

**SURREY COUNTY COUNCIL**

**JOINT COMMITTEE (SPELTHORNE)**

**DATE: 8<sup>TH</sup> OCTOBER 2018**



**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 2018-19.

Committee is asked to agree the strategy for allocation of Joint Committee budgets for next Financial Year 2019-20.

**RECOMMENDATIONS:**

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

- (i) To approve the provisional allocation of budgets for 2019-20 as shown in Table 3 below (paragraphs 2.1.7 to 2.1.13 refer);
- (ii) To authorise the advertisement of a legal notice for the relocation of two speed cushions in Clare Road, Stanwell, in support of bus stop improvements at the junction with Bedfont Road, and to consider any representations in consultation with the Chairman, Vice Chairman and Divisional Member and if there are no significant objections to relocate the speed cushions (paragraphs 2.6.1 to 2.6.3 and Annex B refer);
- (iii) To authorise the implementation of a new bus stop clearway at the bus stop in Clare Road at the junction with Bedfont Road (paragraphs 2.6.1 to 2.6.3 and Annex B 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 facilitate development of Committee's 2019-20 Highways programmes, while at the same time ensuring that the Chairman, Vice Chairman and relevant Divisional Members are fully and appropriately involved in any detailed considerations.

A number of changes are proposed to improve bus stop facilities in Clare Road at its junction with Bedfont Road.

Committee is asked to provide the necessary authorisation to deliver its programmes of work in consultation with the Chairman, Vice Chairman and relevant Divisional Member without the need to revert to the Committee as a whole.

## **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 Highway budgets in the current Financial Year 2018-19 as follows:
- Committee revenue: £168,182
  - Member revenue: £52,500 (£7,500 per Division)
  - Capital: £36,364
  - Capital under-spend carried forward from 2017-18: £30,500
  - **Total: £287,546**  
(2018-19 budget £257,046 plus 2017-18 carry forward £30,500)
- 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 In accordance with Committee's authorisation in March 2018, the Area Highway Manager consulted Committee at its informal meeting of April 2018 and allocated the 2018-19 budgets as shown in Table 1 below.

**Table 1 Allocation of budgets for 2018-19**

Allocation	Amount
Capital to deliver minor ITS schemes and feasibility studies	£36,400
Capital contingency	£30,000
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 and drainage.	£168,200
To support the ITS programme or the maintenance programmes according to priorities within each Division	£52,500 £7,500 per Divisional Member.
Re-validation of Staines Town Centre SCOOT region	£30,000 from Parking surplus

Revenue to deliver the Parking Review	£20,000 from Parking surplus
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.	£18,000 from Parking Surplus <i>subject to agreement of programme of schemes</i>
<b>Total</b>	<b>£355,100</b> Including £68,000 from Parking Surplus

2.1.4 In addition to the regular Highways capital and revenue budgets detailed above 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 to be used in 2018-19)
2015-16	£38,577	2017-18 develop strategic schemes for CIL bids	£18,000 (Originally allocated in 2017-18)
2016-17	£36,966	Re-validation of Staines Town Centre SCOOT region	£30,000 (Allocation to be used in 2018-19)
2017-18	£8,500		
<b>Total</b>	<b>£115,318</b>	<b>Total</b>	<b>£100,000</b>

2.1.5 Members will observe that the parking surplus account is currently under allocated, and also that monies that were previously allocated have not been spent. 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 previous 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 Highway Manager is working with the Leader of Spelthorne Borough Council to identify and agree priorities – this work is ongoing.

2.1.7 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.

