

SURREY COUNTY COUNCIL

HIGHWAYS UPDATE LOCAL COMMITTEE (RUNNYMEDE)



DATE: 27 NOVEMBER 2017

LEAD OFFICER: ANDREW MILNE - AREA HIGHWAYS MANAGER (NW)

SUBJECT: HIGHWAYS UPDATE

AREA(S) AFFECTED: ALL

SUMMARY OF ISSUE:

To report progress made on the delivery of proposed highways and developer funded schemes, and revenue funded works for the 2017/18 financial year.

To provide an update on the latest budgetary position for highway schemes and revenue maintenance.

To agree the proposed capital works programme for 2018/19.

To consider the introduction of a bus stop clearway in a bus stop lay-by on the A318 New Haw Road, Addlestone.

To consider the conversion of a short length of footpath between the A308 The Glanty and Lovett Road (Staines-upon-Thames) from a segregated footpath/cycleway to a shared footpath/cycleway.

To report on relevant topical highways matters.

RECOMMENDATIONS:

The Local Committee (Runnymede) is asked to:

- (i) **Note** the progress with schemes and revenue funded works for the 2017/18 financial year.
- (ii) **Note** the budgetary position.
- (iii) **Note** that a further Highways Update will be brought to the next meeting of this Committee.
- (iv) **Agree** the undelivered proposed capital works programme for 2017/18 shown in table 1 at section 2.2 is carried forward to become the 2018/19 capital works programme.

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- (v) **Agree** that £15,619 of unallocated parking surplus is used to help reduce the existing 2017/18 Local Committee capital budget overspend.
- (vi) **Agree** the introduction of a bus stop clearway (prohibiting stopping between 7am and 7pm from Monday to Saturday, except local buses) on A318 New Haw Road as detailed in the plan attached as Annex 1.
- (vii) **Agree** the conversion of the section of footpath between the A308 The Glanty and Lovett Road (Staines-upon-Thames) from a segregated footpath/cycleway to a shared footpath/cycleway.

REASONS FOR RECOMMENDATIONS:

Recommendations (i), (ii), (iii) and (iv) are made to enable progression of all highway related schemes and works.

Recommendation (vi) is made to address an ongoing problem with buses being unable to access a bus stop on the A318 New Haw Road (Addlestone) due to vehicles being parked in the bus stop lay-by.

Recommendation (vii) is made to allow a substandard width segregated footpath/cycleway to be converted to a shared footpath/cycleway as part of development related highway works.

1. INTRODUCTION AND BACKGROUND:

- 1.1 Surrey County Council's Local Transport Plan (LTP) states the aim of improving the highway network for all users, through measures such as reducing congestion, improving accessibility, reducing personal injury accidents, improving the environment and maintaining the highway network so that it is safe for all users.

2. ANALYSIS:

- 2.1 Local Committee finance

Revenue Budget 2017/18

- 2.1.1 The revenue maintenance allocation for Runnymede has been reduced from £168,688 (including Community Enhancement funding) in 2016/17 to £40,909 in 2017/18. In consequence, it is not possible to allocate Community Enhancement funding as in previous years. The budget will be retained as one sum and managed by the Highways Maintenance Engineer to best meet the maintenance demands of the area.
- 2.1.2 The reduction in budget will have a significant impact on the amount of revenue maintenance work that can be carried out.

Capital Budget 2017/18

- 2.1.3 The capital budget for 2017/18 has been confirmed as £36,363, which is a reduction of £192,598 on the 2016/17 figure of £228,961.

