

**SURREY COUNTY COUNCIL**

**JOINT COMMITTEE (SPELTHORNE)**

**DATE: 30<sup>TH</sup> SEPTEMBER 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.

Committee is asked to agree the strategy for allocation of Joint Committee budgets for next Financial Year 2020-21.

**RECOMMENDATIONS:**

The Joint Committee (Spelthorne) is asked to:

- (i) Approve the provisional allocation of assumed budgets for 2020-21 as shown in Table 3 below (paragraphs 2.1.7 to 2.1.10 refer);
- (ii) Authorise the Area Highway Manager, in consultation with the Chairman, Vice Chairman and Divisional Member, to advertise the necessary legal notices for the new traffic calming and 20mph Zone extension in French Street (paragraphs 2.2.2 and 2.2.3 refer);
- (iii) Approve two new bus stop clearways in Clare Road, Stanwell, to be installed as part of the Wider Staines Sustainable Transport Package (paragraph 2.6.2 and Annexes C and D refer);
- (iv) Authorise the Area Highway Manager, in consultation with the Chairman, Vice Chairman and affected Divisional Members, to implement the new cycle off-carriageway routes in Town Lane, Park Road, and London Road as shown in Annexes E, F, G, H, I and J (paragraphs 2.6.1 to 2.6.11 refer);
- (v) Authorise the Area Highway Manager, in consultation with the Chairman, Vice Chairman and affected Divisional Members, to undertake the necessary statutory processes for the raised entry treatments (road tables) on side roads connecting to Park Road and London Road, as shown in Annexes G, H, I, and J, and the parking changes in London Road as shown in Annexes I and J (paragraphs 2.6.1 to 2.6.11 refer);

- (vi) Authorise 34 further bus stop clearways at bus stops in Stanwell, Stanwell Moor and Staines, to be installed as part of the Wider Staines Sustainable Transport Package (paragraph 2.6.12 and Annex K refer);
- (vii) 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:**

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 specific recommendation is made to facilitate implementation of an extension of the 20mph Zone in French Street.

Specific recommendations are made to facilitate improvements in Clare Road, Town Lane, Park Road, London Road and elsewhere in Stanwell, Stanwell Moor and Staines as part of the Local Enterprise Partnership funded Wider Staines Sustainable Transport Package (STP) major scheme.

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:**

#### **2.1 Joint Committee finance**

- 2.1.1 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**
- 2.1.2 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 Committee agreed the allocations of the regular 2019-20 budgets at its meeting in March 2019. These agreed allocations are shown in Table 1 below.

**Table 1 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>

2.1.4 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)
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 (£13,000 spent up to July 2019) - Signs and road markings - Traffic surveys (£3,970 spent up to July 2019)	£30,000 (Allocation) (£16,970 spent up to July 2019)
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>

- 2.1.5 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 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 In previous years, the Joint Committee has made provisional allocations of the following Financial Year's budgets based on the Medium Term Financial Plan that was current at the time. At the present time the Medium Term Financial Plan has not been updated to reflect the Joint Committees' Highways budgets in the current Financial Year. There is also a high likelihood that the Medium Term Financial Plan will be reviewed before the start of next Financial Year 2020-21.
- 2.1.8 In this context the Area Highway Manager has been advised to make preparations for next Financial Year 2020-21 on the assumption that the Joint Committees' Highways budgets will be similar to this Financial Year 2019-20, with £177,800 capital, zero shared revenue, and £7,500 individual Highways revenue allocations for each Divisional Member.
- 2.1.9 It is recommended to make provisional allocations of the assumed 2020-21 Highways budgets that are similar to the current Financial Year, as detailed in Table 3 below.

**Table 3 Proposed provisional allocation of assumed 2020-21 budgets**

Allocation	Amount
Capital to deliver minor ITS schemes and feasibility studies	£100,000
Capital for patching / resurfacing of carriageways and footways	£77,800
Maintenance works according to priorities within each Division	£52,500 £7,500 per Divisional Member.
<b>Total</b>	<b>£230,300</b>

- 2.1.10 If the recommended provision 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 Highways allocations and priority sites for carriageway patching; the Area Highway Manager would make recommendations for the 2020-21 ITS programme at December's Joint Committee meeting.

