

**JOINT COMMITTEE (SPELTHORNE)****DATE: 6<sup>TH</sup> DECEMBER 2017****SURREY****LEAD OFFICER: NICK HEALEY, AREA HIGHWAY MANAGER (NE)****SUBJECT: HIGHWAYS UPDATE****DIVISION: ALL****SUMMARY OF ISSUE:**

This report summarises progress with the Joint Committee's programme of Highways works for the current Financial Year 2017-18.

The Area Highway Manager is working with the Leader of Spelthorne Borough Council to identify and agree priorities for a programme of schemes to be developed by the Joint Committee in preparation for possible future CIL bids. It is suggested to Committee that a scheme to reduce congestion in Staines should be prioritised, with monies allocated in the short term to revalidate and optimise the coordination of the existing traffic signal controlled junctions.

The detailed design for the Wider Staines Sustainable Transport Package (STP) Scheme is progressing well; approval is needed to advertise a number of legal notices relating to various elements of the scheme.

**RECOMMENDATIONS:****The Joint Committee (Spelthorne) is asked:**

- (i)** To re-allocate £30,000 from the parking surplus, which had previously been allocated to the development of strategic schemes for CIL bids, to revalidate and optimise the coordination of the existing traffic signal controlled junctions in Staines Town Centre (paragraphs 2.1.6 to 2.1.9 refer);
- (ii)** To approve the advertisement of the necessary Traffic Regulation Order for the change of speed limit in Shepperton Road, Laleham, from 50mph to 40mph and that any representations be reviewed by the Area Highway Manager in consultation with the Divisional Member, and if no significant objections are received that the Traffic Regulation Order be made (paragraph 2.2.2 refers);
- (iii)** To approve the implementation of a new shared surface for pedestrians and cyclists, on the east side of Town Lane, Stanwell, between Town Farm Way and High Street, Stanwell, and also a short section on the south side of High Street Stanwell, as shown in Annex C (paragraphs 2.6.1 to 2.6.5 refer);
- (iv)** To approve the advertisement of the legal notice for nine new road tables at the junctions of Town Lane with Viola Avenue (two road tables), Scots Close, Kingsway, Clare Road (two road tables), Town Farm Way, St Mary's Crescent and Lord Knyvett Close, as shown in Annexes D and E, and that any representations be considered by the Area Highway Manager in consultation with the Divisional Member and the Transport Task Group (paragraphs 2.6.1 to 2.6.5 refer);

- (v) To approve the advertisement of the legal notice for one new road table in High Street, Stanwell, near its junction with Town Lane and Park Road, and the removal of the existing road table that is alongside the bus stop, as shown in Annexes D and E, and that any representations be considered by the Area Highway Manager in consultation with the Divisional Member and the Transport Task Group (paragraphs 2.6.1 to 2.6.5 refer);
- (vi) To approve the advertisement of the legal notice for the proposed new 40mph speed limit in Stanwell Moor Road, between the end of the 30mph speed limit to the north of the Crooked Billet junction to a point approximately 320m north of the northern end of the footway on the east side of Stanwell Moor Road, as shown in Annex G, and that any representations be considered by the Area Highway Manager in consultation with the Divisional Member and the Transport Task Group (paragraphs 2.6.1 to 2.6.5 refer);
- (vii) To approve the advertisement of the legal notice for the new Toucan Crossing in Stanwell Moor Road to the north of Stanwell New Road, as shown in Annex H, and that any representations be considered by the Area Highway Manager in consultation with the Divisional Member and the Transport Task Group (paragraphs 2.6.1 to 2.6.5 refer);
- (viii) 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:**

The recommendations are intended to facilitate delivery of the 2017-18 Highways programmes funded by the Joint Committee.

