

**SPELTHORNE BOROUGH COUNCIL
SURREY COUNTY COUNCIL**



JOINT COMMITTEE (SPELTHORNE)

DATE: 30TH NOVEMBER 2020

LEAD OFFICER: NICK HEALEY, AREA HIGHWAY MANAGER (NE)

SUBJECT: HIGHWAYS UPDATE

DIVISION: ALL

SUMMARY OF ISSUE:

To ensure timely development of the Joint Committee's programmes of work for next Financial Year 2021-22, it is necessary for Committee to decide high level allocations of its Highways budgets for 2021-22.

It is anticipated that capacity will be available from April 2021 for Committee to commission new feasibility studies, which would feed into future programmes Integrated Transport Schemes (ITS).

RECOMMENDATIONS:

The Joint Committee (Spelthorne) is asked to:

- (i) Approve the proposed allocate of the 2021-22 Highways budgets as set out in table 3 (paragraphs 2.1.6 and 2.1.7 refer);
- (ii) Noting that the Gresham Road, Staines, scheme is included in Surrey County Council's bid for funding under tranche 2 of the Government's Active Travel programme, await the outcome of this bid before deciding the next steps for this scheme (paragraph 2.2.2 and Annex A refer);
- (iii) Approve the commissioning of two new feasibility studies to start in April 2021, as set out in table 4, to be funded from Committee's 2021-22 capital allocation (paragraphs 2.2.3, 2.2.4 and Annex B refer);
- (iv) Approve the revocation of the traffic order for the redundant bus lane in the right turn lane of the A308 Staines Road West on its eastbound approach to Escott Road (paragraphs 2.3.1 and 2.3.2 refer);
- (v) 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:

Each Financial Year the Joint Committee is allocated budgets for Highway maintenance and improvement schemes – these budgets must be spent within their respective Financial Years. It takes a number of months to work with Committee as a whole and individual members to prioritise individual schemes, and then to make arrangements for schemes to be delivered as part of a countywide programme of work. Therefore it is necessary for Committee to decide high level allocations of its budgets well ahead of the start of the following Financial Year, to enable programmes of work to be developed in good time.

It is anticipated that there will be capacity to commission new feasibility studies from April 2021. Therefore Committee is asked to approve the next round of prioritised schemes for feasibility studies.

Committee is asked to provide the necessary authorisation to deliver its 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 2020-21 as follows:

- Committee revenue: £0
- Member revenue: £52,500 (£7,500 per Division)
- Committee capital: £100,000
- Member capital: £164,000 (£23,000 per Division, which must be spent on capital maintenance schemes)
- **Total: £316,500**

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 In accordance with Committee's authorisation in March 2020, the 2020-21 budgets have been allocated as shown in Table 1 below.

Table 1 Agreed allocation of budgets for 2020-21

Allocation	Amount
Capital to deliver minor ITS schemes and feasibility studies	£100,000
Capital for patching / resurfacing of carriageways and footways	£164,000
Maintenance works according to priorities within each Division	£52,500 £7,500 per Divisional Member.

Total	£316,500
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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		
2015-16	£38,577	2017-18 Parking Review implementation	£20,000 (Expenditure)
2016-17	£36,966		
2017-18	£8,500	2017-18 develop strategic schemes for CIL bids	£18,000 (Allocation)
2018-19	£765		
2019-20	£4,721		
		Staines Town Centre projects: <ul style="list-style-type: none"> - SCOOT revalidation (£13,000 spent up to July 2019) - Signs and road markings Work is in progress to draft an overview of the existing signs, destinations, and potential sign strategy for Staines Town Centre. This would need to be reviewed and agreed before detailed design could commence. - Traffic surveys (£3,970 spent up to July 2019) 	£30,000 (Allocation) (£16,970 spent up to July 2019)
		2019 Parking Review implementation	£8,500 (Expenditure)
		2020 Parking Review implementation	£5,486 (Allocation)
Total	£120,804	Total	£113,986

2.1.5 It is anticipated that the Highways budgets available to the Joint Committee next Financial Year 2021-22 will be in line with the council's Medium Term Financial Strategy, as follows:

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

2.1.6 It is recommended to allocate these budgets as set out in Table 3 below.

Table 3 Proposed 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

2.1.7 Officers will update Committee with progress in the delivery of its works programmes on a regular basis.

2.2 Programme of road improvement schemes for 2021-22

2.2.1 The Joint Committee's annual programme of road improvement schemes for the current Financial Year includes schemes at different stages of development. Seven schemes have already been constructed or are due to be constructed by the end of the Financial Year. A further seven schemes are being developed through feasibility, detailed design and consultation in preparation for implementation in a future year – it is anticipated that these schemes will form the basis of Committee's construction programme for 2021-22. A number of higher value schemes are on hold pending identification of funding for delivery.