## **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
Charlton Village	Further feasibility work following the previous traffic and speed management feasibility study.	-	On hold pending outcome of potential Shepperton Studios development.
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 delayed to avoid clashing with other disruptive works nearby.
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.
Stanwell Moor Village width restriction	Feasibility study for new weight restriction	£16,000 Funded by Spelthorne Borough Council	Feasibility study nearing completion.
Worple Road, Staines	Implementation of accessibility improvements (dropped kerbs)	£15,000	Scheme now finalised with Divisional Member. Officers making preparations for delivery.
French Street, Lower Sunbury	Implementation of extension of 20mph zone northwards and improvements to pedestrian crossing at Hawke Park	£30,000	Scheme now finalised with Divisional Member. Officers making preparations for public consultation and delivery. See comments below.
Halliford Road, between Halliford Village and Thames Street	Implementation of accessibility improvements (dropped kerbs)	£30,000	Scheme now finalised with Divisional Member. Officers making preparations for delivery.
Laleham Village	Implementation of speed and traffic management measures and pedestrian improvements	-	Feasibility study completed for traffic management and pedestrian improvements within the village. Scheme now on hold pending outcome of Shepperton Studios development..
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.

Location	Proposed works	Cost	Status
Lower Hampton Road, Sunbury	Feasibility study for speed management scheme.	£3,500	Feasibility in progress.
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.
<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 detailed design for the **French Street, Lower Sunbury** scheme has been finalised in consultation with the Divisional Member. The objective of the scheme is to reduce drivers' speeds in the current 30mph section of French Street, to enable the speed limit in this section to be reduced to 20mph. In effect, this will bring the whole of French Street into the existing Lower Sunbury 20mph Zone that currently includes Thames Street, Church Street, part of Green Street, and the southern section of French Street. The scheme is also intended to improve access to and from the Hawke Park cycle route, which terminates at French Street. Annex A shows the measures proposed for the new 20mph Zone extension in French Street. Annex B shows the proposed improvement at the entrance to Hawke Park.

2.2.3 It is recommended to authorise the Area Highway Manager, in consultation with the Chairman, Vice Chairman and Divisional Member, to advertise the necessary legal notices for the new traffic calming and 20mph Zone extension in French Street.

2.2.4 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	£11,500	Due to be completed in Autumn 2019.
Grovelly Road junction with Cadbury Road, Sunbury	Local Structural Repair (LSR – large scale carriageway patching)	£26,300	Due to be completed this Financial Year 2019-2020.
Squire Road, Shepperton	Footway resurfacing	£4,200	Due to be completed in Autumn 2019.
Lyndhurst Avenue, Sunbury	LSR	£8,000	Due to be completed in Autumn 2019.
Chesterfield Road, Ashford	Footway resurfacing	£26,500	Due to be completed in Autumn 2019.
Ashford Road, Ashford, at Kingston Road and Fordbridge Road roundabouts	LSR	£20,700	Due to be completed this Financial Year 2019-2020.
Mulberry Road junction with Clyde Road, Stanwell	LSR	£14,600	Complete.
<b>Total expected investment</b>		<b>£98,100 including £13,700 Member revenue</b>	

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 Joint Committee revenue works programme

2.3.1 At the time of writing this report, works of value £36,100 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, £7,500 allocated to four projects:
  - Worple Road streetlighting
  - Vegetation management
  - Ashford Crescent VAS
  - Ashford Road knee rail
  - Hanging baskets

- Staines, £3,500 allocated to two projects:
  - Vegetation management
  - Leacroft footway protection
- Stanwell & Stanwell Moor, £7,500 allocated to three projects:
  - Vegetation management
  - Grit bin
  - Weight restriction signs in Stanwell Moor Village
- Lower Sunbury & Halliford, £1,500 allocated to one project:
  - Vegetation management
- Laleham & Shepperton, £4,400 allocated to four projects:
  - Vegetation Management
  - Grit bin
  - Tree works in Steward Avenue
  - Posts in Ferry Lane
- Sunbury Common & Ashford Common, £7,500 allocated to two projects:
  - Vegetation management
  - Cadbury Road junction with Groveley Road 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 – £13,000 spent to date.
- 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 proposals for the 2019 review were advertised on 7<sup>th</sup> June 2019, with a closing date for comments of 5<sup>th</sup> July 2019. The responses are being analysed and collated prior to being shared with Members.

### **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 2019 was 67,592, an average of 11,265 per month. This is a 26% decrease on the number received during the same period in 2018. This reflects the milder winter and impact of proactive repair programmes including the severe weather funding.