2.1.7 Based on the Medium Term Financial Plan (<https://www.surreycc.gov.uk/council-and-democracy/finance-and-performance/medium-term-financial-plan>) that was agreed by Surrey County Council’s Cabinet on 27<sup>th</sup> March 2018, the Highways budget allocations for the eleven Local and Joint Committees for 2019-20 are expected to be approximately as follows:

- £2,400,000 revenue (split between Committees to be confirmed)
- £810,000 individual Member Highways allocation (£10,000 per Member)
- £400,000 capital (£36,364 per Committee)

2.1.8 If the split of revenue between the Local and Joint Committees were to be the same in 2019-20 as it has been in previous years, Committee might expect revenue and capital Highways budgets as follows:

- £196,000 revenue
- £70,000 individual Member Highways allocation (£10,000 per Member)
- £36,000 capital
- **£302,000 Total**

2.1.10 Committee will be aware that in the context of the current financial challenges faced by the County Council, the Medium Term Financial Plan is likely to be reviewed, and any Highways budgets allocated to Local and Joint Committees may well change. In this context it is recommended that Committee makes provisional allocations of its 2019-20 budgets as detailed in Table 3 below, subject to confirmation of the Medium Term Financial Plan in due course.

**Table 3 Recommended provisional allocation of budgets for 2019-20**

Allocation	Amount
Capital to deliver minor ITS schemes and feasibility studies	£36,000
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 and drainage.	£196,000
To support the ITS programme or the maintenance programmes according to priorities within each Division	£70,000 £10,000 per Divisional Member.
<b>Total</b>	<b>£302,000</b>

2.1.12 If the recommended provisional allocation of budgets for 2019-20 were to be approved, over the coming months officers would work with Members to identify priorities for the Member allocations, and would recommend a programme of capital ITS schemes for 2019-20 to Committee at its next meeting in December 2018. The recommended programme of capital ITS schemes would be drawn from the prioritisation list shown in Annex A, which is due to be reviewed and updated in the lead up to December's Committee meeting.

2.1.13 It is possible that there will be further parking surplus income during 2018-19, which Committee could allocate to programmes of works in 2019-20, in addition to the regular Highways budgets.

## 2.2 Joint Committee capital works programme

2.2.1 The allocation for Capital ITS schemes is being used to promote capital schemes previously approved by the Joint Committee. In accordance with Committee's authorisation in March 2018, this programme has been decided by the Area Highway Manager in consultation with Committee. Table 4 below summarises progress with this capital programme.

**Table 4 Progress with Capital ITS Programme**

Location	Proposed works	Cost	Status
Ashford Road	Speed Management measures	£8,000 including contribution from Divisional Member	Detailed design nearing completion in preparation for delivery this Financial Year 2018-19.
Charlton Village	Further feasibility work following the previous traffic and speed management feasibility study.	£5,000 including contribution from Divisional Member	Pedestrian and speed surveys to be undertaken to inform feasibility study, which is due to be published in March 2019.
Laleham Village	Further feasibility work following the previous traffic and speed management feasibility study.	£5,000 including contribution from Divisional Member	Pedestrian surveys to be undertaken to inform feasibility study, which is due to be published in March 2019.
Wraysbury Road near Vicarage Road	New pedestrian refuge island	£10,000 to £20,000 including contribution from Divisional Member	Detailed design complete. Awaiting programme dates for delivery.
Springfield School	Safety improvements	£5,000	Halo beacons now installed at Zebra Crossing. Awaiting programme dates for bollard installation.

Location	Proposed works	Cost	Status
Spelthorne School	Safety improvements	£tbc Developer funding available for implementation	Officers have met with the Divisional Member to identify preferred options. Detailed design in progress.
A308 Staines Road West junction with C233 Chertsey Road and Littleton Road (Black Dog junction)	Pedestrian improvements	£5,000 to 10,000 for feasibility study	Feasibility study in progress.
Laytons Lane	New 20mph limit	£2,000 including contribution from Divisional Member	Complete.
Halliford Road, on the approach to Halliford Village	New VAS	£2,500 including contribution from Divisional Member	Location agreed; awaiting precise quotes for installation.
French Street	Feasibility study for extension of the 20mph Zone	£5,000 including contribution from Divisional Member	Feasibility study in progress. Speed surveys completed.
<b>Total – noting that costs are approximate</b>		<b>Approximately £47,500 to £62,500</b>	

2.2.4 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 Joint Committee revenue works programme

2.3.1 Of the £168,000 revenue allocated for day to day maintenance works, approximately £131,000 has been committed to patching of footways and carriageways, and a further £19,900 has been committed to other minor repairs, including kerb repairs, vegetation management, and replacing damaged posts.

