

NOTICE
OF
MEETING



**HIGHWAYS, TRANSPORT AND
ENVIRONMENT OVERVIEW AND
SCRUTINY PANEL**

will meet on

TUESDAY, 28TH JUNE, 2016

At 6.00 pm

in the

ASCOT AND BRAY - TOWN HALL,

TO: MEMBERS OF THE HIGHWAYS, TRANSPORT AND ENVIRONMENT OVERVIEW AND SCRUTINY PANEL

COUNCILLORS JESSE GREY, HARI SHARMA, MALCOLM BEER, MARIUS GILMORE, MAUREEN HUNT, PAUL LION AND NICOLA PRYER

SUBSTITUTE MEMBERS

COUNCILLORS DAVID EVANS, DAVID HILTON, LYNNE JONES, WESLEY RICHARDS, DEREK SHARP, JOHN STORY, SIMON WERNER AND LYNDA YONG

Karen Shepherd - Democratic Services Manager - Issued: Date Not Specified

Members of the Press and Public are welcome to attend Part I of this meeting. The agenda is available on the Council's web site at www.rbwm.gov.uk or contact the Panel Administrator **Wendy Binmore** 01628 796 251

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AGENDA

PART I

<u>ITEM</u>	<u>SUBJECT</u>	<u>PAGE NO</u>
1.	<u>APOLOGIES</u> To receive any apologies for absence.	
2.	<u>DECLARATIONS OF INTEREST</u> To receive any Declarations of Interest.	5 - 6
3.	<u>MINUTES</u> To confirm the Part I Minutes of the previous meeting.	7 - 10
4.	<u>WRAYSBURY BRIDGE - NEW FOOTWAY (PETITION)</u> To receive and consider the above report.	11 - 22
5.	<u>HIGHWAYS CAPITAL PROGRAMME 2016/17</u> To receive and consider the above report.	23 - 50
6.	<u>HOLYPORT COLLEGE - SAFE ROUTE TO SCHOOL (PETITION)</u> To receive and consider the above report.	51 - 66
7.	<u>LOCAL GOVERNMENT ACT 1972 - EXCLUSION OF THE PUBLIC</u> To consider passing the following resolution:- "That under Section 100(A)(4) of the Local Government Act 1972, the public be excluded from the remainder of the meeting whilst discussion takes place on item 8 on the grounds that it involves the likely disclosure of exempt information as defined in Paragraph 3 and 4 of part I of Schedule 12A of the Act".	

PART II - PRIVATE MEETING

<u>ITEM</u>	<u>SUBJECT</u>	<u>PAGE NO</u>
8.	<u>DELIVERING DIFFERENTLY IN OPERATIONS AND CUSTOMER SERVICES - DETAILED PROPOSALS</u> To receive and consider the above report. <i>(Not for publication by virtue of Paragraph 3, 4 of Part 1 of Schedule 12A of the Local Government Act 1972)</i>	67 - 94

MEMBERS' GUIDANCE NOTE

DECLARING INTERESTS IN MEETINGS

DISCLOSABLE PECUNIARY INTERESTS (DPIs)

DPIs include:

- Any employment, office, trade, profession or vocation carried on for profit or gain.
- Any payment or provision of any other financial benefit made in respect of any expenses occurred in carrying out member duties or election expenses.
- Any contract under which goods and services are to be provided/works to be executed which has not been fully discharged.
- Any beneficial interest in land within the area of the relevant authority.
- Any license to occupy land in the area of the relevant authority for a month or longer.
- Any tenancy where the landlord is the relevant authority, and the tenant is a body in which the relevant person has a beneficial interest.
- Any beneficial interest in securities of a body where
 - a) that body has a piece of business or land in the area of the relevant authority, and
 - b) either (i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body **or** (ii) the total nominal value of the shares of any one class belonging to the relevant person exceeds one hundredth of the total issued share capital of that class.

PREJUDICIAL INTERESTS

This is an interest which a reasonable fair minded and informed member of the public would reasonably believe is so significant that it harms or impairs your ability to judge the public interest. That is, your decision making is influenced by your interest that you are not able to impartially consider only relevant issues.

DECLARING INTERESTS

If you have not disclosed your interest in the register, you **must make** the declaration of interest at the beginning of the meeting, or as soon as you are aware that you have a DPI or Prejudicial Interest. If you have already disclosed the interest in your Register of Interests you are still required to disclose this in the meeting if it relates to the matter being discussed. A member with a DPI or Prejudicial Interest **may make representations at the start of the item but must not take part in discussion or vote at a meeting.** The term 'discussion' has been taken to mean a discussion by the members of the committee or other body determining the issue. You should notify Democratic Services before the meeting of your intention to speak. In order to avoid any accusations of taking part in the discussion or vote, you must move to the public area, having made your representations.

If you have any queries then you should obtain advice from the Legal or Democratic Services Officer before participating in the meeting.

If the interest declared has not been entered on to your Register of Interests, you must notify the Monitoring Officer in writing within the next 28 days following the meeting.

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Agenda Item 3

HIGHWAYS, TRANSPORT AND ENVIRONMENT OVERVIEW AND SCRUTINY PANEL

WEDNESDAY, 23 MARCH 2016

PRESENT: Councillors Jesse Grey (Chairman), Hari Sharma (Vice-Chairman), Malcolm Beer, Marius Gilmore, Maureen Hunt and Paul Lion

Officers: Wendy Binmore, Simon Fletcher, Michael Llewelyn, Craig Miller and Ben Smith

APOLOGIES

Apologies received from Councillor Nicola Pryer.

DECLARATIONS OF INTEREST

None received.

MINUTES

RESOLVED: That the minutes of the meeting of the Panel held on 24 February 2016 be approved.

RBWM TRANSFORMATION PROGRAMME 2015-2018: AN AGILE COUNCIL

RBWM TRANSFORMATION PROGRAMME 2015-2018: AN AGILE COUNCIL

Simon Fletcher, Strategic Director of Operations stated the report introduced the Council's Transformation Programme. The key points highlighted included:

- The Borough had been transforming for a number of years.
- The paper set out £24.5m of savings since 2013/14.
- The environment in Local Government continued to change and there is significantly less central funding available.
- Resident expectations (of the Council's services) were increasing at a time when significant budget reductions needed to be implemented.
- The Borough wanted to continue to provide excellent services for residents, in an environment of reducing funding, and to do that, the Council had to become an Agile Council
- Details of the Transformation Programme were set out on page 14 of the report from paragraph 2.4.
- The Borough has some exceptional managers and the Council's ambition was to have the best managers across the whole of the Council and not just in some areas.
- As budgets reduced and the organisation as a whole reduced in size, the Council would likely directly employ a smaller workforce.
- A smaller Council for the future would be a place people would want to work for.
- Transformation is something which will be ongoing in the future.

Cllr Beer raised concerns that if the workforce was smaller, would there be enough officers to carry out the work required; he was concerned that targets would not be met. The Chairman stated he felt it was a strategy that would be achieved and the officers were confident they could achieve it. He added the Council had already made £24m of savings in the last few years and the Council could spend wisely and still get things done. The Chairman stated it

was an ambitious programme but officers had made reductions successfully and he supported the recommendations.

RESOLVED UNANIMOUSLY: That: The Panel recommend Cabinet approve the refreshed RBWM Transformation Programme 2015-18: An Agile Council.

PROPOSED NAMING OF FOOTBRIDGE OVER JUBILEE RIVER, ETON

Simon Fletcher, Strategic Director of Operations gave a brief summary of the report which included the following main points:

- The footbridge was part of the highway owned by the Royal Borough and is therefore subject to Street Naming Legislation adopted by the Council.
- Mr Scaife requested to rename the bridge after losing his son to drowning.
- The Borough felt that if the bridge is renamed as Michael's Bridge, it would serve as a deterrent to other would-be swimmers.
- Eton Town Council had withdrawn their objection to renaming the bridge.

Cllr Hunt stated she felt it was much better to name it Michael's Bridge because as soon as you say it, it makes people think of safety. The Strategic Director of Operations confirmed the campaign to rename the bridge had peaked a lot of local media interest who are awaiting the outcome of the decision once it has been to Cabinet.

RESOLVED UNANIMOUSLY: That: Members fully endorsed the recommendations to Cabinet.

NEW ROAD AND STREET WORKS PERMIT SCHEME

Ben Smith, Head of Highways & Transport gave Members a brief summary of the report which included the following main points:

- The report provided an update on the potential introduction of a Road and Streetworks Permit Scheme.
- The report was seeking approval in principle to the initiative and to consult with utility companies and stakeholders on the proposed scheme.
- Utility companies would be required to notify the Council over works due to be carried out and obtain a permit.
- The permit would give the Council more controls as utility companies would have to apply and pay for a permit.
- Utility companies would have to state the hours they required the road and traffic measures they would implement to reduce disruption.
- Companies would need to apply for a permit every time they wanted to carry out works.
- The Borough would need to consult with all utility companies and then a paper would be brought back with the consultation results.
- The paper requested £120k budget to carry out the consultation and implement the scheme.
- The scheme should help to minimise congestion and inconvenience for residents and motorists.
- Part of the exercise was to survey roads and establish best practice for each road. That will help the Borough know when peak and off peak traffic times were. The utility companies could then work around those times.
- If utility companies don't comply with permits, they could be fined.
- There was a range of charges with upper limits and an appeals process for utility companies.
- The scheme should be self-funding, however, the Council would not be making a profit from it.

- Part of the road network survey would be to establish which roads were suitable to night time works.

The Chairman stated it would give control back to the Borough and would get utility companies working together and they would also be held accountable for the standard of works carried out. He added it was a very good scheme. The Head of Highways and Transport confirmed there was an increase in Local Authorities moving towards the permit scheme approach. Slough Council had also recently adopted the scheme. He also confirmed that parish councils were able to provide input to the consultation.

RESOLVED UNANIMOUSLY: That Members fully endorsed the recommendations to Cabinet.

IMPROVED TEXTILE RECYCLING IN THE ROYAL BOROUGH OF WINDSOR AND MAIDENHEAD

This report was moved into Part II.

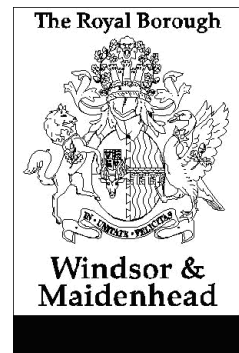
The meeting, which began at 6.30 pm, finished at 8.10 pm

CHAIRMAN.....

DATE.....

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Report for: *ACTION*



Contains Confidential or Exempt Information	NO - Part I
Title	Wraysbury Railway Bridge – Installation of a Footpath.
Responsible Officer(s)	Simon Fletcher, Strategic Director of Operations and Customer Services
Contact officer, job title and phone number	Ben Smith – Head of Highways and Transport 01628 796147
Member reporting	Cllr P Bicknell , Lead Member for Highways & Transport
For Consideration By	Cabinet
Date to be Considered	30 June 2016
Implementation Date if Not Called In	Immediately
Affected Wards	Horton and Wraysbury

REPORT SUMMARY

1. This report responds to the Council resolution on 23rd February 2016, following a petition with over 1,000 signatures from local residents requesting funding to install a footpath over Wraysbury Railway Bridge.
2. It sets out the recommended design option to install a footpath over the railway bridge and the detailed cost estimate and proposes that the approved capital programme (2016/17) be increased by £135,000 to deliver this project.

If recommendations are adopted, how will residents benefit?

Benefits to residents and reasons why they will benefit	Dates by which residents can expect to notice a difference
1. Reduced road safety risk and improved accessibility	November 2016

1. DETAILS OF RECOMMENDATIONS

RECOMMENDATION: That Cabinet:

- i. Approves the scheme set out in Appendix A to install a new footway over the bridge at Wraysbury Station be approved for implementation;
- ii. Approves an increase to the capital programme (2016/17) of £135,000 to deliver this project.

2. REASON FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED

2.1 Council welcomed the petition from Wraysbury residents and recognised the need for safe pedestrian access to Wraysbury Station. It requested the Lead Member for Highways and Transport report back to Cabinet with a fully costed proposal for the implementation of a footpath at Wraysbury Station.

2.2 This report proposes the implementation of a new footway over the bridge which:

- will provide a continuous footpath for pedestrians from the station to the village centre;
- positively responds to concerns and enhances road safety;
- will reduce the accessibility concerns around Wraysbury station.

2.3 Delivery options are set out below with Option 2 recommended as this is likely to provide the most cost effective fixed construction price and incorporates all the concerns raised in the petition discussed at council on the 23rd February 2016.

2.4 Below are the options available:

Option	Comments
1) Do nothing	This option maintains the current position but doesn't respond to concerns set out in the petition.
2) Implement scheme with the existing term contractors This is the recommended option	Following the review of the petition at council, it was requested that officers sought a fixed cost for this element of work provisionally estimated through the highways term contract rates at £85,000. Detailed designs have now been carried out and the existing term contractor has quoted £135,000. This has been benched marked with two other local contractors and is considered to be cost effective.
3) Implement scheme once the new highway works contract is awarded in 2016/17.	The new highway works term contract is currently being developed and procured. This is expected to be in place by the end of this financial year 2016/17. Potentially the new rates could be more advantageous; however this scheme is unlikely to be complete before April 2017.
4) Implement scheme through	The Borough has carried out a price comparison with two other contractors and it was found that the current

Option	Comments
another contractor	contractor was more cost effective on this occasion.

3 KEY IMPLICATIONS

Defined Outcomes	Unmet	Met	Exceeded	Significantly Exceeded	Date they should be delivered by
Increase in pedestrian using for this route	<20%	20-29%	30-39%	>40%	30 th June 2017

- 3.1 This outcome will be measured in June 2017 and compared to a baseline pedestrian survey to be undertaken in June 2016 subject to approval.

4. FINANCIAL DETAILS

Financial impact on the budget

- 4.1 Revenue funding - there are no initial revenue costs. The new footway will be added to the highway asset list for inspection and future maintenance.
- 4.2 The capital cost of this project is £135k.
- 4.3 This cost includes a new footway; replacement / relocated traffic signals; professional fees and all associated costs. A fixed price has been secured which transfers risk to the contractor and offers greater certainty of cost. Officers will continue to work the contractor seeking to reduce the fixed, if possible, in advance of commissioning works.

	2016/17	2017/18
	Capital £'000	Capital £'000
Addition	£135	£0
Reduction	£0	£0

- 4.5 There are currently two planning consents in the Horton and Wraysbury area which have attracted developer contributions and could be used to help fund this scheme subject to approval (see below table), which total £12,550.

Planning application number	Amount
11/02490 – Station road, Wraysbury – 2x detached dwellings	£8,930
97/75692 – Coppermill Road, Wraysbury – redevelopment.	£3620
Total	£12,550

5. LEGAL IMPLICATIONS

- 5.1 The recommended improvements will be delivered in accordance with the legislation and guidance issued by the department of transport DfT. Any physical changes to the load layout would be subject to a road safety audit process.

6. VALUE FOR MONEY

- 6.1 If the recommended actions are endorsed this would result in delivering improvements in response to the petition and therefore offering value for money for residents by allocation funding in response to the petition.
- 6.2 The estimated cost is based on a fixed price which transfers risk; offers greater certainty of cost and has been benchmarked.

