

**SURREY COUNTY COUNCIL**

**JOINT COMMITTEE (SPELTHORNE)**

**DATE: 15<sup>TH</sup> JULY 2019**



**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 2019-20.

Officers have worked with Members to design a programme of Local Structural Repair (LSR – large scale patching) for this Financial Year 2019-20, of total value £78,000 capital.

Members are encouraged to start considering the strategy and priorities for next Financial Year, 2019-20.

**RECOMMENDATIONS:**

The Joint Committee (Spelthorne) is asked to:

- (i) Approve the capital maintenance programme detailed in Table 5 to be funded from the £78,000 capital allocation for this Financial Year 2019-20 (paragraph 2.2.9 refers)
- (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 2.6.2 and Annex D refer);
- (iii) To 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:**

Committee's allocation of funding for carriageway patching needs to be prioritised to specific sites, which complement the countywide programmes of works.

Committee is asked to provide the necessary authorisation to deliver those 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:**

### **Joint Committee finance**

- 2.1.1 Outturn figures from 2018-19 are shown in Table 1 below. As per normal practice, the capital overspend will be carried forward into 2019-20. A request to carry forwards revenue underspends into 2019-20 has been approved.

**Table 1 Outturn from 2018-19 (rounded figures)**

	Budget	Expenditure	Outturn
Committee Revenue	£168,200	£152,200	<b>£16,000 underspend</b>
Member Revenue	£37,500	£36,100	<b>£1,400 underspend</b>
Capital	£83,400 base budget £36,400 plus £30,500 underspend carried forward from 2017-18 plus £16,500 transferred from revenue	£91,000	<b>£7,600 overspend</b>

- 2.1.2 The Spelthorne Joint Committee has been delegated Highway budgets in the current Financial Year 2019-20 as follows:
- Committee revenue: £0
  - Member revenue: £52,500 (£7,500 per Division)
  - Capital: £177,778
  - **Total: £230,278**
- 2.1.3 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.
- 2.1.4 Committee agreed the allocations of the regular 2019-20 budgets at its meeting in March 2019. These agreed allocations are shown in Table 2 below.

**Table 2 Agreed allocation of budgets for 2019-20**

Allocation	Amount
Capital to deliver minor ITS schemes and feasibility studies	£100,000
Capital for patching / resurfacing of carriageways and footways	£77,778
Maintenance works according to priorities within each Division	£52,500 £7,500 per Divisional Member.
<b>Total</b>	<b>£230,278</b>

- 2.1.5 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 3 below.

**Table 3 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	£18,000 (Allocation)
2016-17	£36,966	Staines Town Centre projects: - SCOOT revalidation - Signs and road markings - Traffic surveys	£30,000 (Allocation)
2017-18	£8,500	2019 Parking Review implementation	£8,500 (Allocation)
<b>Total</b>	<b>£115,318</b>	<b>Total</b>	<b>£108,500</b>

- 2.1.6 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.
- 2.1.7 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.

## 2.2 Joint Committee capital works programme

2.2.1 Table 4 below summarises progress this Financial Year's capital programme, which was approved by Committee in December 2018.

**Table 4 Progress with Capital ITS Programme**

Location	Proposed works	Cost	Status
Ashford Road	Speed Management measures	-	Completed in 2018-19
Charlton Village	Further feasibility work following the previous traffic and speed management feasibility study.	-	On hold pending outcome of potential Shepperton Studios development.
Wraysbury Road near Vicarage Road	New pedestrian refuge island	-	Completed in 2018-19
Meadhurst School (previously known as Spelthorne School)	Safety improvements	£60,000 Developer funding available for implementation	Detailed design complete. Legal notice for a new Zebra Crossing advertised – no objections received. Public consultation complete, no significant issues raised. Construction later this Financial Year 2019-20.
A308 Staines Road West junction with C233 Chertsey Road and Littleton Road (Black Dog junction)	Pedestrian improvements	£5,000 to complete feasibility study	Feasibility study in progress. Due to be published in September 2019.
Laytons Lane	New 20mph limit	-	Completed in 2018-19. Post scheme traffic surveys now complete – see comments below.
Halliford Road, on the approach to Halliford Village	New VAS	-	Installed in 2018-19.
Stanwell Moor Village width restriction	Feasibility study for new weight restriction	£16,000 Funded by Spelthorne Borough Council	Feasibility study nearing completion. Public consultation complete – see comments below.
Worple Road, Staines	Implementation of accessibility improvements (dropped kerbs)	£15,000	Officers have been working with the Divisional Member to finalise this scheme ready for construction later in 2019-20.