- 2.2 Local Committee capital works programme 2017/18

- 2.2.1 The capital works programme is presented as a combined programme of both ITS and capital maintenance schemes to provide a clearer picture of works and budgets. The programme shown in Table 1 was formally approved by the Local Committee at its public meeting held on 28 November 2016 prior to its 2017/18 capital budget being confirmed.
- 2.2.2 An over spend carried forward from the 2016/17 capital works programme has prevented the delivery of any capital schemes during 2017/18. As a result of the much reduced capital budget received by the Local Committee for 2017/18, part of the over spend from 2016/17 is likely to be carried forward again. It is current anticipated that this will reduce the available Local Committee capital allocation in 2018/19 by approximately £25,000. Subject to Local Committee agreement, this could be reduced to approximately £10,000 using unallocated parking surplus (see paragraph 2.5.2).

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Scheme Name	Detail/Limits	Progress	Estimated Cost (£)
Thorpe Lea Rd/Vicarage Rd/New Wickham Lane, Egham	Speed limit assessment	Design brief issued.	£10,000
Summerfield Close, Addlestone	Capital Maintenance (Resurface) – Full length of road.	No progress.	£13,720
Free Prae Road, Chertsey	Capital Maintenance (Resurface) – Part length of road.	No progress.	£7,136
Woodham Lane, New Haw	Installation of vehicle activated signs between Byfleet Road and Scotland Bridge Road.	Contingency Scheme	£8,000
Chertsey Lane, Staines-upon-Thames	Upgrade existing Pelican crossing to a Toucan Crossing (works to be coordinated with signals refurbishment)	Contingency Scheme	£15,000
Church Road, Addlestone	Feasibility study to assess options for improving pedestrian crossing facilities between School Lane and Brighton Road.	Contingency Scheme	£10,000
New Haw Road	Upgrade existing uncontrolled pedestrian crossing at junction with Byfleet Road/Woodham Lane	Contingency Scheme	£15,000
Trump Green Road, Virginia Water	Capital Maintenance (Resurface) – Part length of road.	Scheme completed as part of centrally funded surface dressing programme.	£72,000
The Ridings, Addlestone	Capital Maintenance (Resurface) – Full length of road.	Contingency Scheme	£35,000
Barnway, Englefield Green	Capital Maintenance (Resurface) – Full length of road.	Contingency Scheme	£47,700
Pooley Green Road, Egham	Capital Maintenance (Resurface) – Part length of road (including replacement of 6 pairs of speed cushions)	Contingency Scheme	£111,200

Table 1 – Capital works programme for 2017/18

2.3 Local Committee capital works programme 2018/19

2.3.1 Following consultation with the Chairman and Vice-Chairman of the Local Committee, it is proposed that the undelivered 2017/18 capital works programme (shown in table 1 above) is carried forward to form the Local Committee's 2018/19 capital works programme.

2.3.2 All costs shown are estimated and the programme value intentionally exceeds the budget likely to be received to enable flexibility of delivery. The list is presented in priority order and it is suggested that the Committee adopt a flexible approach to the list so that as schemes develop, the programme can be adapted to the available budget.

2.4 Local Committee revenue works programme 2017/18

2.4.1 Table 2 below shows the spend progress to date.

Item	Allocation (£)	Committed Spend to date (£)
Revenue maintenance allocation	£40,909	£40,403
Contractor OHP	Included in allocation figures	£467
Total	£40,909	£40,870

Table 2 – 2017/18 Revenue Maintenance Expenditure

2.5 Parking

2.5.1 The 2017 Runnymede parking review report was presented to the local committee on 3 July and the agreed proposals were advertised in September, with a closing date for comments/objections of 13 October. Objections and comments are being analysed and considered prior to sharing with members.

2.5.2 The Runnymede Local Committee has previously agreed that £9,598 of its share of the parking surplus generated in Runnymede should be allocated to delivering the proposals agreed through the 2017 parking review. However, there is a further £15,619 of parking surplus that is currently unallocated. The Local Committee is asked to agree that this unallocated funding is used to help reduce the existing overspend on the 2017/18 Local Committee capital budget.

Other highway related matters

2.6 Customer services

2.6.1 The total number of enquiries received for the nine months between January and September 2017 is 90,788, an average of 10,088 per month. This is a slight reduction in the average for the first six months of 2017 which was 10,880 per month and is in line with the seasonal trend where the summer months generate less enquiries.