7. SUSTAINABILITY IMPACT APPRAISAL

- 7.1 Accessibility enhancement, including walking and cycling which will deliver a positive impact on sustainability.

8. RISK MANAGEMENT

Risks	Uncontrolled Risk	Controls	Controlled Risk
Budget estimate may be insufficient to deliver the project once under construction	Medium	A detailed design for this scheme has now been completed which has highlighted unknowns to give a more accurate price.	Low
Scheme design and implementation may increase or create alternative road safety issues	Medium	A road safety audit will be carried out at each stage of the project.	Low

9. LINKS TO STRATEGIC OBJECTIVES

- 9.1 The recommended option would be in line with all the four council's strategic priorities: Residents First, Value for Money, Delivering together and equipping ourselves for the future.

10. EQUALITIES, HUMAN RIGHTS AND COMMUNITY COHESION

- 10.1 The scheme development and delivery will ensure that equalities; human rights and community cohesion objectives are fully respected and understood.

11. STAFFING/WORKFORCE AND ACCOMMODATION IMPLICATIONS

- 11.1 None.

12. PROPERTY AND ASSETS

12.1 The new section of footway will be included as part of the borough highway assets and will be included for future inspection and maintenance.

13. ANY OTHER IMPLICATIONS

13.1 None

14. CONSULTATION

14.1 This scheme has been developed following a petition with over 1,000 signatures from local residents.

14.2 The scheme has been subject to consultation with the ward members; Wraysbury parish council and Horton parish council.

14.3 The report will be considered by highways, transport and environment overview and scrutiny members, any comments will be reported back to Cabinet.

15. TIMETABLE FOR IMPLEMENTATION

15.1 To show the stages and deadlines for implementing the recommendations

Date	Details
June 2016	Funding approval
Contractor mobilisation	September 2016
Works commence	October 2016
Works Complete	November 2016

16. APPENDICES

Appendix A – Scheme Design

Appendix B – Background paper prepared by Petitioners.

17. BACKGROUND INFORMATION

- Report and minutes from council on the 23rd February 2016
<http://rbwm.moderngov.co.uk/documents/b18716/Petition%20for%20Debate%20-%20Wraysbury%20Railway%20Station%20Bridge%2023rd-Feb-2016%2019.00%20Council.pdf?T=9>
- Petitioner's documentation.

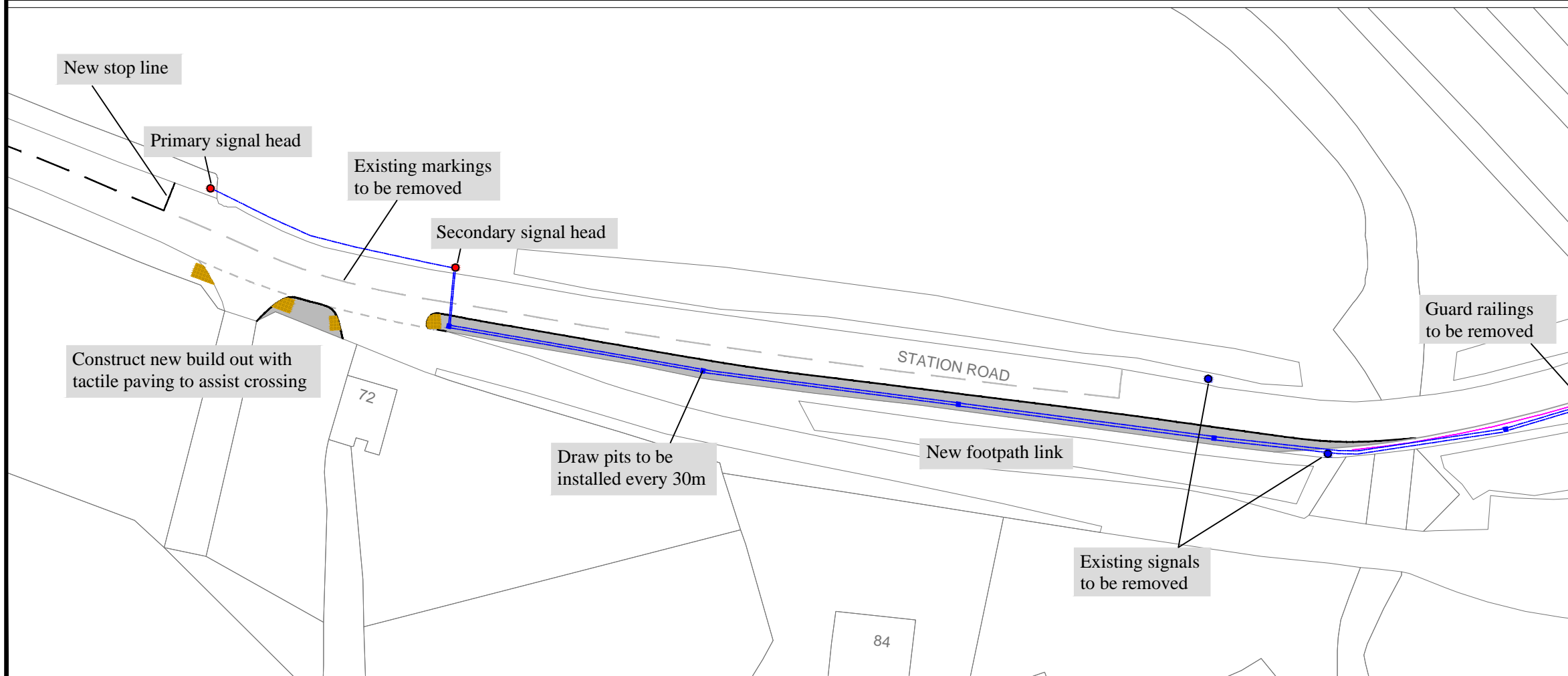
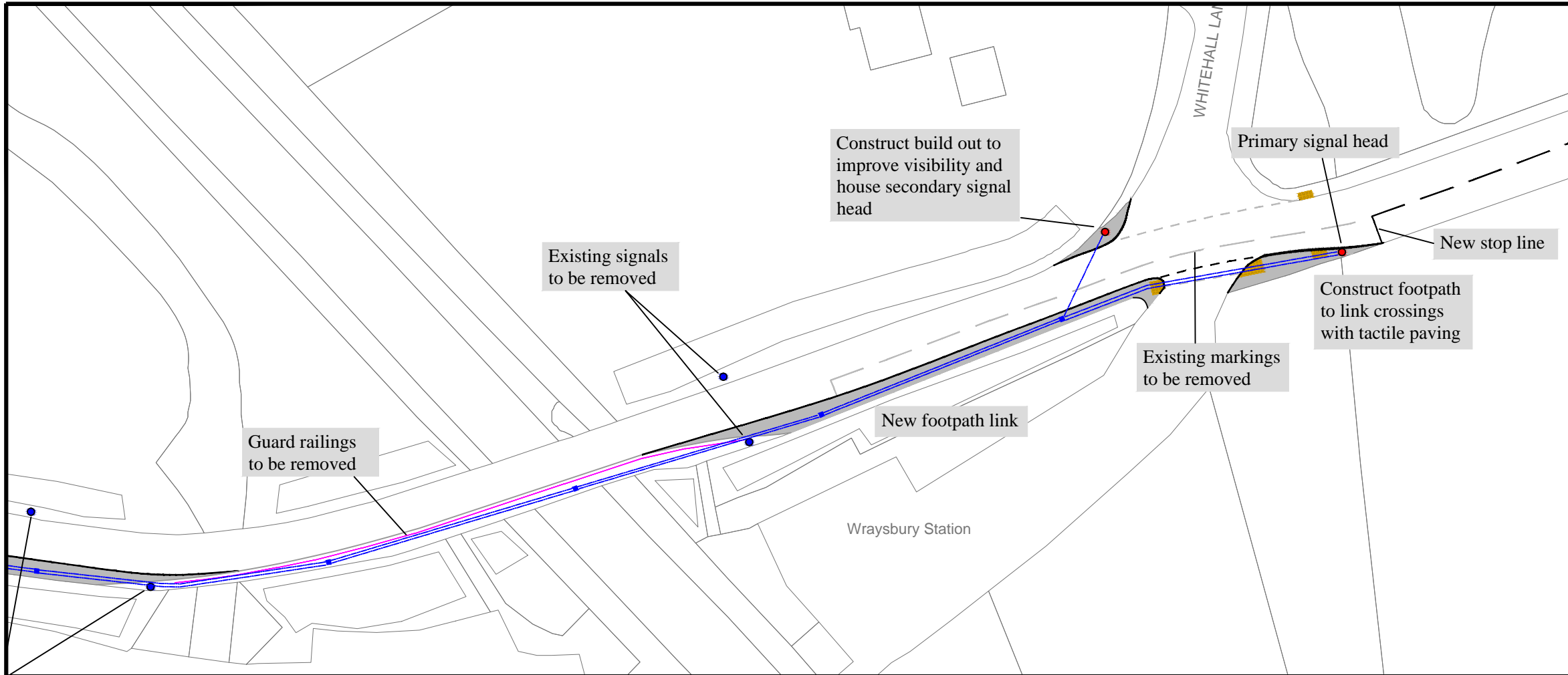
18. CONSULTATION (MANDATORY)

Name of consultee	Post held and Department	Date sent	Date received	See comments in paragraph:
Internal				
Cllr P Bicknell	Lead Member for Highways & Transport	30/05/16	31/05/16	Report approved – clarity over fixed price provided
Simon Fletcher	Strategic Director Operations and Customer Services	30/05/16	01/06/16	Amends throughout report
Mark Lampard	Finance Partner	30/05/16	02/06/16	Section 4 amended
Michael Llewelyn	Cabinet Policy Officer	30/05/16	01/06/16	Minor amends throughout report
Ben Smith	Head of Highways and transport	23/05/16	27/05/16	Minor amends throughout report
Shared Legal Solutions	Legal Services	23/05/16	01/06/16	Report approved with no amendments

REPORT HISTORY

Decision type:	Urgency item?
	No

Full name of report author	Job title	Full contact no:
Vikki Roberts	Senior Engineer	01628 796145



17

Drg No.		Rev.	
PN-1924-01			
Rev	Date	Amendments	By
Operations Directorate Highways, Engineering & Transport Town Hall, St. Ives Road, Maidenhead, Berks, SL6 1RF. Tel: 01628 683800 Fax: 01628 796774 http://www.rbwm.gov.uk			
			
Project: Station Road, Wraysbury			
Title: New Footpath Link			
Drg No.		Rev	
PN-1924-01		-	
Date	Scale	Size	
29.07.15	NTS	A3	
Drawn By	CAD By	Checked By	Signed Off By
RSG	RSG	-	
Drawing Path: Y:/PROJECTS - PN/PN-1924...			
<small>Reproduced from the Ordnance Survey Mapping with the permission of the Controller of her Majesty's Stationary Office Crown Copyright © Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings, Royal Borough of Windsor and Maidenhead - Licence Number 100018817</small>			

Appendix B: New footpath link - Station Road, Wraysbury (Train Station Bridge)

Background

Wraysbury Station Bridge is unsafe - that is the consensus of opinion of the Wraysbury residents. Over 2000 signatures have been gained in support of council funding to make the Wraysbury station bridge safer for pedestrians and cyclists alike.

This area of Wraysbury has the highest speeding offences in the village and is subject to regular police enforcement by way of deployment of Police speed detection vans in Coppermill Road. Vehicles speed up going over the bridge when they see a green light unaware that pedestrians may be walking on the other side of the bridge.

This is the only stretch of the central village area that does not have an accessible footpath. The absence of a footpath on either side of the road over the bridge means that it does not lend itself to the Highway Code, Rules for Pedestrians.

During the 2014 floods – this was the only access to Wraysbury Village for the emergency services vehicles as Sunnymeads and Hythe End were both under water.

This particular road safety initiative was previously discussed at least 20 years ago, sadly with no successful outcome.

During 2015 we chaired four site meetings with representatives from NetWork Rail, South West Trains and the RBWM. Also in attendance was Councillor Margaret Lenton, Chairperson of Wraysbury Parish Council and Borough Councillor John Lenton.

At the first site meeting we explained residents' concerns regarding a number of issues including the platform being low making it difficult for passengers to get onto and off trains, inadequate lighting, overhanging bushes on the bridge making it more difficult for pedestrians jumping out the way of passing vehicles and of the dangers faced by both vehicular and pedestrian traffic crossing the bridge due to the current positioning of the traffic signals and lack of footpath.

We then took those present on a walk through to illustrate the danger and difficulty faced by all that crossed the bridge. All parties agreed afterwards that they did not feel safe walking over the bridge - in fact some had to take refuge in the overhanging bushes at the side of road when a bus passed between them and stationary vehicles at the traffic lights stop line.

At our final site meeting, South West Trains accepted responsibility for the overhanging vegetation, arranged an immediate cut back and have programmed it into their schedule for routine maintenance.

The RBWM representative stated that the Borough had carried out a feasibility study which established the traffic lights could be repositioned on both sides of the bridge and a footpath incorporated. Currently the rail companies are improving safety at the station by raising the platform making it easier for passengers to get on and off their trains, putting in lighting and other maintenance work. The work is due to be completed in February.

Current situation

- No safe disabled access from Coppermill Road to Wraysbury Village - stairs are not an option
- No safe disabled access to cross to the train station for either side of Wraysbury/Horton - stairs are not an option
- Unsafe for parents crossing with babies/children using buggies - stairs are not an option
- Difficult for elderly people and residents to access Wraysbury village from Coppermill Road/Horton
- Unsafe for cyclists and joggers - sharing a narrow road with large vehicles

Increase of traffic

- Two sports based businesses (Wraysbury Dive Centre and RK Leisure) situated near the train station are bringing extra traffic to the village, both by train and by car
- There is an increase in population of Wraysbury Village
- There is the likelihood of an increase of traffic using this part of Wraysbury with the possibility of an expansion to Wraysbury Primary School
- The recently formed walking group in the village is very active and organisers encourage walkers to bring their children and dogs on scheduled walks. The bridge is a nightmare for them when crossing into Coppermill Road or vice versa.
- Heathrow expansion could bring extra traffic as a cut through
- Old Mill Place housing development brought expansion with no safety measures to the road
- The number of passengers using the railway station has increased from 36,571 in 2004/5 to a staggering 112,204 during 2014/15 (please see stats below). Passengers on return trips have to walk on at least one side of the bridge.

Wraysbury Total Passenger Numbers*

2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14**	2014/15**
36,576	▲ 47,813	▲ 55,919	▲ 71,915	▲ 91,458	▼ 91,328	▲ 100,318	▲ 104,946	▲ 110,238	▼ 106,028	▲ 112,004

*Source - Wikipedia and Office of Rail and Road statistics

** Estimates

Proposal

- To move the traffic lights back on both sides allowing for a safe pathway for residents of Wraysbury and Horton to access the train station and Wraysbury Village.
- To replicate the Sunnymeads bridge system at the other end of the village (this bridge/station does not have the same pedestrian numbers as Wraysbury).

Next Steps

- Approval of approximately £100,000 for this work to be completed at the earliest convenience.