The Area Highway Manager will continue to work with the Leader of Spelthorne Borough Council to identify and agree priorities for a programme of schemes to be developed by the Joint Committee in preparation for possible future CIL bids. The revalidation of the traffic signal coordination in Staines Town Centre will optimise the operation of the existing junctions, and provide a baseline for possible future investigation of further improvements to ease congestion in Staines.

Committee's approval is needed to facilitate delivery of various aspects of the Wider Staines STP scheme.

## **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 Spelthorne Joint Committee has been delegated Highways budgets to be able to contribute to the objectives set out in Surrey County Council's LTP, according to local priorities.

## **2. ANALYSIS:**

### **2.1 Joint Committee finance**

- 2.1.1 The Spelthorne Joint Committee has been delegated Highways budgets in the current Financial Year 2017-18 as follows:
  - Revenue: £40,909
  - Capital: £36,364
  - Capital overspend carried forward from 2016-17: £2,000
  - **Total: £75,273**  
(2017-18 budget £77,273 minus 2016-17 carry forward £2,000)
- 2.1.2 The funds delegated to the 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.
- 2.1.3 On 15<sup>th</sup> June 2017, the Area Highway Manager consulted with the Joint Committee and agreed Highways budget allocations for the Financial Year 2017-18. At the time it was expected that a further £69,000 revenue would be available from the parking surplus for allocation to the Joint Committee's Highways programmes, giving a total combined budget of £144,000. The agreed 2017-18 budget allocations are shown in Table 1 overleaf:

**Table 1 Agreed allocation of budgets for 2017-18**

Recommended allocation	Amount
Revenue for day to day maintenance To cover various revenue concerns across the Borough for example: patching and kerb works, minor safety schemes, extra vegetation.	£41,000
Parking Review implementation	£20,000
Divisional allocations	£35,000 £5,000 per Division
Develop strategic schemes for CIL bids The Area Highways Manager will work with the Leader of Spelthorne Borough Council and the CIL Task Group to develop recommendations for schemes to develop with this allocation.	£48,000
<b>Total</b>	<b>£144,000</b>

2.1.4 In addition to the regular Highways capital and revenue budgets detailed above the Spelthorne Joint Committee is able to make allocations from the parking surplus. The surplus must be spent according to section 55 of the Road Traffic Regulation Act 1984 (<https://www.legislation.gov.uk/ukpga/1984/27/section/55>).

Expenditure can cover all types of highway improvement and maintenance. The parking surplus and associated expenditure is detailed in Table 2 below.

**Table 2 Parking surplus – financial summary**

Surplus	Amount	Expenditure / Allocation	Amount
2013-14	£22,868	Signs & lines maintenance and additional enforcement	£32,000 (Expenditure)
2014-15	£8,407	2017-18 Parking Review implementation	£20,000 (Allocation)
2015-16	£38,577	2017-18 develop strategic schemes for CIL bids	£48,000 (Allocation)
2016-17	£36,966	2017-18 support Divisional Allocations	£1,000 (Allocation)
<b>Total</b>	<b>£106,818</b>	<b>Total</b>	<b>£101,000</b>

2.1.5 Members will observe that the parking surplus account is currently under allocated. Monies from the parking surplus carry over from Financial Year to Financial Year, so the unallocated monies may be held in reserve for future projects.

