

JOINT COMMITTEE (SPELTHORNE)**DATE: 9TH MARCH 2021****LEAD OFFICER: NICK HEALEY
AREA HIGHWAY MANAGER****SUBJECT: HIGHWAYS UPDATE****DIVISION: ALL****SUMMARY OF ISSUE(S):**

On 5th February 2021 the Cabinet Member for Highways and Transport announced an additional £12M capital funding over the next three financial years to invest in Integrated Transport Schemes (ITS schemes) and confirmed £3M capital funding for maintenance schemes in 2021-22. These sums are to be shared between the eleven Local and Joint Committees.

Decisions are needed to move forwards with the Clockhouse Lane railway bridge, Buckland School Road Safety Outside Schools, and Staines High Street pedestrian zone projects.

RECOMMENDATIONS:

The Joint Committee (Spelthorne) is asked to:

- (i) Delegate authority to the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Members to decide a programme of schemes for next Financial Year 2021-22 in which to invest the additional ITS funding (paragraphs 2.1.1 to 2.1.9 refer);
- (ii) Allocate funding from its Capital ITS budget to investigate land constraints for the Clockhouse Lane railway bridge project (paragraphs 2.2.1 to 2.2.5 refer);
- (iii) Delegate authority to the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Members to decide which options to take forwards for implementation for the Buckland School Road Safety Outside Schools project (paragraphs 2.3.1 to 2.3.2 refer);
- (iv) Subject to funding being identified, authorise the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Member to advertise an amendment to the traffic regulation order that controls access to Staines High Street, to resolve any objections, if no insurmountable objections are raised to make the amendment, and to renew the rising bollard system to enforce the amended traffic regulation order (paragraphs 2.4.1 to 2.4.4 refer);
- (v) 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:

A programme of schemes needs to be developed to invest Committee's share of the new allocation for ITS schemes in the next Financial Year 2021-22.

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The land constraints are critical to understand what options are available for the Clockhouse Lane railway bridge project.

There are a number potential options for implementation for the Buckland School Road Safety Outside Schools scheme.

The feasibility study for the Staines High Street pedestrian zone (rising bollards) is now complete; authorisation is sought to move this project forwards, should funding be identified.

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 At the time of Committee's previous meeting in November 2020, it was anticipated that the Highways budgets available to the Joint Committee next Financial Year 2021-22 would be in line with the council's Medium Term Financial Strategy (MTFS), as follows:

- Committee revenue: £0
- Member revenue: £52,500 (£7,500 per Division)
- Capital: £177,778
- **Total: £230,278**

2.1.2 At the time it was recommended to allocate these budgets for 2021-22 as set out in Table 1 below.

Table 1 Previously agreed allocation of 2021-22 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.
Total	£230,300

2.1.3 On 5th February 2021 the Cabinet Member for Highways and Transport announced an additional £12M capital funding over the next three financial years to invest in Integrated Transport Schemes (ITS schemes) and confirmed £3M capital funding for maintenance schemes in 2021-22. These sums are to be shared between the eleven Local and Joint Committee. This means that the budgets available to the Spelthorne Joint Committee for next Financial Year 2021-22 are now as follows:

- Committee revenue: £0 (unchanged)
- Member revenue: £52,500 (£7,500 per Division – unchanged)
- Capital maintenance: £264,000 (increase of £186,200 from MTFS)
- Capital ITS: £346,000 (increase of £246,000 from MTFS)
- **Total: £662,500** (increase of £432,200 from MTFS)

2.1.4 This in turn means that Committee's budget allocations for 2021-22 are updated as follows in Table 2 below:

Table 2 Updated allocations of 2021-22 budgets

Allocation	Amount
Capital ITS. For implementation of Highway improvement schemes.	£346,000 (to be invested in individual schemes – see below)
Capital maintenance. For example Local Structural Repair (LSR – large scale patching) of carriageways and / or footways.	£264,000 (approx. £37,700 per Division – priorities to be agreed with Divisional Members)
Maintenance works according to priorities within each Division	£52,500 £7,500 per Divisional Member.
Total	£662,500

2.1.5 Committee has a well-developed programme of feasibility work that feeds into its annual ITS programme. Committee has been able to deliver a fair number of the schemes developed through this programme using a combination of its own annual budget allocations together with historical s106 contributions. Committee's prioritisation list of ITS schemes is presented in Annex A. Members will see that a good number of these schemes are progressing through feasibility, with others in the pipeline to follow.

2.1.6 Unfortunately a number of schemes developed by Committee have been too expensive to be delivered using the resources at Committee's disposal. Other schemes have had to be deferred or implemented in stages to balance the annual spend against the available budget.