- The feasibility study completed by the RBWM was at our request during the four site meetings, is attached (hard copy only).
- If any member of this committee would like to attend the venue and walk the walk that we took the representatives that attended the four site meetings, we would be delighted to accompany you.

Conclusion

- Our campaign is to reduce the risk to the vulnerable pedestrians (i.e. people with disabilities, pushchairs, luggage etc) from being injured or killed on this busy bridge with no footpath or protection from the traffic.
- The proposal has been accepted by Wraysbury Parish Council and RBWM Council
- The petition has been supported with signatures from both Wraysbury and Horton Parish Councillors.

Attachments

- Photographs of the site
- Feasibility study available hard copy only

Henry Perez
07956 606695
Henry1perez@hotmail.com

Graham Cribbin
07723 026903
Cribbin.67@gmail.com

*From a Wraysbury Resident: "To put a policeman on the street it removes the fear of crime....
To put a footpath on the road it removes the fear of danger"*

Photographs of the site



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Report for: ACTION



Contains Confidential or Exempt Information	NO - Part I
Title	Highways and Transport Capital Works: 2016-17 Programme
Responsible Officer(s)	Simon Fletcher - Strategic Director of Operations & Customer Services
Contact officer, job title and phone number	Ben Smith, Head of Highways & Transport 01628 796147
Member reporting	Cllr Bicknell, Lead Member for Highways & Transport
For Consideration By	Cabinet
Date to be Considered	30 June 2016
Implementation Date if Not Called In	Immediate
Affected Wards	All

REPORT SUMMARY

1. The approved capital budget for 2016/17 includes a financial commitment of £9.67m to deliver highways and transport works.

This report seeks approval to the detailed schemes which make up the individual works programmes amounting to £3.01m, set out in Appendix A.

The remaining budget is allocated to approved individual projects.

2. This report recommends the Director of Operations & Customer Services is authorised to implement the capital works programme set out in Appendix A to this report and that he, in consultation with the Lead Member for Highways and Transport, be authorised to agree minor amendments to the approved schemes within approved budgets, and implement reserve or substitute schemes should this become necessary. It also recommends that Cabinet authorise a waiver to Contract Rules to permit the use of existing contractors to progress these works until a replacement highways contract is awarded.
3. In addition, an indicative programme for 2017-18 and 2018-19 is included in Appendix B. These programmes will enable longer-term planning which seeks to offer transparency and confidence to residents; increase the pace of delivery and secure financial benefits.

If recommendations are adopted, how will residents benefit?

Benefits to residents and reasons why they will benefit	Dates by which residents can expect to notice a difference
1. Delivery of the recommended works programme will improve highway and transport infrastructure offering direct benefits to residents, business and visitors, including improved footways, cycle ways and road safety.	Throughout 2016/17 - concluding 31 March 2017

1. DETAILS OF RECOMMENDATIONS

RECOMMENDATION: That Cabinet

- i. Delegate authority to the Director of Operations & Customer Services to implement the programme of work set out in Appendix A;
- ii. Delegate authority to the Director of Operations & Customer Services in consultation with the Lead Member for Highways & Transport to agree minor amendments to the approved schemes within approved budgets, and implement reserve or substitute schemes should this become necessary;
- iii. authorise a waiver to Contract Rules to permit the use of existing contractors to progress these works until a replacement highways contract is awarded.
- iv. Approve the indicative programmes for 2017-18 and 2018-19 as set out in Appendix B.

2. REASON FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED

2.1 The Local Transport Plan (LTP) offers high-level transport policy for the Royal Borough setting out how we will improve transport between 2012 and 2026, the plan aims to:

- improve access to local services and facilities
- improve road safety and personal security
- support economic growth
- improve quality of life and minimise the negative impacts of transport
- tackle climate change
- Improve air quality
- improve bus journeys and times
- improve the quality of our road net works

The recommended works programmes have been developed to support these policy aims whilst seeking to:

- Respond to the outcomes of the resident survey
- Respond to reports and requests by Parish Councils
- Achieve performance targets for Maintenance of Principal Roads and delivery of Highways schemes embedded in the Annual Plan
- Respond to resident and Member requests

- Deliver manifesto commitments

The draft programmes have been circulated to all Ward Members for comment - a summary of responses will be reported to Cabinet Members before 30th June 2016.

- 2.2 On 23rd February 2016, Council approved the budget for 2016/17, which includes investment of approximately £9.67m in highways and transport infrastructure.
- 2.3 This report seeks approval of work programmes (2016 - 2017) and indicative programmes for 2017/18 and 2018/19 for the following activities:
- Road Resurfacing
 - Traffic Management Schemes
 - Road Markings - Safety Programme
 - Bridge Maintenance
 - Replacement Street Lighting
 - Footway Resurfacing
 - New Footways
 - Safe Routes to School
 - Local Safety Schemes
 - Cycle Schemes
 - School Cycle / Scooter Parking
 - Verge Protection
 - Improving Air Quality & Reducing Congestion
- 2.4 One-off schemes (for example: Traffic signal review at Imperial Road/Clewer Hill Road) and minor schemes (for example: Reducing street clutter) that comprise the remainder of the overall programme are already approved and therefore not included in this report.
- 2.5 Delivery of the recommended works programme (attached as Appendix A) will directly benefit residents, business and visitors by maintaining and improving highway and transport infrastructure, which in turn improves facilities for pedestrians, cyclists and motorists.
- 2.6 Indicative works programmes for 2016/17 and 2017/18 are included for consideration. These programmes will enable longer-term planning which seeks to offer transparency and confidence to residents; increase the pace of delivery and secure financial benefits.

Option	Comments
1. Approve the programmes recommended in Appendix A	This is the RECOMMENDED option. This will enable timely delivery and directly benefit residents, business and visitors by maintaining and improving highway and transport infrastructure, which in turn improves facilities for pedestrians, cyclists and motorists. The recommended programmes respond to resident and Member requests.
2. Develop and approve an alternative	This is not recommended as the programme is considered to offer benefits to residents, business and visitors in a cost effective and timely manner. The current programme

programme	has been well thought out and delivers our promises.
3. Do not approve any programme for implementation	This is not recommended as benefits to residents, business and visitors would be delayed or undelivered. The costs to repair the roads at a later date may cost increase costs.

3. KEY IMPLICATIONS

Defined Outcomes	Unmet	Met	Exceeded	Significantly Exceeded	Date they should be delivered by
Delivery of 250 highways and transport schemes	Below 85%	85-90%	91-95%	Greater than 96%	31 March 2017

Note: performance out-turn for 2015/16 = 93% reported delivery on the capital programme.

4. FINANCIAL DETAILS

Financial impact on the budget

- 4.1 The Highways & Transport Works Programme forms a major part of the Council's capital programme. Department of Transport grant funding of £2.2m has been received to assist in funding the overall investment of £9.67m. The balance is funded corporately.
- 4.2 A summary of the approved budget for programmes included in this report is set out below

Cost Centre	Work Programme	2016-17 Budget
CD02	LTP Traffic Management	£100,000
CD07	Road Markings Safety Programme	£85,000
CD11	Roads resurfacing	£50,000
CD12	Roads resurfacing - Transport Asset & Safety	£1,600,000
CD13	Bridge Assessments	£50,000
CD14	Bridge Parapet Improvement Works	£150,000
CD15	Bridge Strengthening Scheme	£250,000
CD17	Replacement Street Lighting	£180,000
CD20	Footways Reconditioning	£104,000
CD21	Footways - Construction of New Footways	£50,000
CD22	Safer Routes to Schools	£50,000
CD23	Local Safety Schemes	£125,000
CD27	Cycling	£70,000
CD28	School cycle/scooter parking	£50,000
CD33	Verge Protection Measures	£50,000
CD35	Reducing Congestion & Improving Air Quality	£50,000

	TOTAL	£3,014,000
Note: detailed appendices are split by geographic area not budget		

4.3 There are no direct revenue implications as an outcome of this report. However, planned capital investment over a longer-term period will impact positively on revenue expenditure.

5. LEGAL IMPLICATIONS

5.1 The Council has a duty under the Highways Act 1980 to maintain the roads in good order. This duty covers all roads which the Council is obliged to maintain, including public rights of way.

5.2 The Council also has a duty under the Countryside and Rights of Way Act 2000 to prepare a rights of way improvement plan, identifying potential improvements to the network.

5.3 The Council is also under a duty to promote road safety under the Road Traffic Act 1988, and a duty to monitor air quality under the Environment Act 1995.

5.4 Additionally, the recommended programme effectively manages risk which seeks reduce the likelihood of insurance claims.

6. VALUE FOR MONEY

6.1 Planned repairs and improvements to the road network tend towards lower whole-life costs and reduce the need for ad hoc repairs. Improved road conditions reduce the potential for insurance claims and road safety improvements reduce the risk of accidents.

6.2 A new Highways term contract is currently being procured as part of the Delivering Differently programme which encompasses the delivery elements of the proposed highway works programmes.

6.3 The new contract is programmed to become operational in October/November 2016.

6.4 The nature of certain types of work (in particular resurfacing) relies on the weather and for best performance it is best laid in the spring or early summer months; if laid in the autumn and winter there is an increased risk of failure due to rain or frost.

6.5 In addition to this, there are some key projects that would be best carried out over the summer months as traffic is less, keeping road disruption to a minimum.

6.6 Therefore, it is recommended that existing contractors are appointed to undertake the recommended works programmes. This will ensure timely and high quality delivery to residents.

6.7 Current rates have been benchmarked with neighbouring authorities to ensure that they are competitive and offer value for money.

7. SUSTAINABILITY IMPACT APPRAISAL

- 7.1 All contractors are obliged to recycle / reuse materials arising from the works to reduce the impact on the environment.

8. RISK MANAGEMENT

Risks	Uncontrolled Risk	Controls	Controlled Risk
Funds are allocated to work that cannot be completed.	Funds would not be used effectively.	The proposed programme has been subject to rigorous inspection and prioritisation and indicative programmes for future years included	Work on the programme is completed by the end of the financial year.
Funding is insufficient to deliver the approved programme	Overspend or reduced scheme delivery	Budget estimates prepared; contractor rates confirmed' fixed prices secured where possible and robust financial governance in place	Reduced risk of overspend or reduced scheme delivery
Delays in delivering works programme	Delivery of schemes and benefits to residents delayed	Achievable programme recommended with indicative programme for future years should individual schemes be undeliverable. Recommended that existing contractors be reappointed to ensure timely delivery with minimised disruption	Reduced risk of programme delay
Inclement weather delays programme delivery	Delivery of schemes and benefits to residents delayed	Recommended that existing contractors be reappointed to undertake weather sensitive elements during the summer / autumn 2016	Reduced risk of programme delay

9. LINKS TO STRATEGIC OBJECTIVES

- 9.1 **Our Strategic Objectives are:**

Residents First

- Support Children and Young People
- Encourage Healthy People and Lifestyles
- Improve the Environment, Economy and Transport
- Work for safer and stronger communities

Value for Money

- Deliver Economic Services
- Improve the use of technology
- Increase non-Council Tax Revenue
- Invest in the future
- Mending roads now will save money in the future

Delivering Together

- Enhanced Customer Services
- Deliver Effective Services
- Strengthen Partnerships

Equipping Ourselves for the Future

- Equipping Ours, and our contractors, Workforce
- Developing Our systems and Structures
- Changing Our Culture

10. EQUALITIES, HUMAN RIGHTS AND COMMUNITY COHESION

10.1 High level EQIAs are carried out for each budget line in the LTP capital programme and more detailed assessments are then completed as appropriate for any specific projects with a negative result.

11. STAFFING/WORKFORCE AND ACCOMMODATION IMPLICATIONS

11.1 None

12. PROPERTY AND ASSETS

12.1 No significant negative impact. Improved road conditions tend to reduce the need for ad hoc repairs.

13. ANY OTHER IMPLICATIONS

13.1 None

14. CONSULTATION

14.1 The recommended programme is based on feedback from Ward Councillors, residents, Parish Councils and the travelling public, as well as technical assessments.

14.2 The recommended works programmes have been circulated to all Members for comment prior to consideration. A summary of responses will be reported to Cabinet Members for consideration.

14.3 This report will be considered by the Highways, Transport and Environment Overview & Scrutiny Panel in advance of Cabinet. Comments will be published for consideration.

15. TIMETABLE FOR IMPLEMENTATION

Date	Details
June 2016 –	Consultation and implementation of schemes detailed in

Date	Details
March 2017	Appendix A.

16. APPENDICES

Appendix A – Highway work programmes 2016-17

Appendix B – Indicative Highway work programme 2017-19

17. BACKGROUND INFORMATION

- Council 23/02/16 - Budget 2016/17 - [Link](#)
- Cabinet 26/05/16 - Flood Risk Management Monitoring Report - [Link](#)

17.1 A summary description of each individual work programme is set out below:

Road Resurfacing (CD11 & CD12 £1,650,000)

17.2 The highway network is assessed each year for structural condition and skid resistance through machine-driven assessments. The results from these surveys are used to formulate a priority list of schemes for each road class based on a condition rating. In addition, all requests by Ward Members, Parish and Town Councils, residents and Streetcare inspectors are considered, to determine local priorities.

17.3 The 2016-17 programme has been developed taking account technical and local factors. Members are asked to note that requests received to date have been prioritised and are included either in the main resurfacing programme, in the patching programme or included in the indicative programme for 2017-18.

Traffic Management Schemes (CD02 £100,000)

17.4 This is an on-going programme that considers the development of measures to improve traffic conditions. It supports schemes identified as local concerns through petitions, priorities identified through ward members and from local residents.

17.5 Schemes to be considered include the speed reducing features; one way schemes and junction improvements.

Road Markings - Safety Programme and Major Roads / Junctions (CD07 £85,000)

17.6 This programme supplements the basic road safety maintenance budget for road markings and lining across the Borough. It includes the replacement and upgrading of coloured safety surfaces; anti-skid surfaces and pedestrian crossings.

Bridge Maintenance Proposals (CD13 £50,000, CD14 £150,000 & CD15 £250,000)

17.7 This programme focuses on major detailed assessment of bridges and key structures, works are identified, prioritised and carried out. Joint assessments of Network Rail bridges are also carried out as part of this programme.

- 17.8 With over 200 bridges, it is essential to address ongoing repairs on an annual basis or it is likely that the severity of repairs (and hence costs) will escalate significantly over time.
- 17.9 In accordance with national requirements substandard parapets at high risk sites are improved in priority order.

Footway Reconditioning / Construction of New Footways (CD20 £100,000 & CD21 £50,000)

- 17.10 A programme of repairs and refurbishments has been proposed based on feedback from Members, Residents and Streetcare inspections.
- 17.11 The New Footways programme involves the construction of sections of footpath to create a footpath where grassed areas are becoming worn, un-surfaced pedestrian routes / shortcuts or extending existing footpaths to complete a link. This programme also provides disabled crossing points.

Safer Routes to Schools (CD22 £50,000)

- 17.12 These proposals have been prioritised to support schools to actively implement their School Travel Plans which encourage walking, cycling and the use of public transport for school journeys, thus improving safety and reducing congestion at the busiest periods.

