

**SURREY COUNTY COUNCIL****HIGHWAYS UPDATE LOCAL COMMITTEE (RUNNYMEDE)****DATE:** 19 FEBRUARY 2018**LEAD OFFICER:** ANDREW MILNE - AREA HIGHWAY MANAGER (NW)**SUBJECT:** HIGHWAYS UPDATE [FOR INFORMATION]**AREA(S) AFFECTED:** ALL**SUMMARY OF ISSUE:**

To report progress made with 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 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.

**REASONS FOR RECOMMENDATIONS:**

The above recommendations are made to enable progression of all highway related schemes and 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 has been retained as one sum and managed by the Highways Maintenance Engineer to best meet the maintenance demands of the area.

**Capital Budget 2017/18**

- 2.1.3 The capital budget for 2017/18 is £36,363, and is a reduction of £192,598 against 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. Following the Local Committee's agreement at its meeting held on 27 November 2017 to use unallocated parking surplus to help reduce the carry forward, it is currently expected to reduce the available Local Committee capital allocation in 2018/19 by approximately £10,000.

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
Eastworth Road, Chertsey	Feasibility study to assess options for improving pedestrian crossing facilities near Tesco store.	Contingency Scheme	£10,000
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 The Local Committee agreed at its public meeting held on 27 November 2017 that the undelivered 2017/18 capital works programme (shown in table 1 above) should be carried forward to form the Local Committee's 2018/19 capital works programme.

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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	£41,879
Contractor OHP	Included in allocation figures	£781
<b>Total</b>	<b>£40,909</b>	<b>£42,660</b>

**Table 2 – 2017/18 Revenue Maintenance Expenditure**

### 2.5 Parking

2.5.1 The 2017 Runnymede parking review objections and comments have been considered and final decisions made. Detailed design is currently taking place.

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

### 2.6 Customer services

2.6.1 The total number of enquiries received in the calendar year 2017 is 112,538 an average of 9,363 per month, a decrease of approximately 18% on 2016. The improvements to the website reporting, proactive messaging and provision of information to customers have contributed to this.

2.6.2 All reports are categorised at the point of logging, either automatically through the website or by officers. Safety defects are directed to Kier with the remainder passed to the SCC local office for further investigation. Although enquiries have decreased overall there has been a change in the balance of reports. During 2016 the average split was 45% SCC and 55% Kier, for 2017 this has seen a shift to 53/47. This can be attributed to changes in the way enquiries are recorded and also the reduction in resource to carry out condition (non-safety) works. The volume of reports has increased demand on the area teams.

2.6.3 For Runnymede specifically, 5,777 enquiries were received between January and December of which 3,893 were directed to the local area office for action, of these 97% have been resolved. This is in slightly above the Highways countywide average of 96%.

2.6.4 For 2017, 362 stage 1 complaints were received (a 22% reduction on 2016) of which 78 Stage 1 and 23 Stage 2 were for the North West area. For Runnymede there were 19 Stage 1 and two escalated to Stage 2. The service was found to be at fault in one of the stage 2 complaints following independent investigation. We continue to work closely with the corporate customer relations team and have created corrective action plans for all outstanding actions. In addition any remedial action identified at stage 1 is now monitored more closely to ensure compliance and reduce escalation to stage 2. There was also one complaints directed to the LGO which was not upheld.

2.6.5 Recent surveys conducted with our Highways Customer Panel showed that 75% of those surveyed were either satisfied or very satisfied with the customer service they received.

## 2.7 Major schemes

### **Runnymede Roundabout Major Scheme**

2.7.1 Since November 2017 there has been significant progress on the Runnymede Roundabout scheme. This work has included:

- The installation of new kerb lines on the main roundabout and A308 Windsor Road.
- The completion of a new temporary road surface on the inner part of the new section of the roundabout.
- The construction of the new drainage system on the main roundabout is now substantially complete.
- The commencement of work on the new 'U-turn facility' on the eastern quarter of the roundabout.
- The continued installation and alteration work on utility services, including the diversion of a large water main and numerous communication cables.
- The construction of a new shared use footway and timber fence along the A308 Windsor Road.

2.7.2 In general, the scheme is progressing well and is anticipated to be delivered on budget. However, there have been some delays to the programme during the period, mainly arising from the main contractor being unable to access the Highways England network as early as planned, the discovery of uncharted utilities and the unforeseen difficulties in diverting some utility apparatus. As a result, it is now expected that construction will complete around late Spring/early Summer 2018, rather than March as had originally been anticipated.

2.7.3 Regular communication continues to take place with local organisations and residents with the main sources of information being via the roadworks and A30 Today web pages, email newsletter updates and social media notifications.



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	Scheme no longer being progressed	£20,000
A317 Woburn Hill, Addlestone	Queue likely signs	Works ordered	£2,500
Malt Hill & North Street, Egham	Uncontrolled crossings	Works ordered	£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 27 November 2017 the Local Committee agreed the introduction of a bus stop clearway (prohibiting stopping between 7am and 7pm from Monday to Saturday, except local buses) in the bus stop lay-by on the A318 New Haw Road immediately south of the entrance to the garden centre.

2.10.2 The Bus Service Planning team have advised residents of the proposed restriction and it is anticipated that the bus stop clearway will be installed within the next 3 months.

2.11 Other key information, strategy and policy development

2.11.1 Nothing to report.

### **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.

<b>Area assessed:</b>	<b>Direct Implications:</b>
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.

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

- 8.1 Officers will continue to progress delivery of all schemes and ensure effective use of all budgets.

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### **Contact Officer:**

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### **Consulted:**

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### **Annexes:**

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### **Background papers:**

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