Location	Proposed works	Cost	Status
French Street, Lower Sunbury	Implementation of extension of 20mph zone northwards and improvements to pedestrian crossing at Hawke Park	£30,000	Officers have been working with the Divisional Member to finalise this scheme ready for construction later in 2019-20.
Halliford Road, between Halliford Village and Thames Street	Implementation of accessibility improvements (dropped kerbs)	£30,000	Officers have been working with the Divisional Member to finalise this scheme ready for construction later in 2019-20.
Laleham Village	Implementation of speed and traffic management measures and pedestrian improvements	-	Feasibility study completed for traffic management and pedestrian improvements within the village. Post scheme traffic surveys following previous reduction in speed limit in Shepperton Road now complete. See comments below.
Shepperton High Street	Feasibility study for pedestrian improvements.	£8,000	Feasibility in progress.
Walton Lane, Shepperton	Feasibility study for amendment to one-way system.	£5,000 Funded from Walton to Halliford Transport study	Design brief prepared. Feasibility due to start imminently.
Lower Hampton Road, Sunbury	Feasibility study for speed management scheme.	£3,500	New feasibility study prompted by cluster of casualties. Need to prepare design brief.
Church Street / Green Street, Lower Sunbury	Feasibility study for extension of 20mph Zone to start of one-way system	£5,000	Feasibility in progress.
Gresham Road, Staines	Feasibility study for traffic, parking and speed management.	£5,000	Feasibility in progress.
Walton Bridge Road, Shepperton	Feasibility study for pedestrian crossing improvements	£5,000 Funded from Walton to Halliford Transport study	Feasibility in progress.
Buckland School	Feasibility study for Road Safety Outside Schools scheme.	£3,500	Feasibility in progress.
Chertsey Road	Feasibility for speed management and casualty reduction scheme, between Staines Road West and Feltham Hill Road	£5,000	Feasibility in progress.

Location	Proposed works	Cost	Status
<b>Total – noting that costs are approximate</b>		<b>Approximately £196,000</b>	Including £10,000 from the Walton to Halliford Transport Study, £60,000 developer funding, and £16,000 funding from Spelthorne Borough Council

2.2.2 The post scheme traffic surveys for the new 20mph speed limit in **Laytons Lane** are now complete. Before the speed limit change, the mean speeds were 21mph southbound and 20mph northbound. Following the reduction in the speed limit, the mean speeds were measured to be 20mph south bound and 18mph northbound. A representative of Surrey Police’s Road Safety and Traffic Management Team commented positively that these results show *“there is general compliance with the 20mph limit”*.

2.2.3 The public consultation for the **Stanwell Moor Village width restriction** is now complete. This project has involved Spelthorne Borough Council, Surrey County Council and the Stanwell Moor Residents’ Association working in collaboration to investigate the potential for the introduction of highway measures to reduce the number of Heavy Goods Vehicles travelling through Stanwell Moor Village. Markides Associates were commissioned to develop proposals for a new width restriction. Spelthorne Borough Council are providing funding for the feasibility work.

2.2.4 The public consultation on a proposal for a new width restriction on Horton Road took place in March and April 2019. The proposal put forward for consultation was for the introduction of a 7 feet (2.14 metres) width restriction on Horton Road in the western part of the village. The consultation drawing and feedback questionnaire were delivered to residents and business addresses within the Stanwell Moor vicinity. This included properties in Hithermoor Road, Horton Road, Leylands Lane, Shellfield Close, and Vine Close. In total, the consultation material was delivered to approx. 300 addresses. A consultation website was maintained throughout the consultation period to provide information on the scheme. People were also able to submit their feedback by Freepost or email. Annex A shows the letter that was distributed to residents of Stanwell Moor, and Annex B shows the drawing that accompanied the letter.

