



**MINOR IMPROVEMENTS PROGRAMME
2009/10**

**SURREY COUNTY COUNCIL
LOCAL COMMITTEE (GUILDFORD)**

24th JUNE 2009

KEY ISSUE

This report recommends a programme of minor schemes for 2009/10.

SUMMARY

The report sets out the current position on those schemes where work has commenced, and the funding which is available this year. It recommends a programme of projects to proceed this year.

Report by

Surrey Atlas Ref.

LOCAL HIGHWAYS MANAGER

N/A

GUILDFORD B.C. WARD (S)

COUNTY ELECTORAL DIVISION (S)

ALL

ALL

OFFICER RECOMMENDATIONS

The Committee is asked to agree:

- (i) that the officer recommendations set out in paragraph 18 should form the basis of the minor schemes programme for 2009/10.
- (ii) that feasibility studies on Vale Road, Ash and the New Pond Road / Binscombe Lane junction should commence during 2009/10 as described in paragraphs 12 and 13.
- (iii) that the Committee should select one further feasibility study from the remaining three set out in paragraph 12.
- (iv) that officers be authorised to proceed with any necessary actions including traffic orders, advertisements and notices of intent in order to deliver these projects.

INTRODUCTION and BACKGROUND

- 1 At its last meeting on 11 March 2009 the Committee considered (Item 13) a report on the minor scheme programme review. This followed a meeting of the Transportation Task Group on 27 November 2008. A number of new schemes were added to the forward programme. The report included an update on progress on those schemes where feasibility, design or construction had taken place during the last financial year.

THE CURRENT POSITION ON ACTIVE PROJECTS

- 2 The following schemes are currently active:

York Road junction with London Road, Guildford

- 3 This project has been designed in detail, and at the time of writing officers are awaiting a Bill of Quantities and a lump sum price for the project, under the new contractual arrangements set out in the March report. We have, however, been told informally that the project is now priced at some £600,000. Without the Bill of Quantities it has not been possible to establish why this has risen so much over the previous estimate, but officers may be able to reduce this figure in discussion with the contractor and/or by reducing the scope of the project. Despite the high price, the junction has a high accident record and there are therefore strong reasons for wishing to proceed with this.

Grange Road, Stoughton

- 4 This project was the subject of extensive consultation some 6 months ago, and the Committee agreed one option for implementation at its last meeting. The project involves no civil engineering works, but requires further design and consultation on a scheme to control parking. Its estimated cost is £30,000.

A247 Send Barns Lane and Send Road

- 5 The feasibility study on this scheme is nearing completion, and it is intended to start consultation shortly. It is hoped that the proposal will not be controversial, and therefore implementation could take place this year. The cost is provisionally estimated at £90,000.

A31 Hogs Back junction with B3000 at Puttenham

- 6 The feasibility study on this scheme is nearing completion, and it is intended to start consultation shortly. Once again, it is hoped that the proposal will not be controversial, and therefore implementation could take place this year. The cost is provisionally estimated at £75,000.

East Horsley Village Safety Scheme

- 7 The feasibility study on this scheme is nearing completion, and officers have already met with local Members and the Parish Council to brief them on the various proposals. It is intended to consult locally after the school summer holidays. Some of the elements of the scheme involve land acquisition, so despite its advanced state this project may not be ready for implementation this year. The cost is provisionally estimated at £90,000.

Aldershot Road, Guildford pedestrian crossing

- 8 The feasibility study for this scheme was completed some time ago, and identified a number of difficulties, including the lack of a nearby power supply and the need for acquisition and exchange of common land. In the meantime Worplesdon Parish Council has paid for a dropped kerb and warning signs as an interim measure. The cost is provisionally estimated as at least £160,000.

Onslow Village to Station cycle facilities

- 9 Feasibility work on this project has commenced only recently, and it is therefore at an early stage. The estimated cost is in the region of £80,000.

Speed management, Safe Routes to Schools & Signs and Lines

- 10 As in previous years, an allocation is necessary to cover the cost of the speed management programme, as set out in a report to this committee on 11 March 2009. Minor measures associated with Safe Routes to Schools projects also need to be covered, as does the cost of minor changes to road markings and signage as these arise during the year. Last year the Committee resolved that, rather than make 3 separate smaller allocations of £20 - 30,000 for each of these, a sum of £70,000 should be allocated jointly to these activities. This year's speed management programme is smaller than in previous years. Against this officers have been approached to consider improvements to parking prevention outside schools, including the use of a traffic order to permit greater enforcement of the zig zag lines. It is therefore recommended to maintain the £70,000 as last year.