- 2.1.6 To date there has been no expenditure from the £48,000 allocation from the parking surplus to develop strategic schemes for CIL bids. The spending of this allocation cannot begin until a programme of potential strategic schemes has been agreed with the Leader of Spelthorne Borough Council, the CIL Task Group and the Joint Committee. The Area Highways Manager is working with the Leader of Spelthorne Borough Council to identify and agree priorities – this work is ongoing.
- 2.1.7 In the context of this ongoing work to agree priorities, it is suggested to Committee that a scheme to reduce congestion in Staines Town Centre should be prioritised, with monies allocated in the short term to revalidate and optimise the coordination of the existing traffic signal controlled junctions. This would then provide a baseline for possible future investigation of further improvements to ease congestion in Staines. The issue of congestion in Staines is considered in further detail in a separate report to Committee on this evening's agenda (Item 12) . It is recommended to re-allocate £30,000 from the parking surplus, which had previously been allocated to the development of strategic schemes for CIL bids, to revalidate and optimise the coordination of the existing traffic signal controlled junctions. In parallel to the revalidation of the traffic signal coordination, officers are preparing cost estimates for the renewal of the car park guidance signs and system, which is now defunct and obsolete.
- 2.1.8 The revalidation of the traffic signal coordination is a revenue activity, and therefore the parking surplus (being revenue) is the only funding available for this in the immediate term. The renewal of the car park guidance signs and system is a capital activity, and therefore, subject to agreement from the Leader, the CIL Task Group, and the Joint Committee, would be an appropriate project to be funded from CIL.
- 2.1.9 If Committee were to approve the allocation to revalidate the traffic signal coordination, work would start in the New Year.
- 2.1.10 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.
- 2.1.11 In September 2017 Committee agreed allocations of its delegated budgets for next Financial Year 2018-19. These are shown in Table 3, overleaf.

**Table 3 Agreed allocation of budgets for 2018-19**

Recommended allocation	Amount
Revenue for day to day maintenance To cover various revenue concerns across the Borough for example: patching and kerb works, minor safety schemes, extra vegetation.	£42,273
Develop strategic schemes for CIL bids The Area Highways Manager will work with the Leader of Spelthorne Borough Council and the CIL Task Group to develop recommendations for schemes to develop with this allocation.	£36,364
<b>Total</b>	<b>£78,636</b>

2.1.12 As Table 2 above illustrates, the parking surplus has not been consistent over the past 4 years, so it would not be prudent to plan future budget allocations based on an anticipated parking surplus for 2017-18. Therefore it is not recommended to take the parking surplus into account when deciding how to allocate the 2018-19 budgets. If there were to be any parking surplus from 2017-18, officers would make separate recommendations when the surplus has been confirmed.

## **2.2 Local Committee capital works programme**

2.2.1 Divisional Programmes have been developed in consultation with Members to invest the seven Divisional Allocations (£5,000 per Division) 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 2017-18 Divisional Programmes.

**Table 3 2017-18 Divisional Programmes**

Location	Proposed works	Cost	Status
Shepperton Road, Laleham	Speed limit reduction, arising out of the Laleham Village speed and traffic management feasibility study, which was reported to Committee in March 2017.	£5,000	Design complete – see comments below.
Sheep Walk	Clearance of arisings from previous ditch clearance	Now to be funded from revenue.	The site has been strimmed and a number of large objects removed by Spelthorne Borough Council. Officers have reviewed the site with the Divisional Member who is of the view that no further work is needed.

Location	Proposed works	Cost	Status
Celia Crescent	New road closure at junction with Kingston Road, as approved by Committee in March 2017.	£1,000 plus funding from residents	See comments below.
Woodthorpe Road, between Chesterfield Road and Stanwell Road	Patching of worst areas	£9,000	Works order being prepared for patching of the worst areas.
Various locations in Lower Sunbury and Halliford	Parking management (bollards).	£5,000	Locations agreed with Divisional Member – officers making arrangements for installation.
Stanwell Moor Road junction with Horton Road	Measures to prevent vehicles crossing the central reservation.	£5,000	Officers are working with the supply chain to design the scheme and obtain a cost estimate.
Wraysbury Road, Staines	Feasibility study for new pedestrian crossing.	£5,000	Design brief issued to Design Team.
Sunbury Common and Ashford Common	Awaiting feedback from the Divisional Member.	£5,000	The previous suggest to improve bus shelter provision in Feltham Hill Road is not feasible with the budget and time available.
<b>Total value of 2017-18 Divisional Programmes</b>		<b>Approximately £35,000</b>	

2.2.2 The detailed design for the reduction in speed limit in **Shepperton Road, Laleham**, from 50mph to 40mph, has now been completed, and is shown in Annex A. It is recommended to Committee to approve the advertisement of the necessary Traffic Regulation Order for the change of speed limit. Further it is recommended that any representations be reviewed by the Area Highway Manager in consultation with the Divisional Member, and if no significant objections are received that the Traffic Regulation Order be made. Any significant objections would be reported to Committee for consideration.