Local Safety Schemes (CD23 £125,000)

- 17.13 These proposals are focused on reducing the likelihood of road accidents where sites have a pre-existing poor accident record which could be improved by engineering measures including speed related initiatives.

Cycling (CD27 £70,000)

- 17.14 This programme seeks to meet demand for cycling infrastructure improvements from the Cycle Forum, Neighbourhood Planning Groups and members of the public.
- 17.15 A draft Cycling Strategy has been prepared which will guide future investment and promotes appropriate schemes. Schemes will be identified and agreed with the Cycle Forum, and support the manifesto commitment to develop and maintain cycle routes. These schemes include new or improved cycle links connecting key local destinations such as residential areas, employment sites, schools, shops, libraries and parks.

School Cycle / Scooter Parking (CD28 £50,000)

- 17.16 The Local Transport Plan includes policies to work with partner organisations to provide cycle parking at key destinations such as schools.
- 17.17 The School Cycle / Scooter Parking Capital Programme delivers schemes that will provide secure storage for bikes and scooters at local school. Priorities are agreed in consultation with Schools.

Verge Protection (CD33 £50,000)

17.18 This programme builds on the previously delivered manifesto commitment to crack down on grass verge parking. The programme is targeted at sites where engineering measures would discourage vehicles from stopping on and damaging soft verges, or where this is not possible by reinforcing or hardening the verges and provide purpose-built parking

Air Quality / Reducing Congestion (CD35 £50,000)

17.19 This programme seeks to deliver schemes which deliver a reduction in congestion (for example: local road widening schemes) or target areas of poor air quality (for example; improved traffic signal timings)

18. CONSULTATION (MANDATORY)

Name of consultee	Post held and Department	Date sent	Date received	See comments in paragraph:
Internal				
Cllr Bicknell	Lead Member for Highways & Transport	30/05/16	31/05/16	Minor amends to appendices and clarifications of text
Simon Fletcher	Strategic Director Operations and Customer Services	30/05/16	01/06/16	Amends to narrative throughout report
Mark Lampard	Finance Partner	30/05/16	01/06/16	Amends to narrative to ensure consistency of finances
Sean O'Connor	Shared Legal Services	30/05/16		Comments awaited
Ben Smith	Head of Highways & Transport	23/05/16	27/05/16	Text amended throughout report / indicative programmes added
Michael Llewelyn	Cabinet Policy officer	30/05/16	01/06/16	Performance out-turn added to section 3.

REPORT HISTORY

Decision type:	Urgency item?
Key decision	No

Full name of report author	Job title	Full contact no:
Ben Smith	Head of Highways & Transport	01628 796147

2016/17 - Ascot and Sunnings - Ascot and Cheapside, Sunningdale, Sunninghill and South Ascot

Cost centre	Cost centre description	Scheme description	Cost estimate	Ward	Parish
CD12	Roads resurfacing - Transport Asset & Safety	High Street - j/w Winkfield Road	£29,800	Ascot and Cheapside	Sunninghill and Ascot
CD12	Roads resurfacing - Transport Asset & Safety	High Street - adj racecourse	£40,880	Ascot and Cheapside	Sunninghill and Ascot
CD12	Roads resurfacing - Transport Asset & Safety	Buckhurst Road - Cheapside Rd to Boro Bdy	£7,845	Ascot and Cheapside	Sunninghill and Ascot
CD21	Footways - Construction of New Footways	Cheapside Road j/w Buckhurst Road New Footway Link	£8,000	Ascot and Cheapside	Sunninghill and Ascot
CD33	Verge Protection Measures	Hilltop Close	£2,000	Ascot and Cheapside	Sunninghill and Ascot
CD12	Roads resurfacing - Transport Asset & Safety	Greenways Drive - full length	£33,180	Sunningdale	Sunningdale
CD20	Footways Reconditioning	Charters Way - Full length - Slurry Seal	£2,700	Sunningdale	Sunningdale
CD20	Footways Reconditioning	Charters Road - opposite Charters Way - Slurry Seal	£650	Sunningdale	Sunningdale
CD12	Roads resurfacing - Transport Asset & Safety	Kings Road - spur j/w Tenby Drive	£6,955	Sunninghill and South Ascot	Sunninghill and Ascot
CD33	Verge Protection Measures	Highclere	£2,000	Sunninghill and South Ascot	Sunninghill and Ascot
CD81	Traffic Management & Parking Sunninghill	Sunninghill	£100,000	Sunninghill and South Ascot	Sunninghill and Ascot

previously approved.

2016/17 - Maidenhead - Belmont, Boyn Hill, Furze Platt, Maidenhead Riverside, Oldfield, Pinkneys Green

Cost centre	Cost centre description	Scheme description	Cost estimate	Ward
CD02	LTP Traffic Management	Courthouse Road / St Marks Crescent RESERVE SCHEME	£90,000	Belmont
CD12	Roads resurfacing - Transport Asset & Safety	Archer Close - full length	£8,950	Belmont
CD33	Verge Protection Measures	Grassy Lane	£1,500	Belmont
CD12	Roads resurfacing - Transport Asset & Safety	Boyn Hill Avenue - Boyn Hill Road to Bishops Court	£45,125	Boyn Hill
CD12	Roads resurfacing - Transport Asset & Safety	Wootton Way - j/w Haddon Way	£9,050	Boyn Hill
CD12	Roads resurfacing - Transport Asset & Safety	Redriff Close - full length	£10,475	Boyn Hill
CD12	Roads resurfacing - Transport Asset & Safety	Altwood Close - The Garth to Merles Meet	£16,800	Boyn Hill
CD12	Roads resurfacing - Transport Asset & Safety	Altwood Road - Norden Fm to Altwood Close	£26,890	Boyn Hill
CD20	Footways Reconditioning	Altwood Close - sections - T/u slabs and bitmac	£8,000	Boyn Hill
CD33	Verge Protection Measures	East/West Road	£1,500	Boyn Hill
CD80	Grenfell Road - Off Street Parking	Grenfell Road	£300,000	Boyn Hill
CD12	Roads resurfacing - Transport Asset & Safety	Cookham Road - Harrow Lane r/about to 196	£32,650	Furze Platt
CD12	Roads resurfacing - Transport Asset & Safety	Wellhouse Road - full length	£7,195	Furze Platt
CD20	Footways Reconditioning	Sandringham Gdns - Full length - Slurry Seal	£13,000	Furze Platt
CD33	Verge Protection Measures	Furze Platt Road outside school Phase 3	£2,000	Furze Platt
CD33	Verge Protection Measures	Furze Road	£1,000	Furze Platt
CD33	Verge Protection Measures	Laggan Road Phase 2	£3,000	Furze Platt
CD33	Verge Protection Measures	Woodstock Close	£2,000	Furze Platt
CD02	LTP Traffic Management	B4447 Cookham Road (St Lukes School) 2no. Zebra crossings RESERVE SCHEME	£67,000	Maidenhead Riverside
CD12	Roads resurfacing - Transport Asset & Safety	Lock Mead - full length	£11,115	Maidenhead Riverside
CD13	Bridge Assessments	B815 Raymead Road North - Assessment of a reinforced concrete slab bridge	£7,000	Maidenhead Riverside
CD33	Verge Protection Measures	Ray Drive	£1,500	Maidenhead Riverside
CD02	LTP Traffic Management	Stafferton Way / A308 junction - pedestrian improvements	£5,000	Oldfield
CD12	Roads resurfacing - Transport Asset & Safety	Oldfield Road (half width) - Carcassonne to new surface	£5,715	Oldfield
CD12	Roads resurfacing - Transport Asset & Safety	Bray Road - sections between Hibbert Rd and Stafferton Way r/about	£16,675	Oldfield
CD12	Roads resurfacing - Transport Asset & Safety	Stafferton Way - access to Lidl car park to Howarth Rd	£26,235	Oldfield
CD12	Roads resurfacing - Transport Asset & Safety	York Road - canal to No 37	RESERVE	Oldfield
CD14	Bridge Parapet Improvement Works	Hines Meadow Safety Barrier - Replacement of safety barrier over Hines Meadow Subway	£20,000	Oldfield
CD14	Bridge Parapet Improvement Works	Bridge Street Subway - Replacement of safety barrier over Bridge Street Subway	£25,000	Oldfield
CD23	Local Safety Schemes	Frascati Way approach to Castle Hill roundabout	£10,000	Oldfield
CD28	School cycle/scooter parking	Desborough Boys School	£20,000	Oldfield
CD33	Verge Protection Measures	Shoppenhangers Road near Ludlow Road	£2,000	Oldfield
CD33	Verge Protection Measures	Suffolk Road	£3,500	Oldfield
CD33	Verge Protection Measures	Nordens Road	£1,500	Oldfield
CD33	Verge Protection Measures	Courtlands Phase 2	£1,000	Oldfield
CD12	Roads resurfacing - Transport Asset & Safety	Pinkneys Drive - Henley Road to Moorlands Drive	£80,760	Pinkneys Green
CD12	Roads resurfacing - Transport Asset & Safety	Courthouse Road - hospital access to St Marks Road	£27,120	Pinkneys Green

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previously approved.

Maidenhead Rural - Bray, Hurley and Walthams, Bisham and Cookham.

Cost centre	Cost centre description	Scheme description	Cost estimate	Ward	Parish
CD02	LTP Traffic Management	Cannondown railway arch safety signage	£1,000	Bisham and Cookham	Cookham
CD07	Road Markings Safety Programme	Maidenhead Road cats eyes	£4,000	Bisham and Cookham	Cookham
CD12	Roads resurfacing - Transport Asset & Safety	Marlow Road-hill bends to A404 r/about	£37,045	Bisham and Cookham	Bisham
CD12	Roads resurfacing - Transport Asset & Safety	Choke Lane - sections between Winter Hill Rd and Long Lane	RESERVE	Bisham and Cookham	Bisham
CD12	Roads resurfacing- Transport Asset & Safety	Lightlands Lane-Maidenhead Rd to Barnfield Close	RESERVE	Bisham and Cookham	Bisham
CD12	Roads resurfacing - Transport Asset & Safety	Winter Hill Road - Choke Lane to Grubwood Lane inc Hockett Lane (part)	RESERVE	Bisham and Cookham	Bisham
CD27	Cycling	Cycle parking - Cookham village centre, Cookham Rise village centre RESERVE SCHEME	£2,500	Bisham and Cookham	Cookham
CD28	School cycle/scooter parking	Cookham Rise First School	£5,000	Bisham and Cookham	Cookham
CD43	Flood Prevention	Bisham and Cookham local scheme feasibility in partnership with Environment Agency	£25,000	Bisham and Cookham	Bisham,Cookham
CD12	Roads resurfacing - Transport Asset & Safety	Stroud Farm Road - Trenchard Rd to Reeve Rd	£11,775	Bray	Bray
CD12	Roads resurfacing - Transport Asset & Safety	The Bingham's -full length inc spur	£29,660	Bray	Bray
CD12	Roads resurfacing - Transport Asset & Safety	Old Mill Lane - Brayfield Ave to Monkey Island	£25,600	Bray	Bray
CD12	Roads resurfacing - Transport Asset & Safety	Orchard Close - full length inc Walker Road j/w Harvest Hill Rd	£7,565	Bray	Bray
CD12	Roads resurfacing - Transport Asset & Safety	Aysgarth Park - Holyport Rd to Eskdale Gdns	£15,130	Bray	Bray
CD13	Bridge Assessments	B426 Paley Street - Assessment of a reinforced concrete slab bridge	£6,000	Bray	Bray
CD13	Bridge Assessments	B787 Braywick New Cut- Assessment of a pre-stressed reinforced concrete beam structure	£10,000	Bray	Bray
CD20	Footways Reconditioning	Ascot Road - Forest Grn Rd to Paley Street - Slurry Seal	£7,100	Bray	Bray
CD21	Footways - Construction of New Footways	Fifield Road Coningsby Lane to Manor Green New footway Link	£12,500	Bray	Bray
CD23	Local Safety Schemes	Drift Road / Fifield Lane	£15,000	Bray	Bray
CD33	Verge Protection Measures	Windsor Road - Holyport Road to Priors Way	£2,000	Bray	Bray
CD33	Verge Protection Measures	Braywick Road service road - outside petrol station	£1,000	Bray	Bray
CD43	Flood Prevention	Fifield/Oakley Green Area Flood Study - works arising from catchment walkovers	£50,000	Bray	Bray
CD02	LTP Traffic Management	Woodlands Park Road / Woodlands Park Avenue mini-roundabout	£40,000	Hurley and Walthams	Cox Green
CD12	Roads resurfacing - Transport Asset & Safety	Warren Row Road - j/w A4	£13,760	Hurley and Walthams	White Waltham
CD12	Roads resurfacing - Transport Asset & Safety	Choseley Road - j/w Warren Row Rd for 200 m	£16,310	Hurley and Walthams	White Waltham
CD12	Roads resurfacing - Transport Asset & Safety	Knowl Hill Common - spur to FP55	£19,230	Hurley and Walthams	White Waltham
CD12	Roads resurfacing - Transport Asset & Safety	Westley Mill - sections between Howe Lane and Boro Bdy	£8,855	Hurley and Walthams	White Waltham
CD14	Bridge Parapet Improvement Works	Knowl Hill Footbridge Safety Barrier - Replacement of existing damaged safety barrier	£25,000	Hurley and Walthams	Hurley
CD20	Footways Reconditioning	Waltham Road - Church View towards village - Slurry Seal	£1,750	Hurley and Walthams	Hurley
CD27	Cycling	Hurley to Bisham - formalisation of cyclists route along Temple Lane RESERVE SCHEME	£20,000	Hurley and Walthams	Hurley
CD33	Verge Protection Measures	Cockpole Green	£3,000	Hurley and Walthams	Hurley
CD43	Flood Prevention	Walthams Area Flood Study - works arising from catchment walkovers	£50,000	Hurley and Walthams	Waltham St Lawrence
CD73	Replacement Highway Drain - Waltham Rd	Replacement highway drain Waltham Road and Church Hill	£100,000	Hurley and Walthams	White Waltham

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previously approved.

2016/17 - Windsor - Clewer North, Castle Without, Clewer South, Clewer East, Park, Eton Wick, Eton and Castle.

