

## SURREY COUNTY COUNCIL

## LOCAL COMMITTEE (RUNNYMEDE)

DATE: 30 SEPTEMBER 2013

LEAD OFFICER: ANDREW MILNE – AREA HIGHWAYS MANAGER (NW)

SUBJECT: HIGHWAYS UPDATE

DIVISION: ALL

**SUMMARY OF ISSUE:**

This report records the progress made with the delivery of proposed highways schemes, developer funded schemes, and revenue funded works this financial year.

**RECOMMENDATIONS:****The Local Committee (Runnymede) is asked to note:**

- (i) The progress with the ITS highways and developer funded schemes
- (ii) The progress with budget expenditure
- (iii) That a further Highways Update will be brought to the next meeting of this Committee.

**REASONS FOR RECOMMENDATIONS:**

The above recommendations are made to enable progression of all highway related schemes and works.

## 1. INTRODUCTION AND BACKGROUND:

1.1 Surrey County Council's Local Transport Plan (LTP) states the aim of improving the highway network for all users, through measures such as reducing congestion, improving accessibility, reducing personal injury accidents, improving the environment and maintaining the highway network so that it is safe for all users.

## 2. ANALYSIS:

### 2.1 2012-13 Integrated Transport and Developer Funded Schemes

2.1.1 The Committee 2012/13 ITS capital budget for Runnymede was set at £133,285. A further £33,600 was carried forward from the previous financial year, giving a total budget of £166,885. Table 1 below records the schemes agreed on 20 February 2012 by the Local Committee for delivery in the 2012-13 financial year.

**Table 1 - ITS and Developer Funded Schemes for 2012-13**

Project	Budget estimate (£k)	Estimated completion cost (£k)	Details
A30 London Road j/w St Judes Road controlled pedestrian facilities	25	25	Separate report has been presented. £95k has been re-profiled to the 2013/14 to enable scheme delivery. Initial phase <b>completed</b> .
Stroude Road safety improvements	21	21	Introduction of a double white line system and installation of vehicle activated signs. <b>Scheme completed</b> .
Simplemarsh Road pedestrian crossing improvements	9	9	<b>Scheme completed</b> .
A317 St Peters Way Traffic Management	5	5	Study completed. Report to be circulated to Committee Members.
Lyne Crossing Road jctn with Lyne Lane road safety measures	14	14	Partially complete. Awaiting installation of signs (provisionally programmed for 9 July 2013).
<b>TOTAL</b>	<b>74</b>	<b>67</b>	

### 2.3 2013-14 Integrated Transport and Developer Funded Schemes

2.3.1 Following the Runnymede Local Committee held on 26<sup>th</sup> November 2012, the programme of schemes shown in Table 3 below was agreed:

Project	Budget estimate (£k)	Details
<b>A30 London Road j/w St Judes Road controlled pedestrian facilities</b>	<b>350</b>	Feasibility design completed. Detailed design in progress. Application has been made to utility companies for adjustments. Application for works to protected trees in progress. Legal agreement for dedication of land from RHUL being finalised.
<b>A30 London Road/Christchurch Road junction improvements</b>	<b>20</b>	Feasibility and design only project for construction in 2014/15.
<b>Woburn Hill/Weybridge Road speed limit assessment</b>	<b>15</b>	Assessment complete. Reduction in speed limit recommended. A separate report on this was been presented to Committee for decision. It is proposed that modifications are constructed in 2013/14. NB Chairman's approval has been given to correcting a historic Traffic Order drafting error when the new Traffic Order is made for the 40mph speed limit.
<b>Christchurch Road VAS</b>	<b>10</b>	Installation of VAS to be carried out in 2013/14.
<b>Byfleet Road bridge warning signs</b>	<b>10</b>	Design of upgraded signs completed. Intended for delivery in 2013/14.
<b>A317 Weybridge level crossing signs</b>	<b>15</b>	Liaison with Network Rail ongoing. It is proposed that sign is installed in 2013/14.
<b>Bridge Road/Weir Road junction improvements</b>	<b>10</b>	Traffic survey completed. Feasibility and design work in progress with a view to delivering identified improvements in 2014/15.
<b>Egham CPZ</b>	<b>10</b>	In process of delivery by Parking Team. Funding has been transferred to their budget.
<b>TOTAL</b>	<b>440</b>	

**Table 3 – 2013/14 ITS programme**

2.3.2 The capital ITS allocation for Runnymede is £133,285. In addition to this, £95,000 has been carried forward from the previous financial year. To support delivery of the A30 London Road/St Judes Road pedestrian facilities scheme, £108,000 of developer deposits have been allocated, together with a £25,000 contribution from Safety Engineering, and £20,000 of Local Committee Revenue, giving an overall ITS capital budget of £381,285. This programme exceeds available funding and was agreed to allow flexibility. For this reason, depending upon confirmed costings, some schemes may need to be deferred.

## **2.4 Revenue maintenance allocations and expenditure 2013/14**

2.4.1 The 2013/14 revenue maintenance allocation for Runnymede is £210,025. Table 4 shows how these funds have been allocated, and the spend progress to date.