2.2.5 A total of 190 responses were received, representing a response rate of 38%. 96% of respondents supported the proposed new width restriction. Of the responses received there were a number of comments raised over the need to mitigate HGVs from using other routes through the village. These are summarised below:

- *“We have lived here for [a fair number of] years and the level of HGVs coming through the village has got out of control. The width restrictions will be welcomed by many.”*
- *“Width restrictions will only help a bit but they will still come through Spout Lane and turn left into the village. Can we not have width restrictions on spout Lane as well?”*
- *“Signage for vehicles entering the village from Stanwell Moor Road and Spout Lane needs to be carefully considered to dissuade non-essential HGVs from entering via those directions.”*
- *“HGVs are going to use Spout Lane instead, so it will not stop them going through the village.”*

- *“It won’t take long for drivers of HGVs to realise that to bypass the width restriction from the M25, they should take the A3113 to the southern perimeter roundabout, then return back down the A3113 and exit left down Spout Lane onto Horton Road and onto the Recycling Plant.”*

2.2.6 The feasibility study for this scheme is nearing completion. Officers are working to estimate the cost of implementation.

2.2.7 The feasibility study for traffic management and pedestrian crossing improvements in **Laleham Village** is complete and was reported to Committee in March 2019. It is anticipated that improvements within the village will be implemented in the context of the Shepperton Studios development. In the context of this scheme the speed limit in Shepperton Road, Laleham, was reduced from 50mph to 40mph in 2018. The post scheme traffic surveys for this new 40mph speed limit are now complete, and are presented in Annex C. The surveys show that mean traffic speeds have reduced in both directions, with over 50% of drivers complying with the new speed limit.

2.2.8 Surrey Police were invited to comment on these results. A representative of Surrey Police’s Road Safety and Traffic Management Team said: *“I agree that these are good results and it’s been a worthwhile exercise. Just goes to prove that if the speed limit policy is followed you end up with sensible speed limits that the majority of drivers comply with. Hopefully this will result in a reduction in RTCs over a period of time.”*

2.2.9 Further to Committee’s allocation of £78,000 in March 2019 for carriageway and footway patching and resurfacing, officers have been working with Members to agree which individual schemes should be prioritised within their respective Divisions. Table 5 details the resulting agreed programme for 2019-20.

**Table 5 Capital maintenance programme for 2019-20**

Location	Proposed works	Cost	Status
Approach Road, Ashford	Footway resurfacing	£11,100 allocated	Officers have walked site with supply chain. Awaiting detailed cost.
Grovelly Road junction with Cadbury Road, Sunbury	Local Structural Repair (LSR – large scale carriageway patching)	£11,100 allocated	Officers have walked site with supply chain. Awaiting detailed cost.
Squire Road, Shepperton	Footway resurfacing	£11,100 allocated	Officers have walked site with supply chain. Awaiting detailed cost.
Lyndhurst Avenue, Sunbury	LSR	£11,100 allocated	Officers have walked site with supply chain. Awaiting detailed cost.
Chesterfield Road, Ashford	Footway resurfacing	£11,100 allocated	Officers have walked site with supply chain. Awaiting detailed cost.

Location	Proposed works	Cost	Status
Ashford Road, Ashford, at Kingston Road and Fordbridge Road roundabouts	LSR	£11,100 allocated	Officers have walked site with supply chain. Awaiting detailed cost.
Mulberry Road junction with Clyde Road, Stanwell	LSR	£11,100 allocated	Officers have walked site with supply chain. Awaiting detailed cost.
<b>Total expected investment</b>		<b>£78,000</b>	

2.2.10 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 At the time of writing this report, works of value £28,000 were being planned to invest Members' £7,500 individual Highways allocations (£52,500 total available). Members are encouraged to work with officers to prioritise investment of the balance of these allocations. Any funding not allocated by October 2019 will be lost. Here is a summary of funds allocated to projects in different Divisions at the time of writing this report:

- Staines South & Ashford West, £7,200 allocated to four projects:
  - Worple Road streetlighting
  - Vegetation management
  - Ashford Crescent VAS
  - Ashford Road knee rail
- Staines, no funds allocated
- Stanwell & Stanwell Moor, £2,100 allocated to two projects:
  - Vegetation management
  - Grit bin
- Lower Sunbury & Halliford, £1,500 allocated to one project:
  - Vegetation management
- Laleham & Shepperton, £2,100 allocated to two projects:
  - Vegetation Management
  - Grit bin
- Sunbury Common & Ashford Common, £7,500 allocated to one project:
  - Green Lane carriageway patching
- Ashford, £7,500 allocated to one project:
  - Chesterfield Road footway patching

2.3.2 The £30,000 that was originally allocated for the re-validation of the Staines Town Centre SCOOT region is now being used for three related projects, following Committee's approval in March 2019:

- Completion of the SCOOT region revalidation – costs to date to be confirmed.
- A review of the signs and road markings in the town centre – no expenditure to date.