Cost centre	Cost centre description	Scheme description	Cost estimate	Ward	Parish
CD02	LTP Traffic Management	Frances Road traffic calming	£12,000	Castle Without	Non-parish
CD12	Roads resurfacing - Transport Asset & Safety	Frances Road - full length	£73,800	Castle Without	Non-parish
CD12	Roads resurfacing - Transport Asset & Safety	Thames Street - Thames Ave to station	£50,840	Castle Without	Non-parish
CD12	Roads resurfacing - Transport Asset & Safety	Alexandra Road - Grove Rd to Frances Road	£25,200	Castle Without	Non-parish
CD12	Roads resurfacing - Transport Asset & Safety	Kings Road (half width) - Elizabeth Gdns to Frances Rd	£34,980	Castle Without	Non-parish
CD12	Roads resurfacing - Transport Asset & Safety	Lammas Court - full length	£8,500	Castle Without	Non-parish
CD12	Roads resurfacing - Transport Asset & Safety	Goswell Hill - rear of stores	£8,300	Castle Without	Non-parish
CD12	Roads resurfacing - Transport Asset & Safety	Queens Road - full length	£32,140	Castle Without	Non-parish
CD20	Footways Reconditioning	Trinity Place - sections - Clarence Rd to Claremont Rd - Slurry Seal	£3,800	Castle Without	Non-parish
CD23	Local Safety Schemes	Victoria Street / William Street - zebra crossing enhancements	£5,000	Castle Without	Non-parish
CD23	Local Safety Schemes	Central Windsor - 20mph speed limit	£30,000	Castle Without	Non-parish
CD23	Local Safety Schemes	Clarence Road / Alma Road - upgrade signals with pedestrian facilities <i>(Remaining budget to be additional £64k of S106 funding subject to approval)</i>	£25,000	Castle Without	Non-parish
CD31	Thames Street Paving Improvements	Footway improvements	£50,000	Castle Without	Non-parish
CD35	Reducing Congestion & Improving Air Quality	Barry Avenue Crossing, Windsor Upgrade signals MOVA	£40,000	Castle Without	Non-parish
CD35	Reducing Congestion & Improving Air Quality	Arthur Road/Vansittart Road, Windsor Upgrade signals MOVA RESERVE SCHEME(Contribution to overall cost of £80k)	£50,000	Castle Without	Non-parish
CD15	Bridge Strengthening Scheme	B830 Imperial Road Footbridge -structural repairs.	£170,000	Clewer East	Non-parish
CD33	Verge Protection Measures	Bulkeley Avenue Phase 3	£1,500	Clewer East	Non-parish
CD83	Traffic Signal Review Imperial/Clewer Hill Rd		£300,000	Clewer East / Park	Non-parish
CD12	Roads resurfacing - Transport Asset & Safety	Dedworth Road - r/about inc Wolf Lane to j/w Urbis	£25,400	Clewer North	Non-parish
CD12	Roads resurfacing - Transport Asset & Safety	Clarence Road - Parsonage Lane to A332	£16,600	Clewer North	Non-parish
CD12	Roads resurfacing - Transport Asset & Safety	Hanover Way - Hanover Close to No 15/17	£7,325	Clewer North	Non-parish
CD20	Footways Reconditioning	Ruddlesway - adj The Parade development - bitmac overlay	£4,000	Clewer North	Non-parish
CD20	Footways Reconditioning	Rectory Close - Central Island - T/u slabs and soil/seed	£4,200	Clewer North	Non-parish
CD23	Local Safety Schemes	Royal Windsor Way northbound, junction with on-slip from A308	£20,000	Clewer North	Non-parish
CD28	School cycle/scooter parking	Homer First School	£5,000	Clewer North	Non-parish
CD12	Roads resurfacing - Transport Asset & Safety	Clewer Hill Road - Sheepcote Rd to Highfield Rd	£68,050	Clewer South	Non-parish
CD12	Roads resurfacing - Transport Asset & Safety	Keeler Close - full length	£14,075	Clewer South	Non-parish
CD33	Verge Protection Measures	Keepers Farm Close	£1,000	Clewer South	Non-parish
CD13	Bridge Assessments	B825 Elizabeth Bridge - Assessment of a large 3 span reinforced concrete arch structure	£16,000	Eton and Castle	Eton Town Council
CD15	Bridge Strengthening Scheme	Victoria Bridge - Waterproofing system & Bridge Repairs	£80,000	Eton and Castle	Datchet
CD20	Footways Reconditioning	Atherton Court - Across garage forecourts - Bitmac overlay	£1,000	Eton and Castle	Eton Town Council
CD20	Footways Reconditioning	King Edward VII Ave - Sections - Slurry Seal	£4,700	Eton and Castle	Eton Town Council
CD23	Local Safety Schemes	B470 Datchet Road / Farm Yard	£5,000	Eton and Castle	Non-parish
CD27	Cycling	Cycling parking - Windsor & Eton Central station, Eton Wick village hall/library. Bell Lane shops Eton Wick	£5,000	Eton and Castle, Eton Wick	Eton Town Council
CD33	Verge Protection Measures	Somerville Road	£2,500	Eton and Castle	Eton Town Council
CD12	Roads resurfacing - Transport Asset & Safety	Eton Wick Road - Boro Bdy to 61/63	£41,650	Eton Wick	Eton Town Council
CD12	Roads resurfacing - Transport Asset & Safety	Common Road - The Walk to Sheepcote Road	£5,695	Eton Wick	Eton Town Council
CD33	Verge Protection Measures	Eton Wick Road - Service Road	£3,000	Eton Wick	Eton Town Council
CD33	Verge Protection Measures	Boveney New Road	£1,500	Eton Wick	Eton Town Council
CD12	Roads resurfacing - Transport Asset & Safety	Bolton crescent, Windsor	£50,000	Park	Non-parish
CD12	Roads resurfacing - Transport Asset & Safety	St Leonards Road - j/w Bolton Road	£17,070	Park	Non-parish
CD27	Cycling	NCN422 Ascot to Windsor Cycle Route planning application & environmental impact assesment	£25,000	Park	Non-parish

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previously approved.

2016/17 - Rural Windsor - Old Windsor, Datchet, Wraysbury and Horton.

Cost centre	Cost centre description	Scheme description	Cost estimate	Ward	Parish
CD15	Bridge Strengthening Scheme	Victoria Bridge - Waterproofing system & Bridge Repairs	£80,000	Datchet	Datchet
CD20	Footways Reconditioning	Slough Road - Sections Castle Ave to Queens Road - Lift kerbs and bitmac	£6,000	Datchet	Datchet
CD21	Footways - Construction of New Footways	Montagu Road - junction Elm Croft New Footway Link	£6,000	Datchet	Datchet
CD33	Verge Protection Measures	London Road, Datchet	£1,500	Datchet	Datchet
CD33	Verge Protection Measures	Montrose Way	£2,500	Datchet	Datchet
CD12	Roads resurfacing - Transport Asset & Safety	Feathers Lane - B376 to Hythe End Road	£5,760	Horton and Wraysbury	Horton
CD22	Safer Routes to Schools	Wraysbury Primary	£44,000	Horton and Wraysbury	Wraysbury
CD27	Cycling	Wraysbury to Hythe End Cycle Route (part funded from Safer Routes To Schools budget)	£40,000	Horton and Wraysbury	Wraysbury
CD12	Roads resurfacing - Transport Asset & Safety	Datchet Road - farm shop bend to A308 r/about	£25,145	Old Windsor	Old Windsor
CD12	Roads resurfacing - Transport Asset & Safety	Warrington Spur - full length	£10,200	Old Windsor	Old Windsor
CD12	Roads resurfacing - Transport Asset & Safety	Harwood Gardens - full length	£29,085	Old Windsor	Old Windsor
CD12	Roads resurfacing - Transport Asset & Safety	Crimp Hill - sections between Cemetery and Boro Bdy	£23,500	Old Windsor	Old Windsor
CD20	Footways Reconditioning	Crimp Hill - Bear Rails Pk to St Peters School - Slurry Seal	£2,900	Old Windsor	Old Windsor
CD20	Footways Reconditioning	Straight Road - j/w Priest Hill - Bitmac overlay/kerbing	£2,700	Old Windsor	Old Windsor
37 CD27	Cycling	Upgrade cycle contra-flow between St Luke's Road and Albany Road. Old Windsor RESERVE SCHEME	£15,000	Old Windsor	Old Windsor
CD28	Cycling	Cycle parking Old Windsor - St Luke's Road and Straight Road shops RESERVE SCHEME	£2,500	Old Windsor	Old Windsor
CD33	Verge Protection Measures	Straight Road	£1,000	Old Windsor	Old Windsor

2016/17 - BOROUGHWIDE

Cost centre	Cost centre description	Scheme description	Cost estimate	Wards
CD01	LTP feasibility studies, investigation and scheme development	Schemes/junctions feasibility, allocated as potential schemes arise, for implementation in 2017-18	£30,000	Boroughwide
CD02	LTP Traffic Management	Minor schemes in response to issues raised during the year.	£30,000	Boroughwide
CD07	Road Markings Safety Programme	Lining upgrade and refurbishment	£20,000	Boroughwide
CD07	Road Markings Safety Programme	School markings upgrade and refurbishment	£10,000	Boroughwide
CD07	Road Markings Safety Programme	Traffic Management upgrades to tie in with surfacing programme	£10,000	Boroughwide
CD07	Road Markings Safety Programme	Safety surface upgrade and refurbishment	£20,000	Boroughwide
CD07	Road Markings Safety Programme	Roundabout and junction lining schemes	£15,000	Boroughwide
CD07	Road Markings Safety Programme	Traffic signal stop lines	£5,000	Boroughwide
CD07	Road Markings Safety Programme	Zebra crossing marking replacement	£5,000	Boroughwide
CD11	Roads resurfacing	Minor Works	£50,000	Boroughwide
CD13	Bridge Assessments	Various Bridges - Superficial assessments	£11,000	Boroughwide
CD14	Bridge Parapet Improvement Works	Painting of Parapets - Various	£30,000	Boroughwide
CD14	Bridge Parapet Improvement Works	Parapet Repairs - Various Structures	£50,000	Boroughwide
CD17	Replacement Street Lighting	Accident replacement, planned renewals, lantern replacement, structural failing columns	£180,000	Boroughwide
CD18	Highway Drainage Schemes	Minor highway drainage schemes - to be identified	£50,000	Boroughwide
CD18	Highway Drainage Schemes	Reactive works programme - ditch clearance, jetting, drain clearance	£25,000	Boroughwide
CD18	Highway Drainage Schemes	Highway drainage Improvements - to be identified	£75,000	Boroughwide
CD21	Footways - Construction of New Footways	Footway improvement schemes	£8,500	Boroughwide
CD21	Footways - Construction of New Footways	Disability Improvements	£15,000	Boroughwide
CD24	Rights of Way	See Milestones Statement - Rights Of Way Panel 10 March 2016	£40,000	Boroughwide
CD25	Public Rights of Way - Bridge Repairs	See Milestones Statement - Rights Of Way Panel 10 March 2016	£20,000	Boroughwide
CD33	Verge Protection Measures	Minor sites	£5,000	Boroughwide
CD34	Winter Service Community Facilities		£100,000	Boroughwide
CD36	Reducing Street Clutter	Removal of clutter and sites identified in year	£13,200	Boroughwide
CD39	Decriminalised Parking Enforcement Review	Boroughwide	£40,000	Boroughwide
CD74	Footway Assessments	Borough wide Assessments	£15,000	Boroughwide
CD75	Bus Stop Accessibility	Accessibility improvements	£75,000	Boroughwide
CD76	Bus Stop Waiting Areas	Improvements to waiting areas - shelters, kerbs etc	£50,000	Boroughwide
CD77	Real-time Bus Information Improvements	Manifesto commitment to deliver 45 real time information panels	£189,000	Boroughwide
CD82	ITS Maintenance & Renewal	Intelligent Traffic Systems eg traffic signal controls, variable message signage etc	£50,000	Boroughwide

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previously approved.

INDICATIVE HIGHWAYS & TRANSPORT CAPITAL PROGRAMME 2017-2019

Cost Centre	Programme Title	Approved Budget 2016-17	Indicative Budget 2017-18	Indicative Budget 2018-19	Draft schemes 2017-18	Draft schemes 2018-19
CD01	LTP Feasibility Studies/Investigation	£30,000	£30,000	£30,000	Schemes/junctions feasibility for implementation 2017-18, 2018-19	
CD02	LTP Traffic Management	£100,000	£100,000	£100,000	Schemes to be identified from issues raised throughout 2016-17	Schemes to be identified from issues raised throughout 2017-18
CD07	Road Marking Safety Programme	85000	85000	85000	Lining upgrade and refurbishment Safety surface upgrade and refurbishment School markings upgrade e.g upgrading and replacement of existing zig-zag signing and lining Traffic signal stop line Zebra crossing marking replacement Traffic Management upgrades to tie in with surfacing programme Safety surface upgrade and refurbishment Roundabout and junction lining schemes	
CD11	Roads Resurfacing	£50,000	£50,000	£50,000	See Appendix B area lists 2017-19	
CD12	Roads Resurfacing-Transport Asset & Safety	£1,600,000	£1,600,000	£1,600,000		
CD13	Bridge Assessments	£50,000	£50,000	£50,000	See Appendix B area lists 2017-19. Further schemes to be developed and prioritised.	
CD14	Bridge Parapet Improvement Works	£150,000	£150,000	£150,000		
CD15	Bridge Strengthening Scheme	£250,000	£250,000	£250,000		
CD16	Traffic Signal Review	£300,000	£300,000	£300,000	Continue to review and reduce unnecessary traffic lights - schemes to be identified subject to feasibility & consultation	
CD17	Replacement Street Lighting	£180,000	£180,000	£180,000	Accident replacement/maintenance Planned renewals Lantern replacement Structural failing columns	
CD18	Highway Drainage Schemes	£150,000	£150,000	£150,000	Major, minor and reactive drainage works to be identified	
CD20	Footway Reconditioning	£104,000	£104,000	£104,000	See Appendix B area lists 2016-18. Further sites to be assessed and prioritised.	
CD21	Footway Construction -New Footways	£50,000	£100,000	£100,000	Further priorities to be developed in response to issues raised by residents and ward members	
CD22	Safer Routes to School	£50,000	£100,000	£100,000	Schemes to be identified from school travel plans and requests	
CD23	Local Safety Schemes	£125,000	£125,000	£125,000	Schemes to be identified from accident records and road safety concerns	
CD24	Rights of Way	£40,000	£40,000	£40,000	Identified in PROW annual Milestones Statement	
CD25	Public Rights of Way - Bridge Repairs	£20,000	£20,000	£20,000	Identified in PROW annual Milestones Statement	
CD27	Cycling capital programme	£70,000	£75,000	£75,000	Priorities to be identified from borough-wide Cycling Strategy and discussion with Cycle Forum	
CD28	School Cycle/Scooter Parking	£50,000	£25,000	£25,000	Further schemes in response to school requests	
CD29	Windsor to Ascot Cycle Route	£50,000	£150,000	£150,000	Funding secured from the LEP. Phased implementation subject to detailed design and consultation.	
CD32	Verge Parking Measures	£0	£50,000	£50,000	See Appendix B area lists 2017-19. Further schemes to be identified and prioritised.	
CD33	Verge Protection Measures	£50,000	£50,000	£50,000		
CD34	Winter Service Community Facilities	£100,000	£100,000	£100,000		
CD35	Reducing Congestion & Improving Air Quality	£50,000	£50,000	£50,000	Upgrade signals with SCOOT and MOVA technology to reduce delays and increase capacity	
CD36	Reducing Street Clutter	£40,000	£40,000	£40,000	Continue to reduce clutter alongside capital schemes and in targeted areas	
CD37	Car Park Improvements	£45,000	£45,000	£45,000	Reactive work throughout the borough as and when needed	
CD39	Decriminalised Parking Enforcement Review	£40,000	£75,000	£75,000		
CD43	Flood Prevention	£150,000	£150,000	£150,000	Priorities to be identified from Area Studies and in partnership with Environment Agency	

CD74	Footway Assessments	£15,000	£15,000	£15,000	
CD75	Bus Stop Accessibility	£75,000	£30,000	£30,000	Annual programmes to upgrade bus stops
CD76	Bus Stop Waiting Areas	£50,000	£50,000	£50,000	Annual programmes to upgrade bus stops
CD77	Real-time Bus Information Improvements	£189,000	£50,000	£20,000	
CD82	ITS Maintenance & Renewal	£50,000	£50,000	£50,000	Intelligent traffic systems , schemes to be identified and prioritised.

