

**SPELTHORNE BOROUGH COUNCIL AND  
SURREY COUNTY COUNCIL**



**SPELTHORNE JOINT COMMITTEE**

**DATE: 23 JANUARY 2017**

**LEAD OFFICER: NICK HEALEY, AREA HIGHWAY MANAGER (NE)**

**SUBJECT: HIGHWAYS UPDATE**

**AREA(S) AFFECTED: ALL**

**SUMMARY OF ISSUE:**

This report summarises progress with the Local Committee's (now Joint Committee) programme of Highways works for the current Financial Year 2016-17.

Joint Committee Members are asked to work with the Area Team Manager to identify their priorities for 2017-18.

**RECOMMENDATIONS:**

**The Spelthorne Joint Committee is asked to:**

- (i)** Authorise the creation of a new cycle off-carriageway cycle route in Town Lane connecting Clare Road to Town Farm Way – comprising of shared and segregated sections – as shown in Annex B1 (paragraphs 2.5 to 2.8 refer).
- (ii)** Prioritise five schemes for the Horizon Roads Major Maintenance programme as detailed in paragraph 2.22 (paragraphs 2.20 to 2.22 refer; see also Annexes E and F);
- (iii)** Authorise the Area Highway Manager in consultation with the Chairman and Vice Chairman to decide Divisional Programmes for next Financial Year 2017-18, in the event that individual Divisional Members have not confirmed their priorities by 31st January 2017 (paragraphs 2.28 and 2.29 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:**

Recommendations are made to enable the 2017-18 Highways programmes funded by the Joint Committee to be decided in good time to facilitate timely delivery of those programmes.

## 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 2016-17 as follows:
- Local Revenue: £139,714
  - Community Enhancement: £35,000
  - Capital Integrated Transport Schemes: £124,523
  - Capital Maintenance: £124,523
  - Capital overspend carried forward from 2015-16: £6,000
  - **Total: £417,760**  
(2015-16 budget £423,760 minus 2015-16 carry forward £6,000)
- 1.3 The funds delegated to the Local Committee/Joint 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 June 2016 Committee approved the 2016-17 budget allocations shown in Table 1 below:

**Table 1 Previously approved allocation of budgets for 2016-17**

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 would be funded from this allocation.	£150,000
Tree works	£25,000
Divisional Allocations	£242,760 (£34,680 per Division)
<b>Total</b>	<b>£417,760</b>

## Outstanding schemes from 2015-16 Capital Programme

2.2 Table 2 below summarises progress with schemes that were started during the previous Financial Year, but which are not yet complete.

**Table 2 Outstanding schemes from 2015-16**

Location	Description	Status	Expected Cost
Charlton Lane, Shepperton	Speed Management between Charlton Road and Upper Halliford Bypass – request from Surrey Police	Complete. See comments below.	£13,000
Town Lane, Stanwell	Casualty reduction and pedestrian accessibility at S-Bends, and extension of cycle route to connect Clare Road to Park Road.	Detailed design complete. See comments below.	£5,000 (for detailed design)
Halliford Road, Lower Sunbury	Improved and new pedestrian facilities	Feasibility study complete. See comments below.	£5,000
Feltham Hill Road, Ashford or Ashford Common	New pedestrian crossing	Previous scheme deferred indefinitely. Need to consult Members and decide how to spend remaining £12,000 s106 monies.	tbc
Garrick Close, Staines	Verge parking management	Need to arrange fresh consultation on amended scheme.	tbc
Clarence Street / Church Street / South Street	Relay block paving	Complete	£35,000
<b>Total</b>			<b>£58,000</b>

### Charlton Lane

2.3 Following the increase in the speed limit in a section of Charlton Lane from 30mph to 40mph, and in accordance with Surrey County Council's policy for setting local speed limits, post scheme speed survey results were completed in September 2016. These results are presented in Annex A. Speeds were surveyed in two locations in the new 40mph section, and one location in the section that remained 30mph. In all three locations average speeds were lower following the raising of the speed limit. This confirms the advice given to the Local Committee by officers at the time this scheme was being promoted, that setting the correct speed limit encourages driver compliance.