2.1.7 The additional capital ITS funding enables Committee to move ahead with the delivery of its annual ITS programme – drawing schemes from its feasibility programme. The additional capital means that more expensive schemes may now be deliverable, for which feasibility studies were completed in previous years.

- 2.1.8 The additional ITS funding is intended to be for the next three financial years. In 2021-22 this funding will need to be allocated to schemes that are well advanced in terms of feasibility / design. For 2022-23 and 2023-24 there would be time to develop a scheme from Committee's prioritisation list that has not yet started its journey through feasibility. If a scheme were to require extensive public consultation, it may not be feasible to deliver within the three-year timescale unless it is already well advanced.
- 2.1.9 It is recommended Committee delegates authority to the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Member to decide the programme of ITS schemes for next Financial Year 2021-22 to be funded with the additional funding. These schemes would be selected from the programme of feasibility / design work that Committee has been developing – as shown in Annex A – focussing on those that are furthest advanced. The Area Highway Manager would take into account availability of any funding from other sources to assist in the delivery of selected schemes with the objective of maximising the total investment value for Spelthorne.

2.2 Clockhouse Lane railway bridge

- 2.2.1 At its November meeting Committee received a petition calling for provision of pedestrian and cycle access across the railway bridge in Clockhouse Lane. In response Committee requested a briefing not outlining potential options together with their likely cost estimates and key risks.
- 2.2.2 Officers have identified three options that could be explored further. The first is a bridge-based solution, which has already been investigated to an extent by the previous Mouchel feasibility study that was funded by the (then) Local Committee and the London Borough of Hounslow. The second option is based on traffic signals, and the third is based on a one-way system.
- 2.2.3 The key risks associated with the different options are cost, land availability and traffic impact. These risks would need to be considered and managed from the very earliest stages of any project. The only option that is likely to be affordable within the Highways budgets available to the Joint Committee would be the option based on a one-way system. The options based on either a bridge or traffic signals would require funding from other sources. There is no guarantee of additional land being available beyond the Highway boundary, which could limit the options available. The options based on traffic signals or a one-way system have the potential to cause traffic congestion.
- 2.2.4 A briefing note providing further detail on the different options is included in Annex B.
- 2.2.5 It is recommended that Committee allocates funding from its Capital ITS budget to investigate the land constraints further – as this is critical to understanding which options might be feasible.

2.3 Buckland School Road Safety Outside Schools scheme

- 2.3.1 The feasibility study for two elements of the Buckland School Road Safety Outside Schools scheme is complete and presented in Annex C. Feasibility work for the third element – improvements for pedestrians at the mini-roundabout junction of Worple Road and Staines Road – is still ongoing.

- 2.3.2 It is recommended that the Area Highway Manager reviews the feasibility work completed so far in consultation with the Chairman, Vice Chairman and Division Member, and decides which options to take forwards for implementation

2.4 Staines High Street Pedestrian Zone

- 2.4.1 The feasibility study for the renewal of the rising bollards that control access to Staines High Street is complete and presented in Annex D. Officers have been working with a rising bollard supplier to develop a specification for a replacement system. Officers have also reviewed the existing 2001 traffic regulation order to establish the most appropriate legal process to achieve the desired operating regime.
- 2.4.2 The estimated cost to renew the rising bollards and to undertake the necessary legal work, would be £110,000. This would include public consultation, and also focussed consultation with the Staines BID. This would also include a maintenance and service contract with the bollard supplier to cover the first five years' operation.
- 2.4.3 Key to the renewal of the rising bollard system is for the bollards to be operated by a resource that is available 24 hours a day, 7 days a week. It was previously agreed that a CCTV feed could be routed from the bollards to the security office in the Elmsleigh Centre, which is manned 24 hours a day, 7 days a week. Should funding be identified to implement this project, officers would engage with the Elmsleigh Centre management to confirm that this is still feasible from their point of view. An operating protocol would then need to be agreed by means of a Memorandum of Understanding.
- 2.4.4 It is recommended to authorise the Area Highway Manager, subject to funding being identified, to advertise an amendment to the traffic regulation order that controls the Staines High Street pedestrian zone, and to renew the rising bollard system. If Committee were to agree to this recommendation, and should funding be identified, the Area Highway Manager would proceed in consultation with the Chairman, Vice Chairman and Divisional Member.

3. OPTIONS:

- 3.1 As described above.

4. CONSULTATIONS:

- 4.1 As described above.

5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

- 5.1 As described 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.

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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 Recommendations have been made to facilitate the development and delivery of the 2021-22 ITS programme, including the next steps for the Clockhouse Lane railway bridge project.

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 develop next Financial Year's programme of investment.

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Consulted: See above.

Annexes: Four.

Sources/background papers: None