2.6.2 For Runnymede specifically, 10,760 enquiries have been received since January of which 5,598 (52%) were directed to the local area office for action, of these 97% have been resolved. This response rate is slightly above the countywide average of 95%.

2.6.3 The Service is currently working to improve information on the Surrey County Council website to allow more customers to self-serve and reduce the need for them to contact us about routine matters. The recent improvement to the online reporting have seen a reduction in the number of duplicate reports received after customers have viewed defects on the map. Further

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developments are being implemented to improve the experience for those using mobile devices.

2.7 Major schemes

Runnymede Roundabout Major Scheme

2.7.1 Construction work has progressed well during the past few months on both the main roundabout and some of the approach arms, including:

- The installation and diversion of utility services along the A30 Egham By-pass, The Avenue and A308 Windsor Road.
- Installation of underground services across The Avenue and the roundabout that was undertaken overnight to minimise disruption
- The continuation of work to construct new drainage infrastructure across the roundabout.
- The removal of kerb lines around the main roundabout and A30 Egham By-pass to enable widening of the carriageway and creation of the additional lane.
- The commencement of work on the northern quarter of the roundabout to widen the A30 on-slip to the M25 and realignment of the dedicated filter lane to the A30 on-slip from the A308 Windsor Road.

2.7.2 From Sunday 12 November, preparatory works commenced to facilitate the closure of the eastern quarter of the roundabout and start construction of the new 'U-turn' facility that will be used by vehicles exiting the M25/A308 The Glanty heading towards Staines.

2.7.3 Considerable effort has been made to ensure traffic keeps flowing, including the installation of temporary traffic signals to replace the part time signals that had to be removed to make way for the new road construction and minor amendments to the general layout of the traffic management. Traffic is being monitored and signal timings altered slightly by the construction site team where necessary to avoid significant queues developing on individual approaches.

2.7.4 Communication with local stakeholders has been very good with a quarterly letter drop most recently taking place in October to provide 3,700 local residents living in a 1Km radius of the roundabout with information on upcoming work which may affect their journey. This is in addition to the regular updates provided via the roadworks and A30 Today web pages, email newsletter updates and social media notifications.