2.3.2 Of the £18,000 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.

2.3.3 Of the £52,500 Members' allocations, £36,100 has now been committed to various schemes, including contributions to ITS schemes, carriageway patching, vegetation management, new posts and railings. Officers will continue to work with Members to ensure these allocations are invested fully.

2.3.4 The £30,000 allocated to re-validation of the Staines Town Centre SCOOT region will be spent this Financial Year 2018-19. The original intention to complete the revalidation by Spring 2018 has been delayed due to technical issues following the upgrade of the central Urban Traffic Control (UTC) system earlier this year, and also by capacity limitations in the Traffic Signals Team due to vacancies. At the time of writing this report the preparatory work before the re-validation is in progress, and it is anticipated that the re-validation itself will be completed in October 2018.

2.3.5 In preparation for the revalidation a workshop was held with the Traffic Signals Team, Members, and Spelthorne Borough Council officers at the end of April 2018. This workshop identified key congestion points on the network, discussed potential solutions, and also agreed priority movements through the town centre. Since this workshop the Traffic Signals Team have reported the following progress (as of the middle of September), with reference to the diagram in Annex C:

- Annex C contains a rudimentary network diagram. It shows the three detector faults (ringed in yellow). The junctions ringed in green are 'good' and we will continue with assessing and validating some of the essential parameters during September. Those ringed in Red will require additional time to resolve their problems.
- There were previously three operating plans (AM Peak, Off Peak and PM Peak). These had been customised to modify certain parameters, for example to constrain stage lengths and change the status of SCOOT detectors (which means the on-line model of traffic behaviour was at times not derived from the on-street detection). Therefore many of the parameter changes were artificially distorting the SCOOT model. These previous plans will be removed and new plans created for AM Peak, Off Peak, and PM Peak with six spares for anything in connection with network management (events, incidents, etc).
- At J211 (A308 High Street/London Road/C248 Kingston Road) the narrow lanes of the internal reservoirs leads to poor lane discipline across the SCOOT detectors. In the short term two detectors will be remapped as SCOOT filters, which may mitigate the poor lane discipline.
- There is currently an unresolved detector fault at J213. Our contractor has been instructed to rectify this. The intention here is to configure the appearance of Stage C (Phase D from High Street) as a fixed length stage.
- The carriageway has collapsed at the exit from the bus station at J218, which means that the above ground detection will need to be modified to mimic the in-carriageway detection.
- We are going to try a 'composite' link at J218 (A308 South Street/Bus Station Exit/Elmsleigh Car Park). This would be the first in Surrey and we believe it will be beneficial if we can model the link on the entry to the Elmsleigh multi-storey & surface car park as a Composite link in SCOOT. This is because traffic passing over one of the detectors at J213 bifurcates at J218 (ahead for A308 South Street or left Elmsleigh multi-storey & surface car park). This would allow improved modelling of the link counting the two movements correctly and reducing the green time for A308 South Street (when it is not required).

- At J214 (A308 South Street/Bus Station Entry/D3326 Westbrook Road) we are undecided on how to treat the right turn entry to the bus station (we may consider configuring this as another Fixed Stage).
- At J216 (A308 Thames Street/South Street/B376 Thames Street) the entry link from J214 (A308 South Street/Bus Station Entry/D3326 Westbrook Road) will be modelled as a Flared Link because it has additional lane capacity at the downstream end at J216. The difficulties occur when the queue behaviour varies from cycle to cycle, that is, the lane usage varies or the queue does not consistently extend past the end of the flare. In these cases, it is important to establish a saturation occupancy value which reflects the average behaviour. Also we intend to create another Composite Link for the left turn movement from South Street.
- At J226 the right turn for the B376 (Phase C) shares the same SCOOT detector as Phase B (incorrectly placed across both lanes). The lane arrows in the right turn lane are indicating straight ahead. We are assuming vehicles are encouraged to use both lanes and merge between the 'standalone' crossing and the stop line. We're assuming the right turn movement varies by time-of-day. We're not sure how to overcome this problem. We may trial re-mapping one of the detectors. This is another one of those 'difficult' links that may be significant and on-street behaviour will be impossible to model in SCOOT.