INDICATIVE HIGHWAYS & TRANSPORT CAPITAL PROGRAMME 2017-19 - ASCOT AND THE SUNNINGS

ASCOT & CHEAPSIDE

Programme Title	Scheme	Details	Parish	2017-19 Estimate
INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12) - SITES TO BE ASSESSED	KENNEL CLOSE		SUNNINGHILL & ASCOT	
	ANCASTER DRIVE		SUNNINGHILL & ASCOT	
	WATERSPLASH LANE		SUNNINGHILL & ASCOT	
	CHEAPSIDE ROAD		SUNNINGHILL & ASCOT	
	LONDON ROAD A329 W'field Rd- Sun'hill R		SUNNINGHILL & ASCOT	
	KINGS RIDE		SUNNINGHILL & ASCOT	
	Winkfield Road	High Street to New Mile Road	SUNNINGHILL & ASCOT	
	Windsor Road	London Road to Burleigh Road	SUNNINGHILL & ASCOT	
INDICATIVE FOOTWAY PROGRAMME 2017-19 (CD20)	Coronation Road	Fence line outside St Marys School	SUNNINGHILL & ASCOT	
INDICATIVE BRIDGES PROGRAMME 2017-19 (CD13, CD14,CD15)	B196 Blacknest Bridge	Bridge strengthening - Brickwork repair and strengthening of weak footways	SUNNINGHILL & ASCOT	£25,000

SUNNINGDALE

Programme Title	Scheme	Details	Parish	2017-19 Estimate
INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12)	Chanctonbury Drive	Class D road	Sunningdale	
	Coworth Road	Class D road	Sunningdale	
	BEECH HILL ROAD		Sunningdale	
	Chobham Road	south of railway	Sunningdale	
INDICATIVE FOOTWAY PROGRAMME 2017-19 (CD20)	Dry Arch Road		Sunningdale	
	Park Crescent		Sunningdale	
	London Road A30		Sunningdale	
INDICATIVE VERGE PARKING/PROTECTION 2017-19 (CD32/CD33)	Coworth Close	Verge reinforcement/overrides	Sunningdale	
INDICATIVE BRIDGES PROGRAMME 2017-19 (CD13, CD14,CD15)	B422 Dale Road (Charters Road)	Assessment of small span brick arch structure	Sunningdale	£4,500

SUNNINGHILL & SOUTH ASCOT

Programme Title	Scheme	Details	Parish	2017-19 Estimate
INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12)	Elizabeth Gardens	Class D road	Sunninghill & Ascot	
	Kingswick Close	Class D road	Sunninghill & Ascot	
	Llanvair Close - Llanvair Drive to No21	Class D road	Sunninghill & Ascot	
	FRANCIS CHICHESTER CLOSE		Sunninghill & Ascot	
	CARROLL CRESCENT		Sunninghill & Ascot	
	BROCKENHURST ROAD		Sunninghill & Ascot	
	Kings Road/Rise Road	Sections	Sunninghill & Ascot	
INDICATIVE FOOTWAY PROGRAMME 2017-19 (CD20)	Cromwell Road		Sunninghill & Ascot	
	Coronation Road		Sunninghill & Ascot	

Notes:

INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12)	Note - this is a working list, subject to change, which has been generated through technical assessments, Member and resident requests. Some sites have been assessed in detail, others are to be assessed. Upon completion of this exercise for the full list, treatment types and individual costs will be allocated
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FURZE PLATT

Programme Title	Scheme	Details	Parish	2017-19 Estimate
INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12) - SITES TO BE ASSESSED	Linden Avenue - Camden Road to Courthouse Rd	Class D road		
	Briar Dene	Class D road		
	Camden Road	Class D road		
	Cannon Court Road - The Chase to Switchback Rd Sth	Class D road		
	Cannon Court Road - Switchback Rd E to The Chase			
	Hemsdale	Class D road		
	Hungerford Drive - Burcot Gardens to end	Class D road		
	Malvern Road	Class D road		
	Switchback Road South - Gardner Rd to Fawley Close	Class D road		
	Sylvester Road	Class D road		
	Oaken Grove	Class D road		
	ST PETERS ROAD			
	MOSSY VALE			
INDICATIVE FOOTWAY PROGRAMME 2017-19 (CD20)	Oaken Grove			
	F/w Briar Dene to Ostler Gate			
	Gwendale			
INDICATIVE VERGE PARKING/PROTECTION 2017-19 (CD32/CD33)	Furze Road	Verge remedials		

MAIDENHEAD RIVERSIDE

Programme Title	Scheme	Details	Parish	2017-19 Estimate
INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12) - SITES TO BE ASSESSED	Boulters Lane	Class D road		
	Grovesnor Drive	Class D road		
	Sheephouse Rd	Class D road		
	FW MAIDENHEAD COURT PARK TO OAKHURST			
	SHEEPHOUSE ROAD			
	RAY MILL ROAD EAST			
INDICATIVE BRIDGES PROGRAMME 2017-19 (CD13, CD14,CD15)	B1227 Ray Mill Road West	Bridge Assessment		£8,000
INDICATIVE VERGE PARKING/PROTECTION 2017-19 (CD32/CD33)	Ray Park Road	Verge Protection		

OLDFIELD

Programme Title	Scheme	Details	Parish	2017-19 Estimate
INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12) - SITES TO BE ASSESSED	Cotswold Close	Class D road		
	Langdale Close	Class D road		
	Braywick Road/Stafferton Way roundabout	Section		
INDICATIVE VERGE PARKING/PROTECTION 2017-19 (CD32/CD33)	Langdale Close	Verge Protection		

PINKNEYS GREEN

Programme Title	Scheme	Details	Parish	2017-19 Estimate
INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12) - SITES TO BE ASSESSED	Farm Road - From Pinkneys Road for 127 metres	Class D road		
	Halifax Way	Class D road		
	Headington Road - Farm Road to Compton Drive	Class D road		
	St Margarets Road	Class D road		
	Courthouse Road - Penyston Road to A4	Class D road		
	Pinkneys Drive	Lee Lane to Lime Walk		
	Oaken Grove	Class D road		
	MARLOW ROAD			
MALDERS LANE				
INDICATIVE VERGE PARKING/PROTECTION 2017-19 (CD32/CD33)	Farm Road / Highway Avenue	Verge Protection		

Notes:

INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12)	Note - this is a working list, subject to change, which has been generated through technical assessments, Member and resident requests. Some sites have been assessed in detail, others are to be assessed. Upon completion of this exercise for the full list, treatment types and individual costs will be allocated
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INDICATIVE HIGHWAYS & TRANSPORT CAPITAL PROGRAMME 2016-18 - MAIDENHEAD RURAL

BISHAM & COOKHAM

Programme Title	Scheme	Details	Parish	2017-19 Estimate	
INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12)	Church Road, Cookham Dean - Spring Lane to Bigfrith Lane	Class C Road	Cookham		
	Bass Mead	Class D Road	Cookham		
	New Road	Class D Road	Cookham		
	BRADENHAM LANE		BISHAM		
	TEMPLE LANE		BISHAM		
	Bisham under the Wood - Byway BISH/10		BISHAM		
	STONE HOUSE LANE		Cookham		
	SUTTON ROAD		Cookham		
	TERRYS LANE		Cookham		
	WINTER HILL ROAD (reserve 2016-17)	Choke Ln to Grubwood Lane inc Hockett Lane (part)	BISHAM		
	HOCKETT LANE		BISHAM		
	MALDERS LANE		Cookham		
	Whyteladyes Lane	Sections	Cookham		
	Dean Lane	Kings Lane to Warners Hill	Cookham		
	INDICATIVE FOOTWAY PROGRAMME 2017-19 (CD20)	Southwood Road		Cookham	
		Pearce Drive		Cookham	
Long Lane			Cookham		
High Street, Cookham			Cookham		
Southwood Gardens			Cookham		
Sutton Road			Cookham		

45 BRAY

Programme Title	Scheme	Details	Parish	2017-19 Estimate
INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12)	Lynden Close	Class D Road	Bray	
	The Rushes	Class D Road	Bray	
	Westbrook - inc. Tithe Barn Drive Nos 103-117	Class D Road	Bray	
	MONKEY ISLAND LANE		Bray	
	STOMPITS ROAD	Stroud Farm Rd to Lynden Close	Bray	
INDICATIVE FOOTWAY PROGRAMME 2017-19 (CD20)	The Bingham		Bray	

HURLEY & WALTHAMS

Programme Title	Scheme	Details	Parish	2017-19 Estimate
INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12) - SITES TO BE ASSESSED	Bath Road - Burchetts Green R/about to Westacott	Class A Road	Hurley	
	Woodlands Park Rd - Cannon Lane to Woodlands Pk Ave	Class C Road	White Waltham	
	Baileys Lane	Class D Road	Waltham St Lawrence	
	SHEPHERDS LANE		HURLEY	
	BOTTLE LANE		SHOTTESBROOK	
	BROOK LANE		WALTHAM ST LAWRENCE	
	BAILEYS LANE		WALTHAM ST LAWRENCE	
	SCHOOL ROAD		WALTHAM ST LAWRENCE	
	WESTLEY MILL		White Waltham	
	CORONATION ROAD		HURLEY	
	HURST LANE		SHOTTESBROOK/WHITE WALTHAM	
	BROADMOOR ROAD		SHOTTESBROOK	
	BEENHAMS HEATH		WALTHAM ST LAWRENCE	
	SHURLOCK ROAD, SHURLOCK ROW		WALTHAM ST LAWRENCE	
	THE STRAIGHT MILE		WALTHAM ST LAWRENCE	
	BATH ROAD - KNOWL HILL		HURLEY	
	BOTTLE LANE		HURLEY	
	High Street, Hurley	Sections	HURLEY	
	HENLEY ROAD, HURLEY		HURLEY	

Notes:

INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12)	Note - this is a working list, subject to change, which has been generated through technical assessments, Member and resident requests. Some sites have been assessed in detail, others are to be assessed. Upon completion of this exercise for the full list, treatment types and individual costs will be allocated
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INDICATIVE HIGHWAYS & TRANSPORT CAPITAL PROGRAMME 2017-19 - WINDSOR & ETON

CASTLE WITHOUT

Programme Title	Scheme	Details	Parish	2017-19 Estimate
INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12) - SITES TO BE ASSESSED	Osborne Road - Frances Road to Kings Road Jnct	Class A Road		
	Beaumont Road	Class D Road		
	Helena Road	Class D Road		
	THAMES AVENUE			
	CLARENCE ROAD			
	Alma Road	Sections		
	Vansittart Rd	Sections		
INDICATIVE FOOTWAY PROGRAMME 2017-19 (CD20)	Helena Road			
	Arthur Road	northside		

CLEWER EAST

Programme Title	Scheme	Details	Parish	2017-19 Estimate
INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12)	Cranbourne Avenue	Class D Road		
	Kenton Lane	Class D Road		
	Springfield Road - No97 to Alma Road	Class D Road		
	Dedworth Road	Section		
	Ellison Close	Class D Road		
INDICATIVE FOOTWAY PROGRAMME 2017-19 (CD20)	Clewer Avenue			
	Springfield Close			
	York Ave			
INDICATIVE VERGE PARKING/PROTECTION 2017-19 (CD32/CD33)	Dyson Close	Verge protection		

CLEWER NORTH

Programme Title	Scheme	Details	Parish	2017-19 Estimate
INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12)	Ruddlesway	Class D Road		
	Shirley Avenue	Class D Road		
	Maidenhead Road	Section		
	Smiths Lane	Dedworth Road to Mansell Close		
	Hanover Way	Section		
INDICATIVE FOOTWAY PROGRAMME 2017-19 (CD20)	Hanover Close			
	Clewer Park			
	Haslemere Road			
	Orchard ave			

CLEWER SOUTH

Programme Title	Scheme	Details	Parish	2017-19 Estimate
INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12)	Park Corner	Class D Road		
	Camm Avenue			
	Wolf Lane - Fosters Ave to Washington Drive	Class D Road		
INDICATIVE FOOTWAY PROGRAMME 2017-19 (CD20)	Priors Road			
	Poolmans Road			
INDICATIVE VERGE PARKING/PROTECTION 2017-19 (CD32/CD33)	Burnham Close	Verge protection		

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ETON & CASTLE

Programme Title	Scheme	Details	Parish	2017-19 Estimate
INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12)	Eton High Street	Sections	Eton	
	King Edward VII Ave	Sections		
INDICATIVE BRIDGES PROGRAMME 2017-19 (CD13, CD14,CD15)	B825 Elizabeth Bridge	Bridge Assessments	Eton	£16,000
	B866 Cuckoo Weir	Bridge Assessments	Eton	£14,000
	B867 Thames Flood Arches	Bridge Assessments		£15,000
	B871 Chalvey Ditch East	Bridge Assessments	Eton	£10,000
	B825 Elizabeth Bridge	Bridge strengthening - Concrete repair and pump installation	Eton	£60,000
	B897 Beggars (Slough Road)	Assessment of a pre-stressed reinforced concrete beam structure	Eton	£10,000
	B870 Intersection Bridge	Expansion joint repair	Eton	£10,000

ETON WICK

Programme Title	Scheme	Details	Parish	2017-19 Estimate
INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12)	Alma Road	Class D Road	Eton	
	Eton Wick Rd	Sections	Eton	
	Eton Wick Road (Service Road)	Class D Road	Eton	
	Haywards Mead	Class D Road	Eton	
	Inkerman Road	Class D Road	Eton	
	Princes Close	Class D Road	Eton	
INDICATIVE FOOTWAY PROGRAMME 2017-19 (CD20)	Eton Wick Road		Eton	
INDICATIVE BRIDGES PROGRAMME 2017-19 (CD13, CD14,CD15)	B866 Cuckoo Weir	Bridge Assessments	Eton	£14,000
	B867 Thames Flood Arches	Bridge Assessments	Eton	£15,000
	B871 Chalvey Ditch East	Bridge Assessments	Eton	£10,000
	B825 Elizabeth Bridge	Bridge strengthening - Concrete repair and pump installation	Eton	£60,000
	B870 Intersection Bridge	Expansion joint repair	Eton	£10,000
INDICATIVE VERGE PARKING/PROTECTION 2017-19 (CD32/CD33)	Somerville Road	Verge protection	Eton	

PARK

Programme Title	Scheme	Details	Parish	2017-19 Estimate
INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12)	Ellison Close	Class D Road		
	Bolton Crescent	Class D Road		
	Perrycroft	Class D Road		
	Rycroft	Class D Road		
	Rydings	Class D Road		
INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12) - SITES TO BE ASSESSED	BOLTON ROAD			
INDICATIVE FOOTWAY PROGRAMME 2017-19 (CD20)	Bryer Place			
	Stroud Close			
	Chesnut Drive			