- 2.4 Surrey Police's Road Safety and Traffic Management Team have seen these results, and provided the following comments: *"... these are excellent results. It shows that in nearly all cases the mean speed of traffic has actually reduced (albeit not by much). This may well be because now drivers have the benefit of 40mph repeater signs, whereas before they had nothing other than the street lighting and were unsure exactly what the speed limit was. In my view it does demonstrate that the fears that speeds would increase as a result of the increase in the speed limit were unfounded."*

### **Town Lane**

- 2.5 The Local Committee originally commissioned a feasibility study to investigate a pattern of casualties at the S-bends in Town Lane, and to explore the feasibility of extending the new cycle route in Town Lane further north towards Park Road. The detailed design – including measures to mitigate the pattern of casualties at the S-bends and also extend the cycle route northwards – is shown in Annex B1. Committee (with developer funding support) has recently commissioned the construction of the new cycle route connecting Tescos with Clare Road – this earlier scheme was also initiated as a casualty reduction scheme.
- 2.6 The Wider Staines STP major scheme has included the Town Lane cycle route as part of the package, which is now the subject of a bid to the Enterprise M3 LEP. The outcome of the bid is not yet known.
- 2.7 The LEP requires a match funding package to be assembled to support bids. Part of the match funding for the Wider Staines STP is derived from developer funding arising out of development activity in Stanwell. One element of this developer funding – some £90,000 – is due to expire in the first half of 2017, and there is a risk that if this money is not invested that the developer could (quite legitimately) ask for the funding to be returned.
- 2.8 It is therefore recommended to construct a new off-carriageway cycle route connecting Clare Road to Town Farm Way – comprising of shared and segregated sections – as shown in Annex B1. The scheme is designed to fit within a £90,000 funding envelope to invest the monies that are due to expire, but not to commit funding beyond this until the outcome of the LEP bid is known. The scheme would include measures to mitigate the pattern of casualties at the S-bends. Annex B2 shows the proposed scheme in diagrammatic form. Annex B3 shows the proposed scheme in the context of the Wider Staines STP network of cycle links connecting Staines to Heathrow.

### **Halliford Road, Lower Sunbury**

- 2.9 The Local Committee commissioned a feasibility study to investigate possible pedestrian improvements in Halliford Road, Lower Sunbury, in 2015-16. The study has concluded that a number of simple uncontrolled pedestrian crossings would be beneficial to improve accessibility, especially for wheelchair users, and parents with pushchairs. These improvements are detailed in Annex C. The cost of implementing all the improvements would be approximately £33,000. There is currently no funding allocated to take this scheme forwards.

### **2016-17 Divisional Programmes**

- 2.10 The Divisional Programmes have been developed in consultation with Members to invest the seven Divisional Allocations (£34,680 per Division for 2016-17) 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. Table 3 details progress with the 2016-17 Divisional Programmes.

**Table 3 2016-17 Divisional Programmes**

Location	Proposed works	Cost	Status
Squires Bridge Road, Shepperton	Speed and traffic management feasibility study	£5,000	Feasibility study expected to start towards the end of 2016-17.
Charlton Village	Speed and traffic management feasibility study	£5,000	Feasibility study in progress.
Laleham Village	Speed and traffic management feasibility study	£5,000	Feasibility study nearing completion.
Towpath (Shepperton Lock)	Speed and traffic management feasibility study	£5,000	Feasibility study nearing completion.
Broadlands Avenue, Shepperton	Footway resurfacing	£28,900	Complete.
Woodthorpe Road, Ashford – worst section between bridge and tennis club	LSR (Local Structural Repair – large scale patching)	£44,800	Complete.
Ashford Park School	Modifications to car park and its entrance.	£2,000 Member Allocation	Design brief issued to Design Team.
Ashford Road	Speed Assessment	£5,000	Speed assessment in progress.
Garrick Close LSR	LSR	£30,000	No progress to date – budget depends on parking scheme consultation.
Wheatsheaf Lane junction with Avondale Avenue	LSR	£14,000	Complete.
Spelthorne School, Feltham Hill Road	Feasibility Study (following on from petition and Safe Routes to Schools Assessment)	£5,000	Road Safety Outside Schools Assessment now complete. Feasibility study to be commissioned.
Bingly Road	Verge protection / parking management	£21,000	Complete.
Thorne Close junction with and Spelthorne Lane	Verge protection / parking management	Funded from Revenue.	Complete.