- 2.5.2 For Spelthorne specifically, 4,725 enquiries have been received since January of which 2,587 (54%) were directed to the local area office for action, of these 95% have been resolved. This response rate is slightly below the countywide average of 96%.
- 2.5.3 For the first half of 2019, Highways received 56 Stage 1 complaints and 25 were escalated to Stage 2, of which the Service has been found to be partially or fully at fault in 12 cases. In addition one has been escalated to stage 2 of the complaints process where the service was found not to be at fault.

## **2.6 Gully cleaning**

- 2.6.1 Surrey County Council maintain 15,454 gullies, and 4,617 soakaways in Spelthorne. This is an important activity that reduces the likelihood of flooding on the public highway, and helps to keep roads and footways safe.
- 2.6.2 Not all assets are cleaned on an annual basis, as some require cleaning more frequently, and others less so, depending on local circumstances such as whether there are trees nearby, or the location is rural or urban.
- 2.6.3 Each year, the programme of cleaning is updated and optimised based on the condition the assets were found to be in when they were last visited. The programme is also adjusted to take into account local issues such as roads where access to assets is difficult due to parked cars and other obstructions.
- 2.6.4 For 2019/20, 17,502 gullies are due to be cleaned in Spelthorne, and 804 soakaways. As the cleaning programme is managed on a Countywide basis, cleans in Spelthorne will take place throughout the course of the year. To date, 8,669 gullies, and 42 Soakaways have been completed.

## **2.6 Major schemes**

- 2.6.1 The different elements of the **Wider Staines Sustainable Transport Package (STP)** are being delivered in phases up to 2020, following the award of funding in 2017.
- 2.6.2 The detailed designs for London Road and Park Road elements have been completed. Procurement for the construction of London Road and Park Road, which is due to commence in January 2020, is currently being finalised for approval of a contractor.
- 2.6.3 The detailed design for the remaining section of Town Lane (phase 4) is currently in progress following completion of the phase of construction along Town Lane between Town Farm Way and High Street in summer 2018.
- 2.6.4 Construction work has now been substantially completed on the Stanwell Moor Road shared use pedestrian and cycle facility with the outstanding sections finished by Autumn 2019 which primarily relate to speed limit signage.
- 2.6.5 Engineering work has now been completed at around 15 bus stops in and around Stanwell to improve accessibility for passengers and make it easier for people to get on and on off the bus, particularly for those with mobility impairments.

- 2.6.6 Two new bus shelters have been installed at both the northbound and southbound bus stops on Stanwell Moor Road. The southbound bus stop on Stanwell Moor Road has also now been relocated and a new bus lay-by constructed to make easier for buses to pull in safely and allow passengers to board and alight.
- 2.6.7 The link to our latest Newsletter from June 2019 can be found here: [https://www.surreycc.gov.uk/\\_data/assets/pdf\\_file/0011/199658/Staines-Newsletter-June-2019-FINAL.pdf](https://www.surreycc.gov.uk/_data/assets/pdf_file/0011/199658/Staines-Newsletter-June-2019-FINAL.pdf)
- 2.6.8 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>
- 2.6.9 There are elements to be completed on Clare Road, Town Lane, London Road and Park Road, which require approval from Joint Committee for the associated statutory consultations. These include: parking bay provision, signal changes to provide new controlled crossings, shared cycle/footways and raised entry treatments (road tables) at side-road junctions. These elements are described in more detail below:

- Clare Road bus stops

A number of bus stops are being improved as part of this scheme, including two bus stops on Clare Road near Cambria Gardens and Falcon Drive. Two new bus stop clearways are proposed for these bus stops to prevent parked cars preventing buses from drawing level with improved bus stops. Drawings showing the proposed layouts of these two bus stops and their clearway markings, can be found in Annexes C and D. It is recommended to authorise the implementation of these two new bus stop clearways.

- Town Lane (phase 4)

Phase 4 of this scheme will complete the final section of this route, creating a continuous cycle facility from the A30 Bulldog junction to Stanwell Village.

In 2014 the Committee approved the construction of the shared use path from the Ashford Hospital junction to Clare Road. The second phase of this route extended the facility from Clare Road to Town Farm Way in 2017, before phase 3 completed the northern section of the route from Town Farm Way to High Street in 2018. The construction of this remaining southern section between Bulldog junction and the Ashford Hospital junction will provide a continuous route along Town Lane between the A30 and High Street/Park Road, connecting to the existing and planned routes.

The scheme involves a shared 2.5-3.0m shared cycle footway on the western side of Town Lane and upgrading the existing signals at the Ashford Hospital Junction to provide controlled crossing facilities. Passenger waiting areas at the Ashford Hospital bus stops will also be improved.