Notes:

INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12)	Note - this is a working list, subject to change, which has been generated through technical assessments, Member and resident requests. Some sites have been assessed in detail, others are to be assessed. Upon completion of this exercise for the full list, treatment types and individual costs will be allocated
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INDICATIVE HIGHWAYS & TRANSPORT CAPITAL PROGRAMME 2017-19 - WINDSOR RURAL

DATCHET

Programme Title	Scheme	Details	Parish	2017-19 Estimate
INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12)	Ditton Road	Class B Road	Datchet	
	Horton Road - London Rd to Green Lane	Class B Road	Datchet	
	Penn Road	Class D Road	Datchet	
	Eton Road	Sections	Datchet	
INDICATIVE VERGE PARKING/PROTECTION 2017-19 (CD32/CD33)	Horton Rd	Override/verge protection	Datchet	
	Southlea Road		Datchet	

HORTON & WRAYSBURY

Programme Title	Scheme	Details	Parish	2017-19 Estimate
INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12)	Park Lane, Horton	Class D Road	Horton	
	Horton Road	Sections	Horton	
INDICATIVE BRIDGES PROGRAMME 2017-19 (CD13, CD14,CD15)	B884 Hythe End		Wraysbury	10000
INDICATIVE FOOTWAY PROGRAMME 2017-19 (CD20)	Coppermill Road	No 119 to 229	Horton	

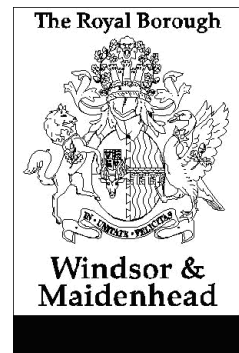
OLD WINDSOR

Programme Title	Scheme	Details	Parish	2017-19 Estimate
INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12)	Harwood Gardens	Class D Road	Old Windsor	
	St Andrews Close	Class D Road	Old Windsor	
	ST ANDREWS CLOSE		Old Windsor	
	BURFIELD ROAD	Sections	Old Windsor	
	Crimp Hill	approach to St Lukes Road	Old Windsor	

Notes:

INDICATIVE ROAD RESURFACING 2017-19 (CD11/CD12)	Note - this is a working list, subject to change, which has been generated through technical assessments, Member and resident requests. Some sites have been assessed in detail, others are to be assessed. Upon completion of this exercise for the full list, treatment types and individual costs will be allocated
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Report for: ACTION



Contains Confidential or Exempt Information	NO – Part 1
Title	Holyport College – Safe Routes to School (Petition)
Responsible Officer(s)	Simon Fletcher - Strategic Director of Operations
Contact officer, job title and phone number	Ben Smith - Head of Highways & Transport (01628) 796147
Member reporting	Councillor P Bicknell , Lead Member for Highways & Transport
For Consideration By	Cabinet
Date to be Considered	30 June 2016
Implementation Date if Not Called In	June 2016
Affected Wards	Bray

REPORT SUMMARY

1. This report responds to the petition presented to Council on 15th December 2015, requesting that RBWM create a safe route to school for children that live within a mile of Holyport College. The report presents a review into possible routes and a recommended way forward.
2. Due to the difficulty in identifying continuous routes that are likely to be acceptable; deliverable and affordable from all areas to Holyport College, a phased approach is recommended, whereby the route along the Ascot Road (linking Holyport Green with the school) be subject to consultation on the scheme detail and be delivered (subject to the favourable consultation results). Links to other areas could be progressed at a later stage if issues can be overcome.
3. The financial implications of the recommended way forward are estimated at £140k. Developer funding of approximately £85k could be released subject to Holyport College and the Royal Borough agreeing to vary the original S.106 agreement

If recommendations are adopted, how will residents benefit?	
Benefits to residents and reasons why they will benefit	Dates by which residents can expect to notice a difference
1. Pupils living within one mile of Holyport College would be able to walk or cycle to the college unaccompanied.	Following completion of any scheme.

1. DETAILS OF RECOMMENDATIONS

RECOMMENDATION: That:

- i. The new footway link along Ascot Road (between Holyport Green and Holyport College) forms the basis of consultation on the recommended scheme detail with residents, Members; Bray Parish Council and Holyport College**
- ii. Subject to the outcome of the consultation, the new footway link be delivered at the earliest opportunity**
- iii. The approved capital programme 2016/17 be increased by £140,000 to deliver this project (Note: a contribution secured from Holyport College of £83,000 is available to part fund the scheme)**

2. REASON FOR RECOMMENDATION(S) AND OPTIONS CONSIDERED

- 2.1 An e-petition containing 552 signatories, accompanied by a paper petition containing over 500 signatures, was submitted to the council on 1 November 2015. The petition reads... *'We the undersigned petition The Royal Borough of Windsor and Maidenhead to create a safe route to school for children that live within a mile of Holyport College'*
- 2.2 The petition was debated at Council on 15th December where it was resolved that:
 - i) The council notes the petition, and recognises the need to create and maintain safe routes to school
 - ii) The council notes that approximately £80,000 of highways developer contribution funding awaits a suitable scheme
 - iii) The council recommends that a report be brought to Cabinet in spring 2016 with potential options to utilise the funding and address the issues raised by the petition, including a full consultation process.
- 2.3 There are a number of positive reasons for considering the implementation of Safer Routes to school initiatives, including encouraging walking and cycling, which have both health and independence benefits for pupils as well as reduced congestion on routes around schools.
- 2.4 Due to the rural location of Holyport College, the number of residential properties within one mile of the college would mean that there is likely to be a limited number of pupils who would benefit from the introduction of any new routes.

- 2.5 Options for safe routes from Holyport village to Holyport College have been investigated – including a route following the A330 Ascot Road and others avoiding the A330 Ascot Road as far as possible. Options for routes from Forest Green Road, Sturt Green, Paley Street and Touchen End have also been investigated. These options are detailed in Appendix B.
- 2.6 Each route has been considered with respect to deliverability; affordability and the likely levels of use. On this basis it is recommended that a phased approach be adopted with the route along the A330 Ascot Road developed for consultation on the scheme detail and implemented (subject to the outcome of the consultation).
- 2.7 The demand for the other routes is likely to be lower and may be considered at a future date dependant upon potential demand and deliverability.

Option	Comments
Conclude that it would not be feasible or cost-effective to introduce safe routes to Holyport College.	This would not respond positively to the petition but is a realistic assessment of the situation on roads in the immediate vicinity of the College.
Develop the safe walking routes on a phased basis; prioritise the route along the A330 Ascot Road for consultation on the detailed scheme design and implementation	This option is recommended as it positively responds to the petition and is likely to attract the greatest demand, thereby delivering the most benefit
Develop, consult and implement alternative safe walking routes to Holyport College	The recommended way forward offers a positive response to the petition which is deliverable and is likely to encourage greater use than other routes

3. KEY IMPLICATIONS

Defined Outcomes	Unmet	Met	Exceeded	Significantly Exceeded	Date they should be delivered by
Weekly increase in pupils walking to Holyport College	No increase in numbers	10%	11 – 20%	More than 20%	January 2017
New footway installed	1 st January 2017 onwards	31 st December 2016	30 th November 2016	31 st October 2016	31 st December 2016

Note: baseline to be established through School Travel Plan survey

4. FINANCIAL DETAILS

Financial impact on the budget

- 4.1 The LTP Feasibility Studies budget for 2016-17 is available to fund the detailed consultation into the A330 route.

There is no capital funding approved to implement the recommended scheme (post implementation)

- 4.2 The legal agreement with Holyport College provides for a contribution of £83,245 towards a junction improvement scheme at the A330 Ascot Road/B3024 Forest Green Road once it can be demonstrated that there has been a 20% increase in traffic on the A330 Ascot Road.

However, the College have indicated that they would be prepared to vary the agreement in order to release the funding sooner rather than later and in order to fund other agreed improvements, including the new footway along the A330.

The estimated cost of implementing the recommended new section of footway is £140,000.

£83,000 could be funded from the contribution from Holyport College with the residual funding of £57,000 funded corporately.

	2016/17	2017/18	2018/19
	Revenue £'000	Revenue £'000	Revenue £'000
Addition	£0	£0	£0
Reduction	£0	£0	£0

	2016/17	2017/18	2018/19
	Capital £'000	Capital £'000	Capital £'000
Addition	£140	£0	£0
Reduction	£0	£0	£0

5. LEGAL IMPLICATIONS

- 5.1 The recommended improvements will be delivered in accordance with legislation and applicable guidance issued by the Department for Transport (DfT).
- 5.2 Any physical changes to the road layout would be subject to a road safety audit process.
- 5.3 The Council is empowered to create footpaths under the provisions of Part III of the *Highways Act 1980*. This Part enables the creation of footpaths either by agreement or compulsorily, where an authority is satisfied that it is necessary:

- having regard to the extent to which the path or way would add to the convenience or enjoyment of a substantial section of the public/persons resident in the area, and
- having regard to the effect which the creation of the path would have on the rights of persons interested in the land.

6. VALUE FOR MONEY

- 6.1 If the recommended actions are endorsed this would result in delivering improvements identified in response to the consultation results, thereby offering value for money for residents by allocating funding in response to the main consultation feedback.
- 6.2 Works would be carried out by term contractors appointed under competitive tendering processes, ensuring value for money.
- 6.3 The introduction of additional highways infrastructure in a rural setting would represent an increase in future maintenance costs.

7. SUSTAINABILITY IMPACT APPRAISAL

- 7.1 The introduction of safe routes for pupils living within one mile of Holyport College would promote sustainable transport modes and has the potential to reduce the number of car-borne trips.

8. RISK MANAGEMENT

Risks	Uncontrolled Risk	Controls	Controlled Risk
It is not possible to identify schemes that meet the criteria of a 'safe' route	High	Schemes will only be put forward once further detailed design work has been completed	Medium
Schemes are not supported by key stakeholders and the local community	Medium	Any schemes will be subject to consultation	Low
Schemes are not effective at encouraging pupils to walk or cycle to Holyport College	High	Any schemes will be subject to further design and consultation in order to develop effective options	Medium

9. LINKS TO STRATEGIC OBJECTIVES

9.1 The recommended option would be in line with all the four of the council's strategic priorities: Residents First; Value for Money; Delivering Together and Equipping Ourselves for the Future.

9.2 The strongest links are:

Residents First

- Improve the Environment, Economy and Transport

Value for Money

- Deliver Economic Services

Delivering Together

- Deliver Effective Services

10. EQUALITIES, HUMAN RIGHTS AND COMMUNITY COHESION

None

11. STAFFING/WORKFORCE AND ACCOMMODATION IMPLICATIONS

None

12. PROPERTY AND ASSETS

12.1 The recommended actions would result in alterations to highway assets. Depending upon the option taken forward, this could involve works both on and off of the public highway.

13. ANY OTHER IMPLICATIONS

None

14. CONSULTATION

14.1 It is proposed to undertake a consultation with residents; Bray Parish Council; Members and Holyport College.

14.2 This report will be considered by the Highways, Transport and Environment Overview & Scrutiny Panel with comments circulated and published for consideration.

15. TIMETABLE FOR IMPLEMENTATION

Date	Details
July - September 2016	Undertake consultation

Date	Details
September – October 2016	Detailed design / commissioning
November – December 2016	Construction

16. APPENDICES

Appendix A – Site Location plan
Appendix B – Detailed Route Information

17. BACKGROUND INFORMATION

- 17.1 Holyport College is located on the A330 Ascot Road, which provides the main route for traffic between Maidenhead, M4 Junction 8/9 and destinations to the south of the Borough. The road immediately outside of the College is below 6.0m wide and carries approximately 15000 vehicles per day, with around 1350 vehicles in the AM peak and 1500 vehicles in the PM peak.
- 17.2 The Council has introduced a number of road safety measures in the area in association with the opening of the College. This includes reducing the speed limit on the road from 50mph to 40mph and a 20mph advisory speed limit at pupil pick-up and drop-off times in the immediate vicinity of the College entrance. There are also school warning signs and ‘dragon’s teeth’ markings to encourage drivers to slow in the vicinity of the College.
- 17.3 The Holyport College Travel Plan acknowledges the limited infrastructure to facilitate walking and cycling in the immediate vicinity of the College. The College therefore uses minibuses to provide a shuttle service for pupils from Holyport, Windsor and Maidenhead. As well as ensuring that day pupils arrive safely and punctually, the minibus service sets out to minimise the traffic impact around the site.
- 17.4 The area around Holyport College is predominantly rural. Many of the roads in the area have very limited footway provision. Where footways are available, they are often narrow and are located immediately adjacent to the road, rather than being separated by a verge. Many of the footways are isolated stretches of footway that would require walkers to cross roads where no crossing provision presently exists.
- 17.5 There is limited land available adjacent to the highway to construct new sections of footways in order to provide continuous links to Holyport College. In some instances the only option would be to acquire land from adjoining properties in order to provide new sections of footway. Also, there are sections of drainage ditch in close proximity to roads which would require piping in order to provide space to construct new footways. The drainage and flooding implications of piping existing drainage ditches would require detailed technical assessments in order to establish the feasibility/viability of such proposals.
- 17.6 Although there are a number of footways and bridleways in the area, it is not possible to identify a fully off-road continuous route similar to the Greenway in Maidenhead that would provide an alternative to using the A330 Holyport Road.

17.7 As with most rural areas, all of the roads around Holyport College are presently unlit. There are therefore likely to be concerns about issues of personal security about pupils walking or cycling to the college unaccompanied by parents. In addition, a number of the routes are relatively secluded, which is also likely to raise issues about personal safety. Therefore, even if a continuous path were to be provided, many parents may question whether such routes could be considered to be 'safe', which is likely to limit the potential use of such routes.

17.8 In conclusion, the initial study into safe routes to Holyport College from Holyport village and other areas has identified a number of as yet unresolved issues with the routes identified. Whilst further work may be able to minimise the number and extent of these issues, fundamental issues of personal security and personal safety are likely to limit the attractiveness of such routes to provide a 'safe' route for pupils walking or cycling to Holyport College.

A detailed review of each route into Holyport College has been undertaken which is set out in Appendix B:

18. CONSULTATION (MANDATORY)

Name of consultee	Post held and Department	Date sent	Date received	See comments in paragraph:
Internal				
Cllr Bicknell	Lead Member for Highways and Transport	31/05/16	01/06/16	Report approved
Simon Fletcher	Strategic Director Operations and Customer Services	31/05/16	31/05/16	Narrative amended to reflect consultation applies to recommended scheme detail not concept
Mark Lampard	Finance Partner	31/05/16	02/06/16	Report approved
Michael Llewelyn	Cabinet Policy Officer	31/05/16	01/06/16	Key Implications amended / minor amends
Matthew Tucker	Select Business Services: Legal Solutions	31/05/16	01/06/16	Paragraph 5.3 added
External				
None				

Decision type:	Urgency item?
Non-key decision	No

Full name of report author	Job title	Full contact no:
Ben Smith	Head of Highways and Transport	01628 796147

Appendix B - Holyport Village to Holyport College: Detailed Route Information

Section 1: Holyport Village

With any routes starting from Holyport Village, there is only a footway on part of the western side of A330 Ascot Road and no paths across the village green. Any new route would therefore need to consider likely origins and numbers of pupils travelling to and from the College in order to determine where a suitable all-weather route should be provided across the village green. Also, it is likely that a suitable safe pedestrian crossing on A330 Ascot Road would be required.