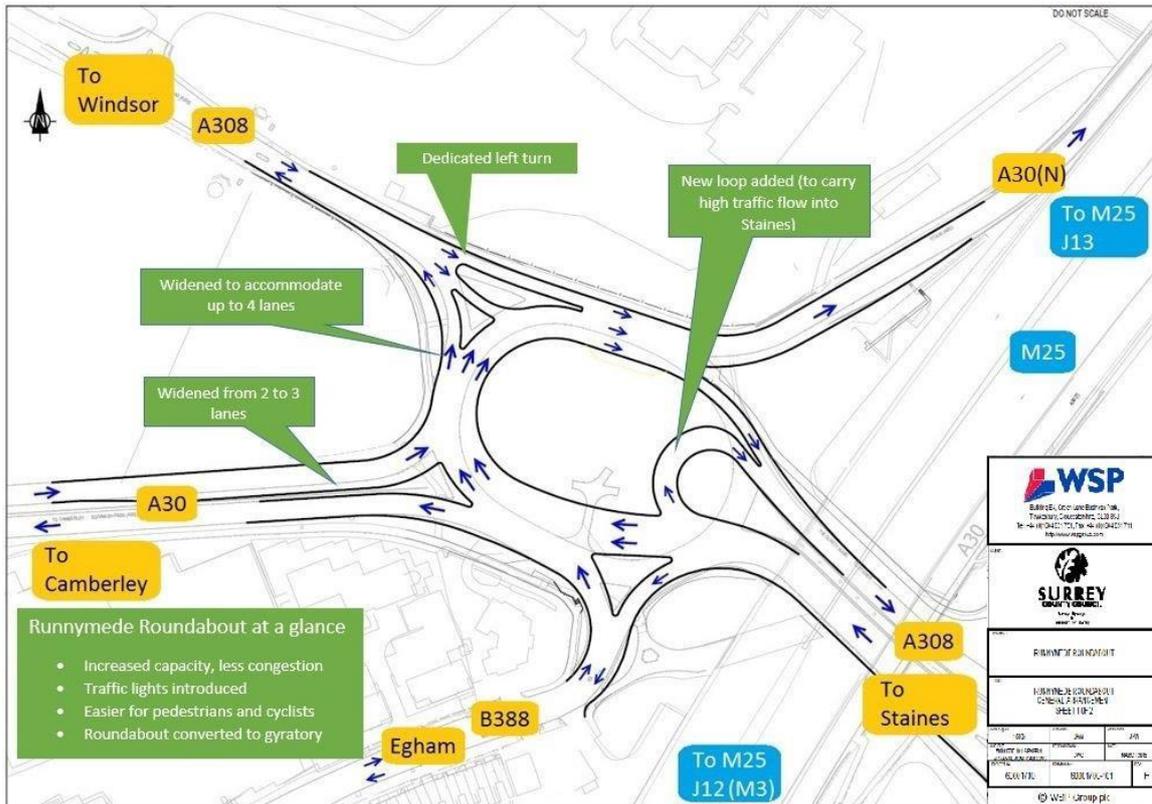


Figure 1 - Runnymede Roundabout Proposals

2.8 Centrally funded maintenance

2.8.1 Table 3 below shows the Horizon 2 Runnymede **Roads** programme for 2017/18 and the progress made in delivering the schemes.

Road	Location	Limits	Type of work	Progress
Grange Road	New Haw	Woodham Lane to Manor Drive	Road Surface Treatment	Complete
Liberty Lane	Addlestone	Brighton Road to end	Road Surface Treatment	Complete
Marley Close	Addlestone	Copperfield Close to end	Road Surface Treatment	Complete
Spring Rise	Egham	Lynwood to Limes Road	Road Surface Treatment	Complete
St Jude's Road	Egham	Middle Hill Roundabout	Road Major Maintenance	Complete

Table 3 – 2017/18 Horizon 2 Runnymede Roads Programme

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2.8.2 Table 4 below shows the Horizon 2 Runnymede **Pavement** programme for 2017/18 and the progress made in delivering the schemes.

Road	Location	Limits	Type of work	Progress
Acacia Drive/Close	Addlestone	Woodham Park Way to end.	Pavement Slurry Seal	Complete
Almners Road	Chertsey	Lyne Lane to Hardwick Lane	Pavement Slurry Seal	Complete
College Avenue	Egham	Mead Close to end	Pavement Slurry Seal	Complete
Little Green Lane	Chertsey	Guildford Road to Bittams Lane	Pavement Slurry Seal	Complete
Orchard Way	Addlestone	Liberty Lane to Monks Crescent	Pavement Slurry Seal	Complete

Table 4 – 2017/18 Horizon 2 Runnymede Pavement Programme

2.9 Road safety

2.9.1 Table 5 below shows the Runnymede road safety programme for 2017/18 and the progress made in delivering the schemes.

Scheme Name	Details/Limits	Progress	Estimated Cost (£)
A317 Weybridge Road/Weystone Road, Addlestone	Closure of Weystone Road at junction	Design complete. Public consultation complete.	£20,000
A317 Woburn Hill, Addlestone	Queue likely signs	Works ordered	£2,500
Malt Hill & North Street, Egham	Uncontrolled crossings	Design complete	£12,000
A320 Guildford Road/Green Lane, Chertsey	Install anti-skid surfacing on approach to roundabout	Works ordered	£17,000