2.2.3 The Traffic Regulation Order has been advertised for the closure of **Celia Crescent** at its junction with Kingston Road. A number of representations have been received, and these are reproduced in Annex B. There were a number of concerns raised in the representations, as well as a number of representations in support of the proposed closure. Most of the concerns were considered when Committee made its decision to close the road at the Kingston Road end in March 2017. There is one new concern that hasn't previously been considered – the existing parking within Celia Crescent – which one respondent feels would worsen as a result of the proposed closure. If the parking problem persists, or worsens, and residents feel

strongly about it, The Joint Committee could consider parking controls to mitigate this at a future date.

2.2.4 The Area Highway Manager has reviewed the representations with the Divisional Member. Both agree that there is nothing in the representations that would prompt a review of the original decision to close the road at the Kingston Road end. Therefore arrangements will now be made to make the Traffic Regulation Order and implement the scheme.

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

### **2.3 Local Committee revenue works programme**

2.3.1 Of the £41,000 revenue allocated for day to day maintenance works, approximately £31,500 has been committed to various minor repairs, including patching of small areas of footways and carriageways and replacing damaged posts.

2.3.2 Of the £48,000 allocated to develop strategic schemes for CIL bids, there has been no expenditure for the reasons explained above. Monies from the parking surplus do not have to be spent by the end of the Financial Year; they can carry forward indefinitely.

### **2.4 Parking**

2.4.1 The 2016 review is substantially complete, with a small amount of snagging outstanding. The 2017 review site visits and assessments are taking place and a report on the outcome is due to be presented to Spelthorne Joint Committee on 6<sup>th</sup> December 2017. (Item 10 on the agenda)

#### **Other highway related matters**

### **2.5 Customer services**

2.5.1 The total number of enquiries received for the nine months between January and September 2017 was 90,788, an average of 10,088 per month. This 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.

2.5.2 For Spelthorne 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%.

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

## 2.6 Major schemes

2.6.1 The detailed designs for a number of elements of the **Wider Staines Sustainable Transport Package (STP)** are currently in progress following completion of the initial phase of construction on Town Lane earlier this year from Clare Road to Town Farm Way. Specifically these are:

- Detailed design has nearly been completed on the continuation of the Town Lane shared cycle path from Town Farm Way to High Street, shown in diagrammatic form in Annex C. The scheme also involves the introduction of a cycle lane along the Town Lane Service Road using appropriate signs and road markings and the relocation of existing signs and street lights. This will continue the work previously done to construct the route from Ashford Hospital access road to Town Farm Way.
- Detailed design is progressing for new road tables at the junctions with Viola Avenue, Scots Close, Kingsway, Clare Road, Town Farm Way, St. Mary's Crescent and Lord Knyvett Close as well as the relocation of the existing table on the High Street to the west of its current location. The locations of the proposed new road tables are shown in Annex D, with the detail of some of the proposed new road tables shown in Annex E.
- Detailed design is underway for the Stanwell Moor Road scheme which will include improvements to the existing shared path and a new toucan crossing to enable people to safely cross where the path switches sides to the north of Stanwell New Road. To facilitate the construction of the proposed new Toucan Crossing it is proposed to reduce the speed limit in the southern section of Stanwell Moor Road from 50mph to 40mph. To this end a speed assessment has been carried out in consultation with Surrey Police – this speed assessment is included in Annex F. The extent of the proposed new 40mph speed limit is shown in Annex G. The proposed new Toucan Crossing is shown in Annex H.
- The detailed design for the improved cycle route in Stanwell Moor Road includes improvements to pedestrian access to the bus stop opposite Horton Road. The scheme will include a new toucan crossing to enable pedestrians and cyclists to cross Stanwell Moor safely at its junction with Park Road, and improved footway provision to provide a safe route for pedestrians from the entrance to Horton Road on the west side of Stanwell Moor Road, to the bus stop on the east side of Stanwell Moor Road opposite Horton Road.
- Preliminary work to inform detailed design has commenced on all other Sections and for the Bus Corridor Improvements.
- The Transport Task Group met in August which discussed each of the elements in more detail as well as covering updates on the Spelthorne Cycling Plan and the Local Transport Strategy review.