Any improvements at the Bulldog junction would be brought forward by Highways England subject to detailed design and funding. The proposed Town Lane scheme does not preclude any further junction improvements.

Diagrammatic and detailed drawings of the Town Lane (phase 4) element of this project are shown in Annexes E and F respectively.

- Park Road

The Park Road scheme extends from A3044 Stanwell Moor Road to the B378 Town Lane/High Street mini-roundabout junction to create a continuous shared cycle footway linking the existing Stanwell Moor Road and Town Lane facilities which were undertaken as part of earlier phases of the Wider Staines STP project.

The works comprise widening and resurfacing the existing segregated footway/cycleway along the northern side of Park Road from Town Lane to Gibson Place. A new section of shared cycle/footway is proposed along Park Road from Gibson Place to Stanwell Moor Road. A king post retaining wall is required for the section running adjacent to an existing ditch at the western end of Park Road.

The proposed footway/cycleway includes safety features such as verge separation, raised tables at junctions and moving street furniture. The existing vehicular crossovers and pedestrian crossings will be retained. The ride quality would be improved by footway resurfacing, reconstruction or widening. The existing narrow and poor quality segregated footway/cycleway will be converted to a shared use facility which will involve improving road markings, the standard of the facility and replacing signs to designate the shared footway/cycleway.

Diagrammatic and detailed drawings of the Park Road element of this project are shown in Annexes G and H respectively.

- A308 London Road

The works extends between Crooked Billet roundabout and the Iron Bridge where the A308 passes under the Windsor railway line. The scheme comprises the widening and resurfacing of the existing footways predominantly on the northern side of the A308 London Road in order to provide a continuous and coherent shared use facility connecting Staines town centre and Crooked Billet Roundabout. The existing block paving on the footway will be removed and replaced with asphalt surfacing.

The works also involve the removal/relocation of obstructive street furniture along the northern footway, between Fairfield Avenue and the Iron Bridge, which degrade the public realm and impede pedestrian movement. There are a number of construction sites along London Road where work will be co-ordinated to ensure any impacts are mitigated.

Diagrammatic and detailed drawings of the London Road element of this project are shown in Annexes I and J respectively.

- 2.6.10 It is recommended to authorise the Area Highway Manager, in consultation with the Chairman, Vice Chairman and affected Divisional Members, to implement the new cycle off-carriageway routes in Town Lane, Park Road, and London Road as shown in Annexes E, F, G, H, I and J.

- 2.6.11 It is recommended to authorise the Area Highway Manager, in consultation with the Chairman, Vice Chairman and affected Divisional Members, to undertake the necessary statutory processes for the raised entry treatments (road tables) on side roads connecting to Park Road and London Road, as shown in Annexes G, H, I, and J, and the parking changes in London Road as shown in Annexes I and J.
- 2.6.12 As part of the Wider Staines STP, approval is sought for bus stop clearways at 34 stops in Stanwell, Stanwell Moor and Staines. The majority of these bus stops already have yellow bus stop cages lined on the road but do not have clearway approval for them to be enforceable. A number of other bus stops along the same bus corridors do not yet have yellow cage markings. For these clearway approval is requested for consistency in the area. Annex K details these 34 bus stops. It is recommended to authorise bus stop clearways at these 34 bus stops.
- 2.6.13 Officers have submitted an application to Spelthorne Borough Council for the **A308 Corridor Scheme** for consideration for CIL funding. The Area Highway Manager will keep Committee updated with the outcome of this application. Copies of the application are available on request.
- 2.6.14 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, but due to resource constraints it may not be possible to begin work on this until next Financial Year 2020-21.
  - Spelthorne Borough Council has been out to tender for new **car park guidance signage** and selected a successful supplier. A number of meetings took place with the supplier leading to agreement on the design for the VMS boards in June 2019. This enabled the supplier to place the order. There is a 16 week lead time, which means that delivery and installation should take place mid to late September.
  - 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 have met with 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 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 No update at the time of writing.

### **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 Members are asked to approve the provisional strategy for spending next Financial Year's assumed budgets.
- 9.3 Members are asked to approve two new bus stop clearways in Clare Road, Stanwell.
- 9.4 Members are encouraged to work with Officers to identify individual schemes for next Financial Year's Divisional Programmes.

## **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, and to identify individual schemes for next Financial Year's programme of investment.

**Contact Officer:** Nick Healey

**Consulted:** N / A

**Annexes:** Eight

**Sources/background papers:** None