response to the petition of March 2008, Committee agreed to promote a new weight restriction not only on the B377 Feltham Road, but also on the C233 Chertsey Road to prevent displacement of HGV traffic onto Chertsey Road.
- 2.12 Then in October 2009 it was reported to Committee that:
- "A meeting held between Members and Officers from SCC and the London Borough of Hounslow (LBH) the impact of introducing [new weight restrictions in Feltham Road and Chertsey Road] **together with a southbound weight restriction on Clockhouse Lane** would attempt to unreasonably restrict the movement of heavy goods vehicles in the area and was unlikely to succeed as objections to this proposal would almost certainly be received. The problem along Feltham Road appears to have subsided since the initial impact of the Low Emission Zone. It was agreed in principle*

*at the meeting with Hounslow that the Feltham Road proposal should not be progressed.” (Emphasis added)*

Committee agreed at this time to withdraw funding for the Feltham Road and Chertsey Road weight restrictions, in effect removing them from the forward programme. The proposed new weight restrictions were never advertised.

- 2.13 Members are aware that Hounslow Borough Council has long resisted the introduction of a southbound weight restriction in Clockhouse Lane. Support for this from Hounslow is essential as advanced warning signage would be required within Hounslow. However officers do not believe support from Hounslow Borough Council would be needed to promote new weight restrictions in Feltham Road and Chertsey Road, as these would be entirely within the County; no advanced warning signage would be needed in Hounslow.
- 2.14 Evidence from the Freight Study suggests that Feltham Road does take a relatively high number of HGVs compared to other routes: varying between 2.5-5% of the total traffic volume; equating to an HGV every 5mins between 06.00 and 18.00. It could be argued that the A308 and A244 are more appropriate routes for these HGV movements.
- 2.15 A new restriction in Chertsey Road restriction would also appear to be a sensible complement to any new restriction in Feltham Road, to prevent HGV movements being displaced onto Chertsey Road.
- 2.16 Whether or not a new weight restriction in Feltham Road would make any difference to the HGV numbers is debatable. A subset of HGV movements along Feltham Road would continue, quite legally, if a restriction were to be implemented. This is because any weight restriction automatically exempts access, for example for deliveries or for access to industrial / commercial premises.
- 2.17 The petition presented in July 2012 suggests that the Local Community would welcome new weight restrictions in Feltham Road and Chertsey Road. Evidence from the Freight study suggests that the wider network would readily absorb the impact of these restrictions. However these factors by no means guarantee that objections would not be forthcoming, were these restrictions to be advertised.
- 2.18 Committee is asked to consider its response to the petition of July 2012 in the light of the Freight Study, and to indicate its approval (or not) to the promotion of new weight restrictions in Feltham Road and Chertsey Road. Committee should note that now it has decided to divide its budgets into Divisional allocations for next Financial Year, these restrictions could only be progressed if the Divisional Member was prepared to provide funding.
- 2.19 Now that the Freight Study is nearing completion, officers will contact the London Borough of Hounslow with a view to reappraising the long standing desire for a southbound weight restriction in Clockhouse Lane.
- 2.20 Some parts of the Borough already benefit from weight and / or width restrictions to manage HGV movement. For example Long Lane and Short Lane have weight restrictions imposed, and there is a width

restriction in Long Lane. However in spite of these measures HGVs have been observed in these roads – attempting to gain access to Heathrow and the logistics centres in Bedfont Road. It is suggested that positive signing would assist HGV drivers finding an appropriate route to these destinations from the M25. The provision of such signing would be subject to the Divisional Member providing funding from next Financial Year's Divisional allocation.

- 2.21 The consultation and statutory notice for the Feltham Hill Road Zebra Crossing have been delayed deliberately following discovery of a major electricity cable at the site. We are investigating the impact of this cable on the proposed scheme – whether or not the scheme is feasible, or whether any modifications are needed to accommodate the cable. Once these risks are understood, and if the proposals remains feasible, officers will work with the Divisional Member to consult the local community to gauge support for this scheme.

### Capital Maintenance Programme

- 2.22 Table 3 below summarises progress with Capital Maintenance Schemes that were chosen by Members following Committee in August.

**Table 3 Progress with 2012-13 Capital Maintenance Programme**

Scheme	Description	Progress	Estimated cost
Church Street, between rec and rear of church	Local Structural Repair (large scale patching)	This road has been well patched and also surface dressed recently so no further work needed.	
Park Road, over railway bridge	Local Structural Repair	Complete. Significant cost increase as area needing treatment much more than anticipated.	£24,354.12
Townsend Road, full length	Micro-asphalt	This year's micro asphalt programme has been curtailed, and unfortunately this is one casualty.	