Location	Proposed works	Cost	Status
Green Lane, Sunbury	LSR	-	Revenue funded patching to be arranged for worst sections.
Park Road, Ashford	Footway resurfacing, carriageway patching, tree works, drainage works	£51,000	Drainage works in progress – six soakaways discovered underneath footway – system has now been cleaned. Footway resurfacing virtually complete. Carriageway resurfacing (micro-asphalt) being prepared. Tree works being arranged.
Stanwell Moor Road junction with Park Road	Feasibility study to consider provision of pedestrian crossing facilities	-	Need to coordinate with Staines STP Major Scheme.
Stanwell Moor Road junction with Park Road	Feasibility study to consider HGV U-turn facility	£5,000	Need to review demand for this scheme with Members.
Footway near Ashford Hospital, on corner of Town Lane and London Road	Footway reprofiling – gradient not helpful to those with mobility impairments	£5,000	Complete.
Cranford Avenue	Footway resurfacing	£28,000	Complete.
Footpath and verge outside Skate Park in Green Street, Sunbury	Resurfacing and verge protection	£12,000	Complete.
Elizabeth Gardens	Parking Management	£17,000	Complete.
<i>Reserve scheme:</i> Staines Road East by Kempton Park entrance	LSR	-	Unlikely to be able to afford this scheme this FY.
<b>Total value of 2016-17 Divisional Programmes</b>		<b>Approximately £288,700</b>	

2.11 The total estimated value of the 2016-17 capital programme, including the unfinished schemes from 2015-16 and the Divisional Programmes, is approximately £100,000 more than the available Divisional Allocations allocation. At this stage in the Financial Year the costs of some schemes are not yet known. In June 2016 the Local Committee authorised the Area Highway Manager, in consultation with the Chairman, Vice Chairman, and appropriate Divisional Members, to decide which schemes to take forwards,

and to amend the budget allocations as appropriate, to ensure that as many as possible of the Members' priorities for 2016-17 are delivered.

- 2.12 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.

#### **Thames Street, Lower Sunbury**

- 2.13 In 2014-15 Committee commissioned the design and construction of a new 20mph Zone in Thames Street, Lower Sunbury. This was completed in early 2015-16. In accordance with Surrey County Council's policy for setting local speed limits, post scheme speed survey results were completed in September 2016. These results are presented in Annex D. Speeds were surveyed in seven locations in the new 20mph Zone, before and after implementation. In all seven locations average speeds were observed to be lower following implementation of the 20mph Zone. Committee should note that the implementation of the new 20mph Zone included the construction of three new road tables to encourage lower speeds. These seem to have been effective in creating a 20mph Zone that is self enforcing; in all but one location the measured speeds are now commensurate with a 20mph Zone.
- 2.14 Surrey Police's Road Safety and Traffic Management Team have seen these results, and provided the following comments: *"...these speeds are acceptable in a 20mph and meet the criteria set in [SCC's] speed limit policy (except one at location 1). Therefore I do not consider any further measures are necessary."*

#### **Programme Monitoring and Reporting**

- 2.15 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**

- 2.16 The 2016 review site visits and assessments have taken place and a report on the outcome went to the local committee in September 2016. The proposals were agreed with two amendments and one additional location was added. The advert is currently being prepared.

#### **Customer Services update**

- 2.17 The total number of enquiries received between January and September 2016 is 114,082, an average of 12,676 per month. This is a reduction of 1,400 per month and is consistent with the annual trend where the summer months generate less enquiries. This is still above the 2015 position though which averaged 11,000 per month at the same point.
- 2.18 For Spelthorne specifically, 8,084 enquiries have been received since January of which 3,561 (44%) were directed to the local area office for action, of these 98% have been resolved. This response rate is slightly above the countywide average of 97%.
- 2.19 As part of our efforts to improve the customer experience the online reporting is being redesigned, allowing better tracking of reports and the ability to use the maps to identify defects that have already been reported. The outcome of which will be to reduce multiple reports and remove the need for additional site visits by Kier and SCC officers.

### **Operation Horizon update**

- 2.20 The Cabinet Member for Highways, Transport and Flooding has agreed to an amendment to the [prioritisation policy](#) for the Operation Horizon Roads Major Maintenance (HRMM) programme. In order to ensure that an Asset Management approach is followed, 80% of the HRMM programme will be determined purely through technical prioritisation criteria – these are the HRMM schemes distributed to Members on 1<sup>st</sup> November. However to reflect local priorities the remaining 20% of the HRMM budget has been reserved for Local Committees to influence scheme selection. This 20% share has been divided equally between the eleven Local Committees, so that each Committee has the opportunity to prioritise approximately 2,300m of road to resurface by linear length.
- 2.21 Annex E gives more detail on the background to the HRMM, and detail on the 20% share of the budget that Local Committees have been requested to prioritise. Annex F outlines the prioritisation process for road maintenance, together with a list of roads that did not score highly enough on purely merit to be included in the HRMM programme. The list is ranked in order of technical merit, and Committee may choose from this list its priorities for the 20% share of the HRMM budget.
- 2.22 Following consultation with Committee at its informal meeting in November 2016, it is recommended to prioritise the top five roads from the list in Annex F, as these are the most deserving roads from a technical point of view. These roads are:
- B377 Fordbridge Road, Ashford
  - D3322 Knowle Green, Staines
  - B376 Staines Road, Laleham
  - B377 Ashford Road, Laleham
  - A308 Staines Road West / Kingston Road, Ashford