- Traffic surveys to help to understand patterns of traffic movement in the town centre – these surveys cost £4,000.

2.3.3 For more information on these projects, please see comments below in relation to the Staines Town Centre Major Scheme.

## 2.4 Parking

2.4.1 The report on the outcome of the 2019 review was presented to the joint committee in March 2019. The advert is now being prepared.

### Other highway related matters

## 2.5 Customer services

2.5.1 Highways & Transport received 34,644 enquiries and reports during the first quarter of 2019, an average of 11,548 per month, this is a significant decrease from the same period last year which averaged 15,119 per month. This is mainly due to the milder winter.

2.5.2 For Spelthorne specifically, 2,403 enquiries have been received of which 1,125 were directed to the local area office for action, 93% of these have been resolved. This response rate is slightly below the countywide average of 95%.

2.5.3 For the first quarter, Highways received 62 stage 1 complaints of which eight were for the Spelthorne area. In addition one was escalated to Stage 2 of the complaints process, this was upheld following independent investigation and an action plan put in place to address this.

## 2.6 Major schemes

2.6.1 The different elements of the **Wider Staines Sustainable Transport Package (STP)** are being delivered.

2.6.2 In the context of this scheme, in October 2018 Committee approve the relocation of two speed cushions in Clare Road, Stanwell, in support of bus stop improvements near the junction with Bedfont Road. Unfortunately it proved unfeasible to relocate the speed cushions to the new location proposed in October 2018, due to conflict with nearby private driveways. An alternative new location for the two speed cushions has now been identified. Annex D shows the existing location of the speed cushions, the location proposed in October 2018, and the new alternative location. It is recommended to authorise the advertisement of a legal notice for these two speed cushions, and to consider any representations in consultation with the Chairman, Vice Chairman and Divisional Member.

2.6.3 Further information about this project can be found at: <https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/major-transport-projects/spelthorne-major-transport-schemes>.

2.6.2 Officers are developing the business case for the **A308 Corridor Scheme**, in preparation for discussion with Spelthorne Borough Council of a prospective CIL bid. A major element of this corridor scheme is the improvement of the junction of Staines Road West junction with School Road, a scheme for which Surrey County Council's Joint Committee for Spelthorne funded the feasibility

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

and detailed design. Highways England had previously agreed to fund the construction of Staines Road West junction with School Road scheme from their Designated Funds (<https://www.gov.uk/guidance/highways-england-designated-funds>), and this would have been a major contribution to the more holistic corridor scheme.

2.6.3 Highways England has recently written to Surrey County Council stating that due to a revised funding allocation, they are no longer able to offer Surrey County Council funding for the Staines Road West junction with School Road scheme in the current Financial Year 2019-20. Surrey County Council has therefore written to Highways England to ask for clarity as to the potential funding for future Financial Years to construct this project. Officers will update the Joint Committee as soon as further information is available.

2.6.4 A number of elements of the **Staines Town Centre Scheme** are progressing:

- Officers are working to plan the next stages of the **SCOOT region revalidation**. Subject to costs, this could include upgrading equipment where needed, and patching areas of carriageway where its condition is a threat to the integrity of the detection.
- A design brief has been drafted for the **review of signs and road markings** in Staines Town Centre. This has been submitted to Surrey County Council's Design Team, and this will enable resource to be allocated to move forwards with this project.
- There was no update available for the **car park guidance signage** at the time of writing this report.
- Officers have reviewed the **parking and loading arrangements** on London Road, between Kingston Road and Fairfield Avenue (west). This section of London Road is regularly obstructed by vehicles stopped in the westbound nearside lane. When a vehicle is stopped in this location, a vehicle waiting to turn right into Fairfield Avenue (west) can hold up all traffic approaching Staines on both London Road and Kingston Road. There is a valid traffic order in place for a peak time loading ban on this section of London Road, however the signs and road markings are not correct, which means the peak time loading ban could not be enforced. Officers will ensure the signs and road markings are corrected as part of the 2019 parking review.
- **Traffic surveys** have been undertaken to help to understand patterns of traffic movement into and through the town centre. Officers are working to present these in a user-friendly format, and will present the results to Members and other stakeholders in due course.
- Officers are working to convene a meeting of Members and other stakeholders to establish the operational requirements of the **High Street pedestrian zone**. Subject to funding being made available, this would feed into an amendment to the traffic regulation order, and establishment of a sustainable access control feature.

