



JOINT COMMITTEE (SPELTHORNE)

DATE: 28TH JULY 2021

LEAD OFFICER: NICK HEALEY
AREA HIGHWAY MANAGER

SUBJECT: HIGHWAYS UPDATE

DIVISION: ALL

SUMMARY OF ISSUE(S):

A scheme to upgrade the cycle route along Park Road, Stanwell, is currently under construction. As part of the scheme additional parking restrictions are proposed in response to an issue raised through the Road Safety Audit process.

It has come to the attention of officers that a number of residential roads in Lower Sunbury are currently signed as if they had a 20mph speed limit. However there is no record that the necessary legal order was made for these roads.

A request has been received from bus operators for a minor amendment to the junction of London Road and Kingston Road in Staines to facilitate enhanced priority for buses.

Officers have been working with members to agree priorities for Committee's 2021-22 capital maintenance programme of carriageways and footways.

RECOMMENDATIONS:

The Joint Committee (Spelthorne) is asked to:

- (i) Authorise the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Member to advertise a legal order for new double yellow lines at the junctions of Gibson Place, Roberts Close, Park Road Service Road and Gleneagles Close with Park Road, Stanwell, and to resolve any objections that may be raised (paragraphs 2.3 to 2.9 and Annex A refer);
- (ii) Authorise the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Member to advertise a legal order for a 20mph speed limit in Stratton Road, Rooksmead Road, Sunmead Road and Ravendale Road, Lower Sunbury, and to resolve and objections that may be raised (paragraphs 2.10 and 2.11 refer);
- (iii) Delegate authority to the Area Highway Manager in consultation with the Chairman, Vice Chairman and Divisional Members to undertake any necessary legal procedure, and to install appropriate signs and road markings, to enable buses to proceed straight ahead from the nearside lane of London Road, on its

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approach to Kingston Road from the Crooked Billet (paragraphs 2.12 to 2.14 and Annex B refer);

- (iv) Agree the 2021-22 programme of Capital Maintenance schemes, as detailed in Table 2 below, and to authorise the Area Team Manager, in consultation with the Chairman, Vice Chairman and Divisional Member to amend this programme as appropriate should unforeseen circumstances arise that would put the programme at risk of delivery (paragraphs 2.15 and 2.16 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:

As part of the Road Safety Audit process, double yellow lines are proposed to ensure that vehicles can enter and exit the side roads on the northern side of Park Road, Stanwell, without overrunning the verge or the improved cycle route.

A legal order is needed to legitimise the apparent 20mph limit in a number of roads in Lower Sunbury.

Bus operators have suggested a low cost amendment that could improve journey time and reliability of bus services entering Staines along London Road.

A programme of capital maintenance schemes needs to be agreed to invest Committee's £264,000 allocation for this purpose. Officers have worked with Members to agree priorities. However should unforeseen circumstances arise that might put the programme at risk, the Area Highway Manager needs flexibility to amend the programme as appropriate.

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 Committee's budget allocations for 2021-22 are shown in Table 1 below:

Table 1 Allocations of Committee's 2021-22 budgets

Allocation	Amount
Capital ITS. For implementation of Highway improvement schemes.	£346,000 (to be invested in individual schemes)
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

- 2.2 Committee's £346,000 programme of Integrated Transport Schemes (ITS schemes) was decided following Committee's meeting in March 2021. Officers are providing update briefings on this programme to members outside of the Local Committee process.
- 2.3 At its meeting of September 2019 Committee agreed to authorise the Area Highway Manager, in consultation with the Chairman, Vice Chairman and affected Divisional Members, to implement new off-carriageway cycle routes in Town Lane, Park Road, and London Road, and to undertake the necessary statutory processes for the raised entry treatments (road tables) on side roads connecting to Park Road and London Road, and also to make a number of parking changes in London Road. This was in the context of the Wider Staines Sustainable Transport Package (STP) for which the Enterprise M3 Local Enterprise Partnership (LEP) had allocated funding.
- 2.4 The extent of the new Park Road cycle route was proposed at the time to be from Stanwell Moor Road to Town Lane. However, owing to funding constraints, only the brand new section between Stanwell Moor Road and Gibson Place was completed in July 2020 under the Wider Staines STP. The intention had been to upgrade the existing cycle route between Gibson Place and Town Lane at the same time.
- 2.5 Additional funding has now been obtained through the DfT's Active Travel Tranche 2 funding package to enable the completion of the remaining section of the scheme between Gibson Place and Town Lane. This section is currently under construction.
- 2.6 In advance of construction the detailed design was updated and subjected to Road Safety Audit. The Stage 2 Road Safety Audit highlighted a problem that vehicles are overrunning the kerbs, verge, and footway at the side road accesses of Gibson Place, Roberts Close, Park Road Service Road and Gleneagles Close. A combination of the geometry of these side road junctions, together with parking close to the junctions, means that there is not enough space to allow vehicles to enter and exit the side road junctions safely.
- 2.7 Vehicle swept path analysis was undertaken by the designers to confirm turning circles of all expected vehicles entering and exiting each side road

junction. This analysis showed that parking restrictions are needed at the junctions with all four roads to enable all expected vehicles to enter and exit the side road junctions without overrunning. The swept path analysis also showed that in addition bell-mouth radii adjustments are needed at the junctions with Gibson Place and Roberts Close; no kerb adjustments are needed at the Park Rd Service Road and Gleneagles Close accesses.