2.3.6 As things currently stand the revalidation project is anticipated to be completed in October 2018. It is expected to be able to update Committee with further progress during this evening's meeting.

## **2.4 Parking**

2.4.1 The 2017 review report was presented to Committee in December 2017. The proposals were advertised in April 2018 and the closing date for comments/objections was 4<sup>th</sup> May 2018. These have been shared with councillors and final decisions made. Detailed design is underway, with implementation expected to be completed in autumn 2018.

### **Other highway related matters**

## **2.5 Customer services**

2.5.1 The total number of enquiries received for the six months between January and June 2018 is 91,245, an average of 15,208 per month. This is a 40% increase on the number received during the same period in 2017 and reflects the huge effect of the severe weather and subsequent defects.

2.5.2 For Spelthorne specifically, 5,966 enquiries have been received since January of which 2,824 (47%) were directed to the local area office for action, of these 88% have been resolved. This response rate is below the countywide average of 93%.

2.5.3 For the first half of 2018, Highways received 162 Stage 1 complaints (down 18% from 2017) of which 16 were for the Spelthorne area. In addition four have been escalated to stage 2 of the complaints process where the service was found to be at fault in one of these.

## **2.6 Major schemes**

[www.surreycc.gov.uk/spelthorne](http://www.surreycc.gov.uk/spelthorne)

- 2.6.1 The different elements of the **Wider Staines Sustainable Transport Package (STP)** scheme are progressing. The construction of the Town Lane shared cycle route is now complete from the Tesco junction to High Street. Construction of the Stanwell Moor Road route has now started.
- 2.6.2 Improvements are due to be made to the bus stops in and around Stanwell including providing bus shelters and real-time passenger information screens. In this context Annex B details improvements to the bus stop in Clare Road at its junction with Bedfont Road. These including movement of two speed cushions and the introduction of a new bus stop clearway, both of which need Committee approval. Recommendations have been made to facilitate these changes.
- 2.6.3 Further information on the Wider Staines STP scheme is published on our website here <https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/major-transport-projects/spelthorne-major-transport-schemes>.
- 2.6.4 Officers are preparing a briefing note to summarise the findings of the **Walton to Halliford Transport Study**, in preparation for a meeting with the Member Task Group in autumn 2018. The aim of this meeting would be to review the findings of the study and agree what, if any, schemes should be promoted on the basis of the available evidence.

## **2.7 Centrally funded maintenance**

- 2.7.1 Operation Horizon reports for 2018-19 are available on the Surrey County Council website. These reports list road that are due to be treated in the current Financial Year 2018-19. Also on the same page of the Surrey County Council website is the latest information regarding the Winter Damage programme, and lists of roads for consideration for future Financial Years or the Horizon programme. 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 No update at the time of writing.

## **2.10 Other key information, strategy and policy development**

- 2.10.1 Officers are reviewing the Spelthorne Local Transport Strategy in preparation for presentation of the revised forward programme to Committee in December 2018, for consultation and approval.
- 2.10.2 The Cold Weather Plan sets out the Winter Service for treating the Highway in order to prevent ice from forming (precautionary salting), melt ice and snow that has already formed (post salting), and removal of snow in a snow event. As in previous years, members will be sent an electronic copy of the 2018-19 Cold Weather Plan along with links to revised 2018-19 gritting routes prior to the commencement of the Winter Season. County Councillors can request and

[www.surreycc.gov.uk/spelthorne](http://www.surreycc.gov.uk/spelthorne)

pay for new grit bins, or extension of use of an existing grit bin, by contacting the Maintenance Engineer, who will advise.

**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 Joint 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 Members are asked to approve the strategy for spending next Financial Year's budgets.

[www.surreycc.gov.uk/spelthorne](http://www.surreycc.gov.uk/spelthorne)

- 7.3 Recommendations are made to facilitate bus stop improvements in Clare Road at its junction with Bedfont Road.
- 7.4 Members are encouraged to work with Officers to identify individual schemes 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 identify individual schemes for next Financial Year's programme of investment.
- 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.

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

**Consulted:** N / A

**Annexes:** 3

**Sources/background papers:** None

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