### **Major Schemes update**

- 2.23 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. The business case for this scheme was submitted to the Enterprise M3 LEP in Autumn 2016. A decision is expected from the LEP in January as to whether the bid has been successful.
- 2.24 In the meantime it is recommended to promote one element of this scheme – a section of new cycleway in Town Lane – as described above in paragraphs 2.5 to 2.8.

### **Walton to Halliford Transport Study**

- 2.25 In June 2016 the Local Committee appointed Cllrs Walsh, Evans and Barnard to the Walton to Halliford Transport Study Steering Group. At its meeting in June 2016 the Local Committee for Elmbridge appointed Cllrs Lake, Gray, and Woolgar to the same Steering Group.
- 2.26 The first meeting of the Steering Group was held in October 2016. The Steering Group agreed that the scope of the scheme should include the following elements:
- Investigate general traffic congestion before and after the Walton Bridge scheme;



- To investigate the number and nature of collisions resulting in casualties since the bridge scheme's completion;
- To identify a health and safety representative at the Esso (Marshalls) garage, to discuss motorists taking a shortcut across their premises;
- To investigate traffic light phasing at Oatlands Drive and whether they can work in conjunction with others in the town centre;
- To investigate the causes of congestion on Walton Lane and at its junction with Walton Bridge Road;
- To find out whether parking across cycle paths has been decriminalised and is therefore enforceable by Spelthorne/Elmbridge boroughs;
- To investigate possible methods of slowing speeding cyclists between Ridgeway and Bridge Street;
- To investigate the start of the one way system in Walton Lane, Shepperton, could be moved northwards to just past the junction of Windmill Gardens to make things easier for residents of Windmill Gardens and Sherbourne Gardens to access Walton Bridge Road;
- To investigate whether Surrey has financial provision for cleaning the structure of the bridge;
- To investigate with the structures team whether there is any good practice with regards to stopping people jumping off bridges

2.27 It was agreed that the group would meet again next summer, after traffic surveys had been completed.

#### **Priorities for 2017-18**

2.28 Table 4 sets out the budget allocations for 2017-18, which were agreed by Committee in September 2016.

**Table 4 Approved allocation of budgets for 2017-18**

Recommended allocation	Amount
<b>Pooled Revenue</b> 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.	£125,000
<b>Pooled Capital</b> To deliver ITS schemes – taken from the list in Annex B.	£50,000
<b>Divisional Allocations</b>	£213,182 £30454.57 per Division
<b>Total</b>	<b>£388,182</b>

The Area Highway Manager has written to all Divisional Members asking them to identify their priorities for their Divisional Allocations for 2017-18. It is recommended to authorise the Area Highway Manager in consultation with the Chairman and Vice Chairman to decide Divisional Programmes for next Financial Year 2017-18, in the event that individual Divisional Members have not confirmed their priorities by 31<sup>st</sup> January 2017.

### **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 IMPLICATIONS:**

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

### **6. WIDER IMPLICATIONS:**

- 6.1 It is an objective of Surrey Highways to take account of the needs of all users of the public highway.

<b>Area assessed:</b>	<b>Direct Implications:</b>
Crime and Disorder	A well-managed highway network can contribute to reduction in crime and disorder as well as improve peoples' perception of crime.
Equality and Diversity	It is an objective of Surrey Highways to take account of the needs of all users of the public highway.
Localism (including community involvement and impact)	The Joint Committee prioritises its expenditure according to local priorities.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications
Corporate Parenting/Looked After Children	No significant implications
Safeguarding responsibilities for vulnerable children and adults	No significant implications
Public Health	No significant implications

### **7. CONCLUSION AND RECOMMENDATIONS:**

- 7.1 This Financial Year's programmes are being delivered.
- 7.2 Members are asked to work with the Area Highway Manager to confirm their priorities for next Financial Year's Divisional Programmes.

### **8. WHAT HAPPENS NEXT:**

- 8.1 The Area Team Manager will work with Divisional Members, the Chairman and Vice-Chairman to deliver this Financial Year's Divisional Programmes, and to confirm priorities for next Financial Year's Divisional Programmes.

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

**Consulted:**

**Annexes:** 11

**Background papers:**

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