Table 5 – 2017/18 Runnymede Road Safety Programme

2.10 Passenger Transport

- 2.10.1 At its meeting held on 25 September 2017, the Local Committee considered a proposal to introduce bus stop cage markings and a bus stop clearway restriction in 2 existing bus stops on the A318 New Haw Road, Addlestone. The first bus stop is located opposite the Wyevale Garden Centre adjacent to property numbers 35-39 New Haw Road. The second bus stop is located in the lay-by adjacent to the site which was previously the Black Horse public house.
- 2.10.2 The clearways were proposed to prohibit stopping except for local buses from 7am to 7pm from Monday to Saturday.
- 2.10.3 The clearways were proposed in response to a complaint of an ongoing problem with buses being unable to pull into the kerb due to inconsiderate parking at certain times of the day. This results in passengers having to board and alight buses in the carriageway.
- 2.10.4 A traffic regulation order is not required to introduce the bus stop clearway. However, the approval of the Local Committee is needed and therefore the Committee was asked to agree the proposal.
- 2.10.5 At the Committee meeting on 25 September 2017, councillors familiar with the location suggested the bus stops were not well used. In addition, concern was expressed about the impact the proposal would have on parking for local residents in an area where parking is already at a premium. The Committee also enquired about what evidence existed to demonstrate the need for the clearways to be introduced now given the bus stops have been in operation for many years. In view of this information not having been provided, the Committee deferred making a decision and requested that further information is supplied about the rationale behind the proposal, along with any supporting data, for consideration at the next meeting.
- 2.10.6 The following comments are made in response to the request for additional information:
- New Haw Road is a relatively busy bus corridor with bus services 456 Staines to Woking (hourly service), 457 St Peter's hospital to Rowtown (community bus) and 515 Addlestone to Kingston (hourly service) operating along this section of road.
 - The clearways have been proposed in response to a number of complaints from a member of the local community reliant on buses to maintain their independence and gain access to services. The resident has reported that buses are regularly unable to access the bus stops due to inconsiderate parking. On a number of occasions this has resulted in the buses not stopping to pick up the resident. (Site observations have confirmed an ongoing problem with vehicles parking in the bus stops).
 - If buses are unable to access bus stops this creates health and safety issues since passengers then have to board or alight in the carriageway. This also impacts on accessibility of the bus since it is unable to lower down to kerb level or deploy the ramp to assist wheelchair users or parents with buggies/prams. If drivers are unable to access a bus stop and are concerned about safety then they will not stop. In addition, parked vehicles can mask passengers waiting at a bus stop and drivers may not see them until it is too late to stop safely.

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- The times the proposed restriction would apply (7am to 7pm from Monday to Saturday) have been limited to the periods that the bus services operate to minimise any impacts on parking for local residents.
- The proposed length of the bus stop cage markings and associated clearway restrictions is greater than the length of a bus to allow sufficient space for a bus to pull into and out of the bus stop. However, the proposed length is below that recommended specificity to minimise any impact on parking. To reduce the length further would mean that buses would potentially be unable to access the bus stops (resulting in the clearway having limited benefit whilst still prohibiting parking).
- The bus service planning team are undertaking surveys to determine the level of usage of the bus stops. The findings of the surveys will be shared with members prior to the Local Committee meeting on 27 November 2017.

2.10.7 Further to the concerns raised by the Local Committee about the potential impact of the initial proposal on parking, officers have spoken with the complainant to further discuss their difficulties and see whether they could be addressed by an alternative proposal.

2.10.8 The resident suffers the greatest problems when trying to catch a bus in the Woking bound direction using the bus stop with the lay-by on the eastern side of the road. Generally they do not have the same level of difficulty when getting off the bus in the opposite direction (although parked vehicles do prevent buses from accessing the bus stop at times). As such, a clearway in the lay-by would be of greatest benefit.

2.10.9 Given the concerns about impacts on parking at the location and the resident's particular difficulties, it is recommended that the original proposal is revised and that initially a bus stop cage and clearway restriction are introduced only in the bus stop lay-by on the eastern side of the road (see plan attached in Annex 1).