2.2.2 The feasibility study for a traffic, parking and speed management scheme in Gresham Road, Staines, is now complete. The feasibility report is included in Annex A and includes a number of options that could be taken forwards. Ordinarily it would fall to the Joint Committee to decide whether to allocate funding to develop this scheme through public consultation and detailed design – the next stages in the development of this scheme. However the Gresham Road scheme has been included in Surrey County Council's bid for funding under the second tranche of the Government's Active Travel programme. At the time of writing this report, the outcome of this bid was not yet known. Therefore it is recommended that Committee awaits the outcome of the Active Travel bid before deciding the next steps for this scheme.

2.2.3 It is anticipated that capacity will be available to commence a small number of new feasibility studies from April 2021. These would then feed into construction programmes in future financial years. Committee's prioritisation list of possible road improvement schemes is shown in Annex B. Table 4 below lists those schemes that are available to start new feasibility studies, with officer comments and recommendations against each one. It is recommended to commission three new feasibility studies, to commence next Financial Year 2021-22.

Table 4 Schemes recommended to start new feasibility studies

Scheme	Division	Comment
Extend Thames Street 20mph Zone into The Avenue (Relates to Lower Sunbury area wide study.)	Lower Sunbury and Halliford	There is a high frequency of casualties on the main through routes within the Lower Sunbury area. The Joint Committee has already been working to extend an area wide 20mph Zone over a number of years as a means to reducing the frequency and severity of casualties. It will take a number of further years' investment to complete this project. It is recommended to commission a feasibility study to extend the 20mph Zone from Thames Street into The Avenue, as the next element of the area wide 20mph project for Lower Sunbury.
Laleham Village 20mph zone	Laleham and Shepperton	There is a high frequency of casualties on the main routes through Laleham Village – especially Shepperton Road – and also poor pedestrian facilities on the approach along Staines Road. It is recommended to commission a feasibility study for a potential new 20mph Zone in Laleham Village as a means to reducing the frequency and severity of casualties.
Long Lane, Stanwell - replace / renew width restriction	Stanwell and Stanwell Moor	The width restriction in Long Lane had to be removed some months ago following repeated damage, as it was no longer safe to repair. The legal order for the width restriction is still in place, but the physical width restriction has been removed, which means there is now nothing to prevent drivers of wide vehicles flouting the restriction. It is recommended to commission a feasibility study and also detailed design for new physical barriers to enforce the width restriction in Long Lane.

2.2.4 If Committee were to approve the recommended new feasibility studies as listed above, officers would consult the relevant Divisional Members in the course of these studies and would keep Committee as a whole up to date with progress.

2.3 A308 Staines Road West – bus lane anomaly

2.3.1 It has come to our attention that a legal order exists for a bus lane in the right turn lane on the A308 Staines Road West on the eastbound approach to Escott Road (Tesco). This bus lane is marked on site with road markings only, but no signs, and so is not enforceable. This right turn lane is routinely used by drivers to turn right from Staines Road West towards Tesco. If the bus lane were to be enforced, only buses would be able to make this turn, and all other vehicles would only be able to turn left into Escott Road from the east. This could result in significant numbers of drivers having to U-turn at Sunbury Cross to access Tesco.

2.3.2 Officers have consulted both Surrey Police's Road Safety and Traffic Management Team and also Surrey County Council's own Road Safety Team. There is no road safety benefit in maintaining and enforcing this bus

lane. Therefore it is proposed to revoke the traffic order for this bus lane, and remove the road markings from site.

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 Recommendations are made to facilitate the development and delivery of next Financial Year's 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 develop next Financial Year's programme of investment.

Contact Officer: Nick Healey

Consulted: N / A

Annexes: Two

Sources/background papers: None

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