New Feasibility Schemes

- 11 All other approved projects remain on the forward programme as set out in the report (Item 13) to the 11 March 2009 meeting of the Committee. To date no funding has been allocated and no work has been carried out on these.
- 12 In order to ensure continuity of work for future years, it is necessary to commence preparatory work on a small number of new schemes each year. With reference to Annexes C and D of the report Item 13 to the 11 March 2009 meeting of this Committee, officers consider the strongest schemes to be the following:
- **Vale Road, Ash:** This has a strong safety justification and therefore a high annual rate of return.
 - **B3000 New Pond Road junction with Binscombe Lane:** This has a good safety justification leading to a reasonable annual rate of return.
 - **Epsom Road, Merrow near Levylsdene, pedestrian facility:** This can be justified on pedestrian accessibility, although the proximity of junctions and a bus stop make this a difficult scheme to achieve. It does have strong local support as evidenced by a recent petition presented to the Committee.
 - **High Street, Ripley pedestrian facility:** This can be justified on pedestrian accessibility. The scheme was requested by Ripley Parish Council.
 - **A248 Kings Road, Shalford:** This scheme has been in the forward programme for some time in various forms. Its annual rate of return is low, but the scheme enjoys strong local support.
- 13 In view of the comments above, and the limited funding available (see below), it suggested that three schemes should commence during 2009/10. Officers recommend that the first two have the strongest justification, and the Committee is asked to select one from the remaining three projects.

THE FUNDING AVAILABLE 2009/10

- 14 This year's funding is the same as last year's, that is to say £220,000 of Local Transport Plan capital allocation, plus £100,000 of Local Capital Allocation, the latter subject to a decision of the Committee on another report on this agenda.
- 15 In addition, due to the substantial slippage on the York Road / London Road project, and to a lesser extent on those projects at the feasibility stage, there is a substantial under-spend of £600,000 from last year. Officers are awaiting confirmation, but are hopeful that we will be allowed to carry this forward.

SUMMARY OF FINANCIAL POSITION

16 The budget and estimated cost position may be summarised as follows:

	<u>£000</u>
Budget available 2009/10	
Local Transport Plan under-spend carried forward	515
Local Allocation under-spend carried forward	85
Local Transport Plan	220
Local Allocation (subject to Committee decision)	<u>100</u>
Total	<u>920</u>
Estimated Costs	
York Road / London Road junction	600
Grange Road	30
A247 Send Barns Lane /Send Road	90
A31 Hogs Back Puttenham interchange	75
East Horsley Village Safety Study	90
Aldershot Road	160
Onslow Village to Station cycle facilities	80
Speed Management, Safe Routes, Signs & Lines	70
New feasibility schemes	<u>30</u>
Total	<u>1225</u>

17 Clearly this entire programme is not affordable from the funds available. Given the comment under each scheme heading in paragraphs 3 to 12 above, officers recommend that the programme be reduced as follows:

- East Horsley Village Scheme to be deferred until 2010/11 recognising the need for land issues to be resolved. A small allocation to be made this year to allow design work to proceed
- Aldershot Road pedestrian crossing to be deferred to a future year in recognition of its high cost and pending resolution of the common land issues
- Onslow Village to Station cycle facilities to be deferred until 2010/11 recognising that feasibility is at too early a stage and unlikely to be ready for this year. A small allocation to be made this year to allow design work to proceed

18 The recommended programme is therefore as follows:

York Road / London Road junction	600
Grange Road	30
A247 Send Barns Lane /Send Road	90
A31 Hogs Back Puttenham interchange	75
East Horsley Village Safety Study	15
Onslow Village to Station cycle facilities	10
Speed Management, Safe Routes, Signs & Lines	70
New feasibility schemes (as paragraphs 12 and 13)	<u>30</u>
Total	<u>920</u>

CONSULTATIONS

- 19 All of the projects referred to in this report will be subject to appropriate individual consultation as they progress.

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 20 These are all covered above.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 21 Each scheme referred to in this report has site-specific environmental and economic implications which will be taken into consideration in future reports and as each scheme progresses.

EQUALITIES AND DIVERSITY IMPLICATIONS

- 22 This report has no implications for equality and diversity.

CRIME AND DISORDER IMPLICATIONS

- 23 This report has no implications for crime and disorder.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

- 24 These are covered in the report.

WHAT HAPPENS NEXT

- 25 Assuming that the recommendations are agreed, officers will proceed with implementation of the approved schemes. Where an advertised scheme attracts objections from the public which are not withdrawn following discussions between objectors and officers, the objections will be reported to Committee. The Committee may then consider the substance of the objections and decide whether or not the scheme should go ahead as envisaged.

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BACKGROUND PAPERS	Minor Improvements Programme Review Report, 11 March 2009