2.6.2 Surrey Police are being consulted on the detailed design for different elements of the Wider Staines STP scheme as they are being developed.

2.6.3 A number of approvals are needed from Committee to facilitate implementation of different elements of the Wider Staines STP scheme. These are detailed overleaf in Table 4.

**Table 4 Approvals needed for Wider Staines STP scheme**

Location	Proposed works	Approval needed
<p>Town Lane, Stanwell Between Town Farm Way and High Street, Stanwell</p>	<p>Construction of the next phase of the Town Lane cycle route, which is proposed to be a new shared surface for pedestrians and cyclists, as shown in Annex C.</p> <p>The construction of this phase will provide a continuous off-carriageway cycle route from Tesco and Ashford Hospital to High Street, Stanwell.</p> <p>(The final phase of the Town Lane Cycle route, linking southwards to the A30, is currently in detailed design.)</p>	<p>It is recommended that Committee approves the implementation of a new shared surface for pedestrians and cyclists, on the east side of Town Lane, Stanwell, between Town Farm Way and High Street, Stanwell, and also a short section on the south side of High Street Stanwell, as shown in Annex C.</p>
<p>Town Lane, Stanwell The junctions of Viola Avenue, Scots Close, Kingsway, Clare Road, Town Farm Way, St Mary's Crescent and Lord Knyvett Close</p>	<p>Construction of road tables at the entrances to the listed side roads, as shown in Annexes D (for all locations) and E (for some locations).</p> <p>The road tables are intended to improve crossings of the side roads for both cyclists and pedestrians, and at the same time to encourage drivers to slow down as they enter and leave the side roads.</p>	<p>It is recommended that Committee approves the advertisement of the legal notice for nine new road tables at the junctions of Town Lane with Viola Avenue (two road tables), Scots Close, Kingsway, Clare Road (two road tables), Town Farm Way, St Mary's Crescent and Lord Knyvett Close, as shown in Annexes D and E, and that any representations be considered by the Area Highway Manager in consultation with the Divisional Member and the Transport Task Group.</p>
<p>High Street, Stanwell Near its junction with Town Lane and Park Road</p>	<p>Construction of a new road table just to the west of the existing road table in High Street, Stanwell, near its junction with Town Lane and Park Road, as shown in Annexes D and E.</p> <p>This new road table would provide an uncontrolled crossing for pedestrians and cyclists to cross High Street.</p> <p>The existing road table alongside the bus stop would be removed.</p>	<p>It is recommended that Committee approves the advertisement of the legal notice for one new road table in High Street, Stanwell, near its junction with Town Lane and Park Road, and the removal of the existing road table that is alongside the bus stop, as shown in Annexes D and E, and that any representations be considered by the Area Highway Manager in consultation with the Divisional Member and the Transport Task Group.</p>
<p>Stanwell Moor Road Between the end of the 30mph speed limit to the north of the Crooked Billet junction to a point approximately 320m north of the northern end of the footway on the east side of Stanwell Moor Road, to the north of Stanwell New Road.</p>	<p>Reduction in speed limit from 50mph to 40mph.</p> <p>As well as changing the speed limit signs, it is proposed to introduce a number of supporting measures to encourage drivers to slow down.</p> <p>The speed assessment to support the proposed new 40mph limit is detailed in Annex F. The extent of the proposed new 40mph limit is shown in Annex G.</p>	<p>It is recommended that Committee approves the advertisement of the legal notice for the proposed new 40mph speed limit, between the end of the 30mph speed limit to the north of the Crooked Billet junction to a point approximately 320m north of the northern end of the footway on the east side of Stanwell Moor Road, as shown in Annex G, and that any representations be considered by the Area Highway Manager in consultation with the Divisional Member and the Transport Task Group.</p>