Item	Allocation (£)	Comment (as at 30 <sup>th</sup> September 2013)
Drainage / ditching	40,000	£1,300 committed.
Carriageway and footway patching	100,025	£92,537 committed.
Vegetation works	30,000	£31,815 committed.
Signs and markings	20,000	£3,041 committed.
Low cost measures	20,000	£3,931 committed.
<b>Total</b>	<b>210,025</b>	<b>£140,195 committed</b>

**Table 4 – 2013/14 Revenue Maintenance Expenditure**

## **2.5 COMMUNITY ENHANCEMENT FUND**

- 2.5.1 The total 2013/14 Community Enhancement allocation for Runnymede is £30,000. Committee have previously determined to divide this fund equally between County Councillor Committee Members.
- 2.5.2 The Maintenance Engineer for Runnymede will provide guidance and assistance, organise cost estimates, and raise orders to ensure delivery of works.
- 2.5.3 To ensure that this fund is effectively spent, and to enable highways contractors to deliver works before the end of the financial year, it is recommended that all works should be agreed by 31<sup>st</sup> October 2013.
- 2.5.4 In the event of no firm spending decisions being made, the Maintenance Engineer will determine suitable works and organise their delivery.
- 2.5.5 A summary of spend progress is shown in Table 5.

Member	Allocation (£)	Comment (as at 13 <sup>th</sup> September 2013)
Chris Norman	5,000	£5000 committed.
Yvonna Lay	5,000	£0 committed
John Furey	5,000	£0 committed.
Mel Few	5,000	£0 committed.
Marisa Heath	5,000	£5000 committed.
Mary Angell	5,000	£0 committed.
<b>Total</b>	<b>30,000</b>	<b>£10,000 committed</b>

**Table 5 – Community Enhancement Fund spend progress**

## **2.6 2013-14 Capital Maintenance Budget**

- 2.6.1 Following the Committee meeting held on 6<sup>th</sup> March 2013, it was agreed to fund a programme of localised structural repair work (LSR) as shown in Table 6 below utilising the £146,081 capital maintenance allocation:

Item	Cost (£)	Comment
A308 Windsor Road	-	Delivery through Year 2 Project Horizon.
School Lane	24739	Work completed.
Claremont Road	53395	Work completed.
A30 Egham Bypass	-	Delivery through Year 2 Project Horizon.
Paddocks Way	29815	Work completed.
Hare Hill	14284	Work completed.
Trotsworth Avenue	-	Not affordable this financial year.
Barnsway	-	Now included on central works programme.
St Peters Way roundabout	-	Not affordable this financial year.
<b>Total</b>	<b>122,233</b>	

**Table 6 – 2013/14 LSR Programme**

- 2.6.2 The agreed programme exceeds the capital maintenance allocation, and was approved to allow flexibility of delivery and ensure that the budget can be fully utilised alongside the main capital programme (Project Horizon).
- 2.6.3 All works shown above have now been delivered as indicated. As the remaining sites were unavailable within the remaining budget, a section of Village Road in Thorpe has been added to the LSR programme, at an estimated cost of £6000. The date for this work is to be confirmed.

**3. OPTIONS:**

- 3.1 No options have been presented in this report.

**4. CONSULTATIONS:**

- 4.1 Consultation is routinely carried out for highway-related schemes with relevant key parties, including residents, Local Members, Surrey Police and Safety Engineering. Specific details regarding consultation and any arising legal issues are included in individual scheme reports as appropriate.

**5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

- 5.1 Proposed ITS schemes are prioritised to ensure that the maximum public benefit is gained from any funding made available. So far as is practicable, Officer proposals follow the Countywide scheme assessment process (CASEM) and the prioritisation order determined by this.
- 5.2 The Committee Capital and Revenue Maintenance budgets are used to target the most urgent sites where a specific need arises, to keep up with general maintenance activities that reduce the need for expensive repairs in the future, and to support local priorities. The nature of these works is such that spend may vary slightly from that indicated in Table 4.

**6. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 6.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. An Equalities Impact Assessment is undertaken for each Integrated Transport Scheme as part of the design process.

**7. LOCALISM:**

- 7.1 Through the views and needs expressed by local communities, and accommodating where possible the involvement of local communities in looking after the public highway, localism is routinely considered as part of the consultation and bidding processes for highway-related works. Specific details regarding localism are included in individual reports as appropriate.

**8. OTHER IMPLICATIONS:**

- 8.1 Other implications, such as the contribution that a well-managed highway network can give to reducing crime and disorder, are considered in relation to individual schemes, and specific details are included in individual reports as appropriate.

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
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.

**9. CONCLUSION AND RECOMMENDATIONS:**

- 9.1 The Committee is asked to note the contents of this report.
- 9.2 It is recommended that a further Highways Update is presented at the next meeting of this Committee.

**10. WHAT HAPPENS NEXT:**

- 10.1 Officers will continue to progress delivery of all schemes and ensure effective use of all budgets.

**Contact Officer:**

Andrew Milne, Area Highways Manager (NW) – 03456 009 009

**Consulted:**

-

**Annexes: 0**

-

**Sources/background papers:**

-