2.10.10 Further monitoring can then be undertaken of the bus stop on the opposite of the road to determine whether additional measures are required.

2.10.11 Funding is not required from Runnymede Local Committee budgetary allocations to introduce the bus stop clearway.

2.11 Development Related Issues

2.11.1 The section of highway path in Staines-upon-Thames between the A308 The Glanty and Lovett Road (highlighted in the plan attached as Annex 2) is currently designated as a segregated footpath/cycleway. As such, the path is divided by a white line and one side is designated for pedestrian use whilst the other side is designated for the use of cyclists. As part of development related highway works, it is proposed that this section of footway is converted to a shared footpath/cycleway (where there is no dividing line and the whole surface is shared by pedestrians and cyclists). The proposal has arisen as a result of a developer being required to resurface the existing path, and a subsequent survey determining that the existing width is substandard for a segregated path but acceptable for a shared path. The Local Committee is therefore being asked to agree the change in designation of the path from segregated to shared use.

3. OPTIONS:

3.1 Options, where applicable, are presented in this report.

4. CONSULTATIONS:

4.1 Consultation is routinely carried out for highway-related schemes with relevant key parties, including residents, Local Members, Surrey Police and Safety Engineering. Specific details regarding consultation and any arising legal issues are included in individual scheme reports as appropriate.

5. FINANCIAL IMPLICATIONS:

- 5.1 Proposed ITS schemes are prioritised to ensure that the maximum public benefit is gained from any funding made available. So far as is practicable, Officer proposals follow the Countywide scheme assessment process (CASEM) and the prioritisation order determined by this.
- 5.2 The Committee Capital and Revenue Maintenance budgets are used to target the most urgent sites where a specific need arises, to keep up with general maintenance activities that reduce the need for expensive repairs in the future, and to support local priorities. The nature of these works is such that spend may vary slightly from that indicated.

6. WIDER IMPLICATIONS:

6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. An Equalities Impact Assessment is undertaken for each Integrated Transport Scheme as part of the design process.

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications
Equality and Diversity	No significant implications
Localism (including community involvement and impact)	No significant implications
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 The Committee is asked to note the progress with all schemes and budgets.
- 7.2 It is recommended that a further Highways Update is presented at the next meeting of this Committee.
- 7.3 The Committee is asked to approve the proposed capital works programme for 2018/19.
- 7.4 The Committee is asked to agree that £15,619 of unallocated parking surplus is used to help reduce the existing 2017/18 Local Committee capital budget overspend.
- 7.5 The Committee is asked to approve the introduction of the revised proposal to install a bus stop clearway on New Haw Road as detailed in Annex 1 to help ensure vehicles do not park/wait in the bus stop lay-by preventing access for buses.
- 7.6 The Committee is asked to agree the conversion of the section of footpath between the A308 The Glanty and Lovett Road (Staines-upon-Thames) from a segregated footpath/cycleway to a shared footpath/cycleway.

8. WHAT HAPPENS NEXT:

- 8.1 Officers will continue to progress delivery of all schemes and ensure effective use of all budgets.
- 8.2 Subject to Committee approval, the proposed bus stop clearway will be introduced on the A318 New Haw Road.
- 8.3 Subject to Committee approval, the section of footpath between the A308 The Glanty and Lovett Road (Staines-upon-Thames) will be converted from a segregated footpath/cycleway to a shared footpath/cycleway as part of development related highway works.

Contact Officer:

Jason Gosden, Senior Engineer (NW) – 0300 200 1003

Consulted: As described in the report

Annexes:

Annex 1 - A318 New Haw Road, Addlestone - Proposed Bus Stop Clearway

Annex 2 – A308 The Glanty, Staines-upon-Thames – Proposed Changes to Footpath/Cycleway

Background papers: Previous Highways Updates can be found online at the website cited below