## 2.7 Centrally funded maintenance

2.7.1 Operation Horizon reports for 2019-20 are available on the Surrey County Council website. These reports list road that are due to be treated in the current Financial Year 2019-20. Also on the same page of the Surrey County Council website is the latest information regarding the Severe Weather 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/roadworks-and-maintenance/horizon-highway-maintenance-investment-programme>.

## **2.8 Road safety**

- 2.8.1 Average Speed Cameras have been installed in Charlton Village. These new cameras are intended to replace the previous spot speed camera, which is now obsolete. There is further detail in Annex E. The new Average Speed Cameras operational. Officers are currently reviewing the road signs for drivers entering the enforcement zone from Charlton Lane.
- 2.8.2 Following a review of the data associated with the Upper Halliford Road camera site by police and county council road safety specialists, it was determined that investment in replacement digital camera technology would not be justified for this location. This is because the existing speeds have been surveyed and found to be generally well within the existing 40 mph speed limit. For example a speed survey using equipment attached to lamp column number 30 some 130m south of the camera, showed mean speeds of 36 mph northbound and 34 mph southbound. The police also report that the camera does not record very many offences. We will monitor the level of traffic speeds a few months after the camera removal.
- 2.8.3 The wet film Gatso brand camera on Clockhouse Lane has been replaced with a new digital camera. This will maintain the enforcement deterrent of the camera at this site.
- 2.8.4 The Road Safety Team are developing a casualty remedial scheme at the junction of Windmill Road and Dolphin Road, Sunbury. The scheme is intended to address a right turn conflict issue at existing signal junction by providing markings to accommodate right turning traffic, and thereby allow vehicles to wait in a defined area. Annex F shows the accident plot for this site, and Annex G shows the proposed measures.
- 2.8.5 At the request of the Road Safety Team, the Joint Committee promoted a reduction in the speed limit in Staines Road West in March 2016. Before and after speed surveys have been conducted at eight locations. At five locations traffic speeds have reduced following the change of speed limit, at two locations traffic speeds have increased, and at one location traffic speeds have remained the same. Casualty data suggests that there has been a 36% reduction in the frequency of casualties following the change in speed limit. Annex H shows the speed survey results, and Annex I contains a briefing note with a more detailed commentary on the results of this project. A representative of Surrey Police's Road Safety and Traffic Management Team commented that these *"are very good results and I would suggest [it has] proved to be a worthwhile scheme"*. He added that he could not recall any complaints about traffic speed being received by Surrey Police since the speed limit change.

## **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 No update at the time of writing.

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### **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 AND VALUE FOR MONEY IMPLICATIONS:**

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

### **6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

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

### **7. LOCALISM:**

- 7.1 The Joint Committee prioritises its expenditure according to local priorities.

### **8. OTHER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	A well-managed highway network can contribute to reduction in crime and disorder as well as improve peoples' perception of crime.
Sustainability (including Climate Change and Carbon Emissions)	A number of schemes being promoted by the Joint Committee are intended to promote sustainable transport.
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	A number of schemes being promoted by the Joint Committee are intended to promote active travel.

## **9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 This Financial Year's programmes are being delivered.
- 9.2 Committee's allocation of funding for LSR schemes needs to be prioritised to specific sites, which complement the countywide programmes of works.
- 9.3 Committee is asked to approve alternative locations for two speed cushions in Clare Road, in support of bus stop improvements near Bedfont Road.
- 9.4 Members are encouraged to start considering the strategy and priorities for next Financial Year.

## **10. WHAT HAPPENS NEXT:**

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

**Contact Officer:** Nick Healey

**Consulted:** N / A

**Annexes:** Nine

**Sources/background papers:** None

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