- 2.8 The September 2019 authorisation also covered the provision of a raised entry treatment at the Gleneagles Close access. However, a further review of the design has shown that that a raised entry treatment is not feasible at this access owing to land constraints. Consequently, it is no longer proposed to provide a raise entry treatment at the Gleneagles Close access
- 2.9 Annex A shows the proposed extents of new double lines required to ensure the side road junctions on the northern side of Park Road are not obstructed. Surrey Police have been consulted and responded to say that they have no objection to the proposal. It is therefore recommended that Committee authorises the advertisement of the necessary legal notice for the proposed new double yellow lines, as shown in Annex A, and that the Area Manager be authorised resolve any objections in consultation with the Chairman, Vice Chairman and Divisional Member.
- 2.10 There are 20mph signs in Stratton Road, Rooksmead Road, Sunmead Road and Ravendale Road, Lower Sunbury, suggesting that the speed limit is 20mph. Unfortunately there is no record that a legal order was ever made to give the necessary legal backing for a 20mph speed limits. This means that the apparent 20mph speed limit is not legitimate, and would not be enforceable.
- 2.11 Officers have discussed this situation with Surrey Police. As these signs have been in place for a good number of years, it was agreed that a pragmatic approach would be preferred. Therefore it is recommended to advertise the necessary legal order to legitimise the apparent 20mph speed limit in these four roads. Officers will review opportunities to introduce additional 20mph repeaters on the straight section of Stratton Road, to encourage compliance with the speed limit.
- 2.12 Surrey County Council has been liaising with Heathrow Airport in relation to surface access issues – and in particular opportunities to improve sustainable transport options for surface access to and from Spelthorne. A number of suggestions for bus priority improvements have been made by bus operators to the Route Development Lead in Heathrow Airport’s Surface Access Team. Some of these suggestions would not be feasible, and some would be quite expensive. A number of suggestions are very low cost – for example adjusting traffic signal detection at the junction of Park Road and Stanwell Moor Road to be able to detect vehicles more accurately.
- 2.13 One suggestion concerns London Road, Staines, on its approach to Kingston Road from Crooked Billet. There are two lanes on the approach to this junction. Lane 1 (the nearside lane) is designated as left turn only, by means to arrow markings on the carriageway. Lane 2 is designated as straight ahead only, again by means of carriageway arrow markings. Lane 1 sometimes clears more quickly than Lane 2, as drivers queue to get into Staines town centre. It has been suggested to enable buses to proceed straight on from Lane 1, to enable them to get through the traffic signals more quickly if Lane 1

is running faster than Lane 2. This exemption would be for buses only, and is illustrated in Annex B. It is not expected that this amendment would have any significant detrimental impact on any other road user.

- 2.14 Officers have consulted Surrey County Council's Road Safety Team and also Surrey Police with this suggestion. The Road Safety Team were content that the suggestion did not present any safety concern. Surrey Police had not seen an arrangement like this before but felt that it could work. The Area Highway Manager has experience of introducing a similar arrangement on Farnham Road in Slough. It is therefore recommended undertake any necessary legal procedure, and to install appropriate signs and road markings, to enable this suggestion to be implemented.
- 2.15 Officers have been working with Members to agree priorities for Committee's £264,000 capital maintenance allocation. Table 2 below shows the agreed schemes. These have been selected to ensure so far as is reasonably practicable that an even share of funding will be invested in each Division.
- 2.16 It is recommended that Committee agrees the programme of work shown in Table 2 below, and authorises the Area Highway Manager, in consultation with the Chairman, Vice Chairman and Divisional Member to amend this programme as appropriate, should unforeseen circumstances arise that puts the delivery of the programme at risk.

Table 2 Capital Maintenance programme for 2021-22

Road Name	Location	Comment
Keyword Drive	Sunbury Common	Fine milling to return to original concrete carriageway.
Ferry Lane	Shepperton	Carriageway resurfacing.
Edgell Road	Staines	Carriageway resurfacing.
Town Lane	Stanwell	Carriageway resurfacing.
Croysdale Avenue	Lower Sunbury	Carriageway resurfacing.
Chestnut Road	Ashford	Carriageway resurfacing.
Ashford Road	Staines South	Footway resurfacing – replace slabs with asphalt in highest priority sections.

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.

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 facilitate completion of an upgraded cycle route in Park Road, Stanwell, to legitimatise apparent 20mph limits in Lower Sunbury, to provide bus priority in London Road, Staines, and to agree the capital maintenance programme for the current Financial Year 2021-22.

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.

Contact Officer: Nick Healey, Area Highway Manager

Consulted: See above.

Annexes: Two.

Sources/background papers: None