Scheme	Description	Progress	Estimated cost
Old Staines Road East, full width outside Grey Horse	Local Structural Repair	Complete. Significant cost increase as area needing treatment much more than anticipated.	£5,241.48
Ferry Lane, centre of c/way on 300m nr jnc with Towpath	Local Structural Repair	Ordered; awaiting programming.	£13,163.39
Grosvenor Road, Various stretches around the looped section	Local Structural Repair	Area needing treatment much more than anticipated. Was to be centrally funded but central budgets have run out.	£45,498.93
Kenton Avenue, Bellmouth	Local Structural Repair	Complete.	£3,484.58
Bridge Gardens, From j/w Spelthorne Lane to number 13	Local Structural Repair	Significant cost increase as area needing treatment much more than anticipated.	£17,441.57
Town lane, High St to Knyvett Close	Local Structural Repair	Ordered; awaiting programming. Significant cost increase as area needing treatment much more than anticipated.	£42,298.33

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Scheme	Description	Progress	Estimated cost
Harrow Way, At j/w Charlton Road	Local Structural Repair	Was intended for LSR but is concrete road so will need a micro asphalt treatment. No opportunity now to add to this FY's micro asphalt programme so will need to wait for next FY.	
Goodman Place	Footway	Complete.	£6,076.19
Short Lane, From Hockey Club to A30	Footway	Ordered; awaiting programming.	£6,659.04
Woodthorpe rd, Chesterfield Road to o/s 148	Local Structural Repair	Ordered; awaiting programming. Significant cost increase as area needing treatment much more than anticipated.	£39,302.58
Scotts Way, Complete length	Local Structural Repair	On inspection the condition of this road isn't actually that bad (compared to others) so scheme deferred	
Glebelands Gardens, complete road	Local Structural Repair	Ordered; awaiting programming. Significant cost increase as area needing treatment much more than anticipated.	£24,183.73
Fontmell Park, whole road	Surface Dressing	Complete. Cost increase as needs LSR rather than surface dressing.	£30,797.97

Scheme	Description	Progress	Estimated cost
Town Tree service roads	Micro-asphalt	This year's micro asphalt programme has been curtailed, and unfortunately this is another casualty.	
Feltham Road, btn Church Rd RAB and Clockhouse Rd RAB	Local Structural Repair	Not ordered.	£23,498.48
Goffs Road, potholes near the jct with Feltham Hill Road	Local Structural Repair	Complete.	£24,190.37
Halliford Road, Minsterley Avenue to opp number 65	Footway	Not ordered.	£25,000
<b>Total</b>			<b>£331,191</b>

2.23 The total value of this Financial Year's Capital Maintenance programme as detailed above is more than Committee can afford from this Financial Year's Capital budget. In the context of the ongoing audit of the Local Revenue budget, officers are working to identify revenue funding for the three schemes not currently ordered: Grosvenor Road, Feltham Road and Halliford Road. It is quite possible that funding will not be available for all three of these schemes.

### Community Pride Fund

2.24 The Community Pride budget has been spread evenly across the 7 Divisions in Spelthorne. The Community Pride budget is now fully committed.

### Programme Monitoring and Reporting

2.25 Officers will update Committee with progress in the delivery of its works programmes at each Committee meeting. In addition Committee Chairmen are provided with 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 2013-14

2.26 At its informal meeting in November 2012 Committee considered allocations for next Financial Year's budgets. Table 4 below details the allocations that were discussed.

**Table 4 Suggested budget allocations for Financial Year 2013-14**

<b>Likely budgets</b>		
Community Pride	£	35,000.00
Local Revenue	£	215,800.00
Capital ITS	£	140,272.00
Capital Maintenance	£	140,272.00
<b>Total</b>	<b>£</b>	<b>531,344.00</b>
<b>Proposed budget allocation</b>		
Pooled Revenue	£	145,000.00
Divisional allocations	£	386,344.00
<b>Total</b>	<b>£</b>	<b>531,344.00</b>

To cover various revenue concerns across the Borough for example: drainage and ditching, patching and kerb works, parking, minor safety schemes, extra vegetation and tree works, etc

Allocation per Division: £ 55,192.00

2.27 It is recommended that these suggested allocations be formally approved by Committee. Officers have already contacted Divisional Members with options for schemes to be delivered as part of next Financial Year's programme of works. Members are requested to indicate their preferred schemes as soon as possible, to enable costs to be calculated, which in turn will facilitate decisions on which schemes will go forwards for implementation.

### **3.0 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

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

### **4.0 EQUALITIES AND DIVERSITY IMPLICATIONS**

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

## 5.0 CRIME AND DISORDER IMPLICATIONS

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

## 6.0 CONCLUSION AND RECOMMENDATIONS

- 6.1 The Local Committee's various Capital and Revenue programmes are moving forwards. There is a new pressure within the Local Revenue budget. Officers are working to ensure that this new pressure does not impact work programmes that have been agreed with Members.
- 6.2 The Freight Study is nearing completion. There are options to extend the study, and we are now in a position to respond to the petition presented in 2012 requesting a new weight restriction in Feltham Road.
- 6.3 Officers are already working with Members to plan next Financial Year's programmes of works.

## 7.0 REASONS FOR RECOMMENDATIONS

- 7.1 Recommendations have been made to clarify the next steps with the Freight Study, and to respond to a related petition.
- 7.2 Approval of allocations for next Financial Year's budget facilitates planning of Divisional programmes of works with Members, and helps to ensure that next Financial Year's programmes of works are ready to begin early in the next Financial Year.

## 8.0 WHAT HAPPENS NEXT

- 8.1 Officers will work with Members to complete this Financial Year's programmes of works, and to plan next Financial Year's programmes of works.

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**BACKGROUND  
PAPERS:** None

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