Location	Proposed works	Approval needed
<p>Stanwell Moor Road</p> <p>At the site of the existing uncontrolled crossing to the north of Stanwell New Road, at the northern end of the footway on the east side of the road.</p>	<p>Construction of a new Toucan Crossing to provide a safe crossing point for both pedestrians and cyclists.</p> <p>The layout of the new Toucan Crossing is shown in Annex H.</p>	<p>It is recommended that Committee approves the advertisement of the legal notice for the new Toucan Crossing in Stanwell Moor Road to the north of Stanwell New Road, as shown in Annex H, and that any representations be considered by the Area Highway Manager in consultation with the Divisional Member and the Transport Task Group.</p>

2.6.4 Further information on the Wider Staines STP scheme is published on our website here <https://www.surreycc.gov.uk/roads-and-transport/roads-and-transport-policies-plans-and-consultations/major-transport-projects/spelthorne-major-transport-schemes>.

2.6.5 Video surveys were undertaken to inform the development of the **Walton to Halliford Transport Study** between 7am to 7pm on Tuesday 26th September. The surveys were designed to enable classified turning counts at the two junctions with Walton Lane either side of the bridge. The video footage will also help to see the flow of traffic coming towards the bridge from Walton Bridge Road, Walton Lane (south of the river) and from the Oatlands Drive signals, including queuing lengths, on each side of the bridge. Once the data from the video surveys has been processed, officers will review the information and present it to the Member Task Group in due course.

## 2.7 Centrally funded maintenance

- 2.7.1 Operation Horizon reports for 2017-18 are available on the Surrey County Council website. These reports list road that are due to be treated in the current Financial Year 2017-18. Also on the same page of the Surrey County Council website are lists of roads for consideration for future Financial Years. For more information please see here: <https://www.surreycc.gov.uk/roads-and-transport/highways-information-online/horizon-highway-maintenance-investment-programme>.

## 2.8 Road safety

- 2.8.1 There was no update at the time of writing.

## 2.9 Passenger Transport

- 2.9.1 There was no update at the time of writing.

## 2.10 Other key information, strategy and policy development

- 2.10.1 Over the coming months Officers will be reviewing the Spelthorne Local Transport Strategy in preparation for consultation with and approval by 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 IMPLICATIONS:**

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

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

<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 Local Committee prioritises its expenditure according to local priorities.
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.

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

- 7.1 This Financial Year's programmes are being delivered.
- 7.2 Work continues to agree priorities for a programme of strategic schemes to be developed by the Joint Committee in preparation for possible future CIL bids.
- 7.3 Recommendations are made to facilitate the necessary legal notices for various elements of the Wider Staines STP scheme.

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

- 8.1 The Area Highway Manager will work with Divisional Members, the Chairman and Vice-Chairman to deliver this Financial Year's Divisional Programmes.
- 8.2 The Area Highway Manager will continue to work with the Leader of Spelthorne Borough Council, the CIL Task Group, and the Joint Committee, to agree priorities for a programme of strategic schemes to be developed by the Joint Committee in preparation for possible future CIL bids.
- 8.3 The Wider Staines STP scheme team will arrange for the necessary legal notices to be advertised for various elements of the project, and make preparations for construction and implementation of the next phases.

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

**Consulted:** N / A

**Annexes:** 8

**Sources/background papers:** None

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