It would not be feasible to provide either a pedestrian refuge island or a zebra crossing on Ascot Road and a traffic signal controlled crossing would be the only option to provide a safe crossing point.

The introduction of any such facilities on Holyport Village Green would have an urbanising impact on this rural village setting and would have a significant impact upon the character of the area.

It is not recommended that this route be progressed at this stage.

Section 2: Route alongside A330 Ascot Road

Section A

A route following the Ascot Road would commence using approximately 100m of the road in front of Pamela Cottages. This is a tarmac surfaced road that is relatively lightly used by vehicles belonging to residents of the adjoining properties

Section B)

Beyond this, there is a path that runs for approximately 370m parallel with Ascot Road, separated from the road by a relatively wide grassed verge. Some re-surfacing of the path would be required in order to bring the path up to the standard required for all-year round mud-free use.

Section C)

In the area around Bourne Bridge, the path is separated from the road by tree screening for about a distance of around 75m. The comments for Section B about widths and surfacing would also apply to this section of path. The main issue on this section of path is likely concerns about personal security as users of the path would not be visible from the road. Also, the footpath bridge over the Bourne would also need to be assessed in order to review whether upgrading/widening would be required.

Section D

Immediately south of Bourne Bridge, the path runs adjacent to the Ascot Road past the properties 'The Bourne' and 'Bourne Cottage' for a length of approximately 175m. Much of this section of footway is extremely narrow, below 1.5m, which is exacerbated by the high brick walls of the adjoining properties. The Ascot Road is also very narrow at this point, with a width of below 6m. Whilst the recently introduced Ascot Road 7.5 tonne weight restriction has significantly reduced the number of large vehicles using this road, there is no separation between the footway and the road which is likely to lead to

concerns about personal safety of school children using this footway. The narrow width of path would also preclude use of the path by cyclists. There is no potential to widen the path or provide any form of barrier from the road unless the A330 Ascot Road were re-aligned and re-constructed using the verge on the opposite side of the road.

Section E

Beyond 'The Bourne' and 'Bourne Cottage', the footway crosses onto the opposite side of the Ascot Road for the 400m section to the College entrance. Whilst the path is separated from the road by a grassed verge, the provision of two safe crossing points across the A330 Ascot Road would be required in order to provide a safe route for pupils. It would however be difficult to achieve this within existing land constraints for a crossing in the vicinity of the property 'Bourne Cottage'. The preferred option would therefore be to construct a new section of footway on the eastern side of Ascot Road to provide a direct link to the College.

In order to provide a 1.5m width footway along the road, there are a number of issues that would require further detailed investigation, including the drainage/flooding implications of piping the ditch that presently runs along the road, land ownership issues as well as the implications of new path construction on the adjoining hedgerow and line of trees. Further investigation is therefore required in order ensure that this option is feasible and to identify likely costs. The cost estimate of providing a path does not include any costs associated with piping the draining ditch or third party land acquisition.

In summary, it is recommended that this section of route forms the basis of detailed consultation and implementation (subject to the consultation outcome).

Section 3: Route away from A330 Holyport Road

In terms of off-road routes using footways and bridleways, it has not proved possible to identify a wholly off-road route to Holyport College that would avoid use of the Ascot Road.

Bartletts Lane is an unlit byway that provides a 450m length link between Moneyrow Green and Ascot Road. It is used by vehicles associated with properties at either end of the route, but is not a through route for vehicles and is therefore relatively lightly used by vehicular traffic. The eastern third of the route has a tarmacked surface, although this is of relatively poor quality. The central section is relatively narrow and is bordered by hedgerows and trees, whilst the remaining section is an unmade road which provides access to properties and fields adjoining the track. Re-surfacing of the path would be required in order to bring the path up to the standard required for all-year round mud-free use by pupils from the College. The area is very quiet and secluded which is likely to pose potential personal security considerations.

Whilst access to the eastern end of Bartletts Lane from Holyport village can be achieved using the existing footway along Moneyrow Green, the western end of the route does not provide a direct link to Holyport College. Instead, it adjoins the A330 Ascot Road in the vicinity of Bourne Bridge and the issues identified previously about use of this section of Ascot Road would also apply with this option.

There is also a footpath that provides a link between Forest Green Road at Gad Bridge and A330 Ascot Road. It is a typical rural footpath, and would need widening and re-surfacing to make it an acceptable standard for year-round use by school children. Given the very secluded nature of the route, this is also likely to lead to personal security concerns. The overall route is also relatively circuitous compared with the other two options considered. In addition, there would be difficulties in achieving an acceptable link to this path from Moneyrow Green along Forest Green Road. The path joins the Ascot Road approximately 300m from the College entrance and the issues about provision of a new path along this section of Ascot Road would also apply here.

Further options for new sections of path for cyclists and walkers which would involve establishing new routes across private land in the area have not been pursued as these are unlikely to be feasible in short to medium term timescales.

It is not recommended that this route be progressed at this stage.

Section 4: Sturt Green

Sturt Green is a cul-de-sac that is fronted by a number of residential properties. It would be feasible to introduce a footway along one side of the road. Traffic levels on Sturt Green are relatively low and it could be considered that walking in the road could be considered acceptable in this location.

Beyond the junction with Ascot Road, a 12m section of new path would be required in order to link into the existing section of footway that runs along the western side of Ascot Road, opposite the College. A new crossing would be required in the vicinity of the College entrance in order to provide a safe crossing of Ascot Road. This cost of providing a signal controlled crossing would be in the order of £60,000.

It is not recommended that this route be progressed at this stage.

Section 5: Forest Green Road

The B3034 Forest Green Road is relatively narrow with no footways adjoining the road. Due to the relatively narrow highway verge and adjoining highway drainage ditches, it would not be feasible to provide a footway along the road unless land were acquired from adjoining properties.

It is not recommended that this route be progressed at this stage.

Section 6: Paley Street and Touchen End

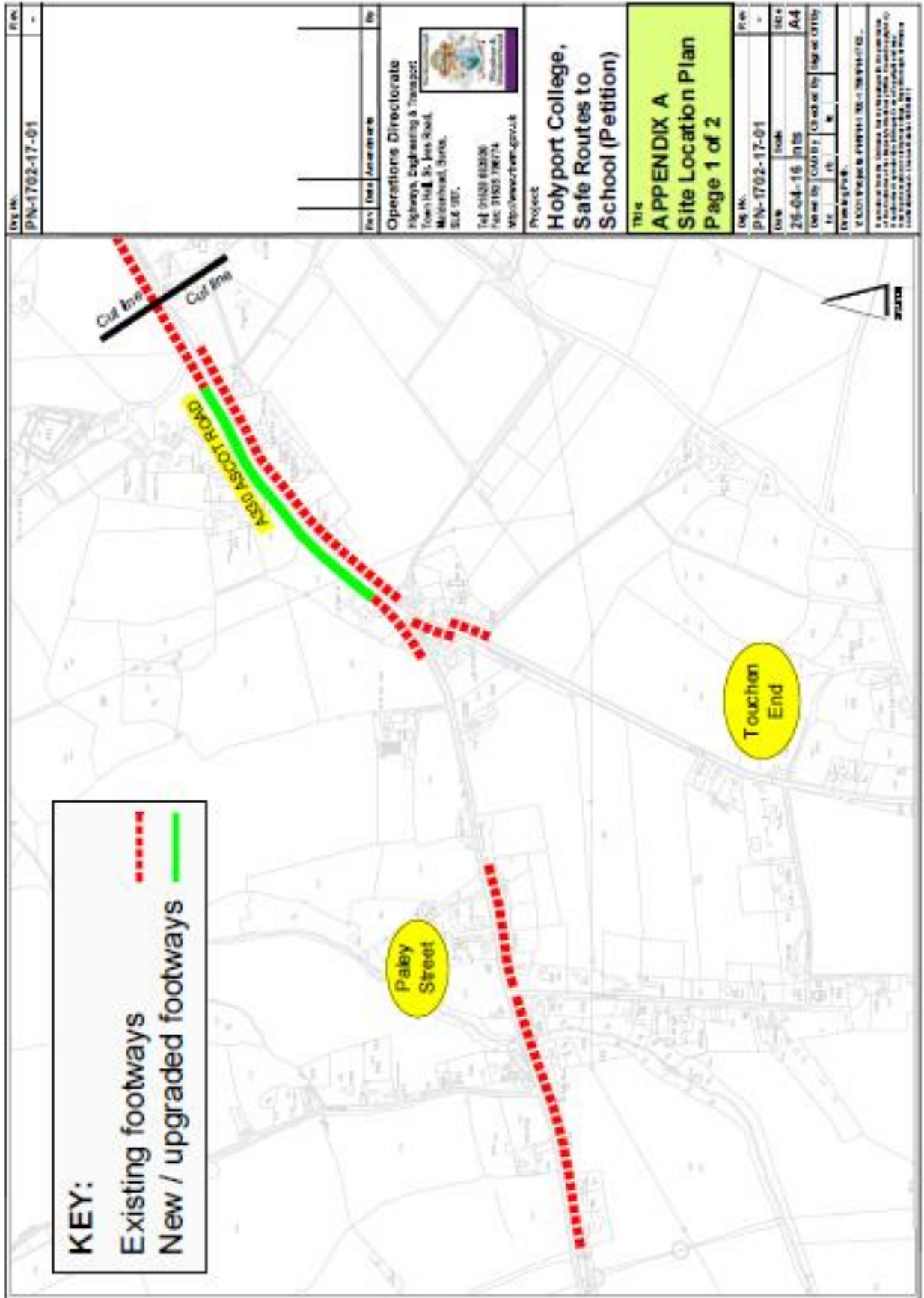
There is no continuous footway on one side of the A330 Ascot Road south of Holyport College. In order to minimise the need for pupils to cross the Ascot Road, a route from Paley Street would involve a new crossing in the vicinity of the school entrance, widening approximately 350m of the existing footway on the western side of Ascot Road, followed by provision of a section of around 600m of new footway to link to Paley Street.

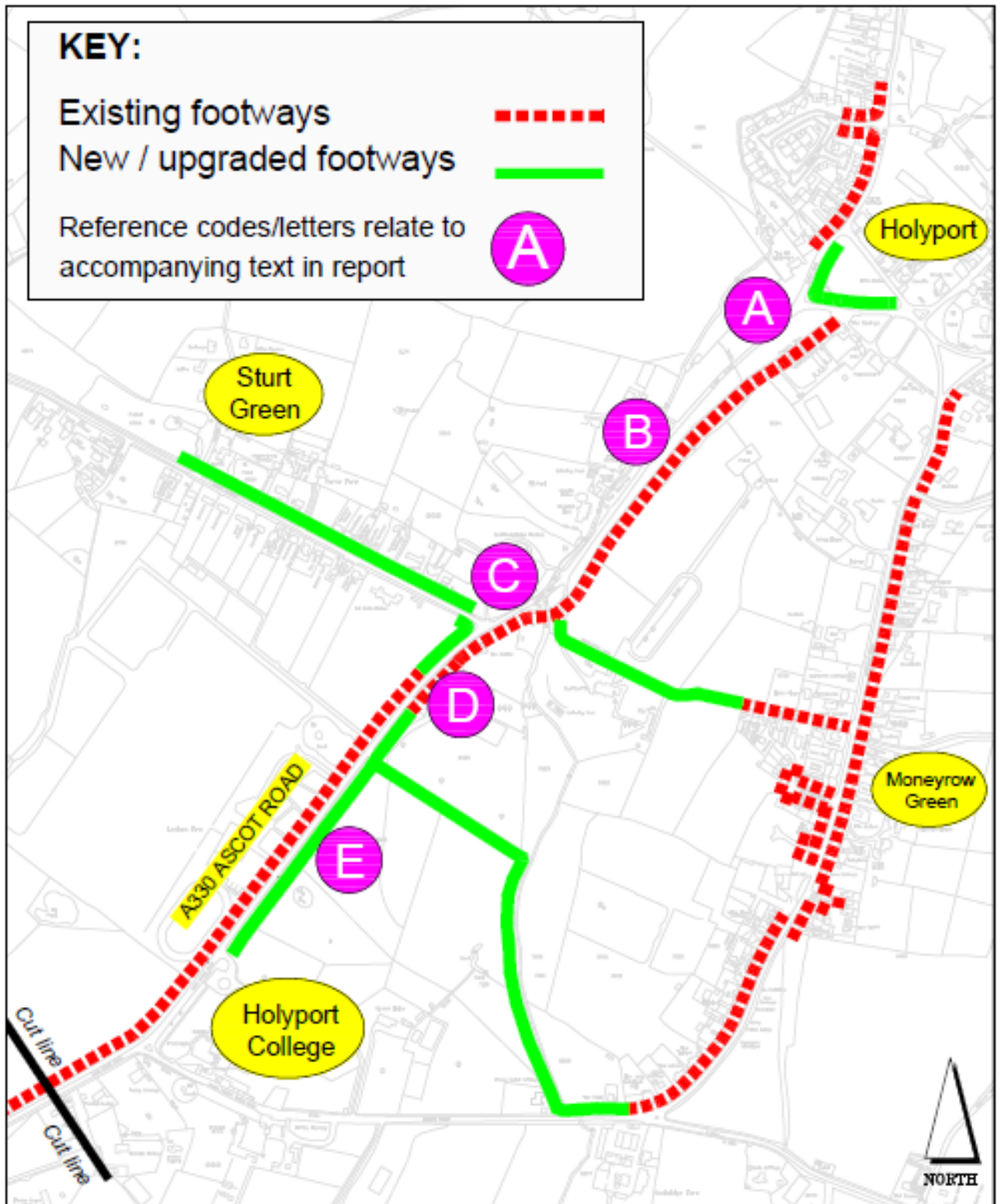
Whilst there is a footway on the south side of Paley Street along much of the road, due to the narrow width of the road and narrow highway verges, it would not be possible to provide a new 380m section of footway along the easternmost section of Paley Street

to link to any new footway on Ascot Road unless land were acquired from adjoining properties.

In order to provide access to properties in Touchen End on the eastern side of Ascot Road, a further signal controlled crossing would be required. The location of any crossing would need to be carefully considered in order to take account of land ownership, power supply and visibility issues along the road.

It is not recommended that this route be progressed at this stage.





Holyport College, Safe Routes to School (Petition)	Drg No. PN-1702-17-02	Rev -	Operations Directorate Highways, Engineering & Transport Town Hall, St. Ives Road, Maidenhead, Berks, SL6 1RF.
	Date 26-04-16	Scale nts	
APPENDIX A Site Location Plan Page 2 of 2	Drawn By to:	CAD By rb	Checked By to:
	Signed Off By to:		
Drawing Path: Y:\0010CAD\Projects-PN\PN-1700-1799\PN-1702			Tel: 01628 683800 Fax: 01628 796774 http://www.rbwm.gov.uk
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Rev	Date	Amendments	

By virtue of paragraph(s) 3, 4 of Part 1 of Schedule 12A of the Local Government Act 1972.

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