



HIGHWAYS CAPITAL BUDGET 2011/12 & MINOR IMPROVEMENT PROGRAMME

SURREY COUNTY COUNCIL LOCAL COMMITTEE (GUILDFORD)

9th March 2011

KEY ISSUE

This report sets out the capital budget available for highway improvement schemes (also known as Integrated Transport Schemes) in Guildford for the financial year 2011/12, and recommends how that budget should be deployed.

SUMMARY

The Transportation Task Group met on 16th February 2011 to consider new requests for minor improvements and to review the existing minor highway improvements programme. The recommendations of the Task Group are set out in the report.

Report by

Surrey Atlas Ref.

AREA 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 Transportation Task Group recommendations set out in this report should form the basis of the Integrated Transport Schemes programme for 2011/12.
- (ii) that feasibility studies, design and construction of Vale Road, Ash and the New Pond Road / Binscombe Lane junction, which were frozen due to lack of funds in 2010/11, should commence during 2011/12.
- (iii) that consultation on Epsom Road, Merrow and feasibility studies & Detail design on High Street, Ripley Shere Village safety scheme phase 2 and Pirbright Village safety Scheme Phase 2, should commence during 2011/12.
- (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 In the current financial year, 2010/11, the York Road/London Road signal improvement scheme has been completed, with all costs met from capital carried forward from the previous financial year, 2009/10.
- 2 In October 2010, the committee determined how £132,000 of new capital funding allocated by the Director for Environment and Infrastructure for 2010/11 should be used; largely for the East Horsley Improvement scheme and a number of small surfacing schemes. All these works are expected to be completed by the end of March, and there will be very little or no capital carry forward.
- 3 In February Ian Lake, Cabinet Member for Transport announced a capital allocation of **£263,000** in 2011/12 for this committee.
- 4 The Transportation Task Group met on 16th February 2011 to consider how this funding should be deployed, and recommend the following block allocations:-

Speed Limits	£30k
Safe Routes, Signs & Lines	£20k
Design and Construction (Vale Road Ash and B3000 New Pond Rd j/w Binscombe Lane)	£183k
Feasibility & design for future year schemes	<u>£30k</u>
	£263k

SPEED LIMITS

- 5 As in previous years, an allocation is necessary to cover the cost implementing reduced speed limits as an integral part of the Guildford Speed Management Strategy. The Task Group recommended £30,000 should be set aside to assess and implement new speed limits in up to five locations. See agenda Item 16 for further details.

SAFE ROUTES SIGNS AND LINES

- 6 Throughout the year, officers and members receive requests for small items such as new road signs, bollards, guardrails etc and the Task Group recommended £20,000 should be reserved to enable the Service to respond to these request from residents, schools, the police, parishes, residents associations and others.

DESIGN & CONSTRUCTION – FEASIBILITY FOR FUTURE YEAR SCHEMES

- 7 See agenda Item 17 for the Task Groups full deliberations on the existing list of minor improvement schemes, as well as consideration of requests received for new schemes. The group recommended that two schemes be designed and constructed at an estimated cost of £183,000 and that £30,000 should be directed to preparatory work on future year schemes as follows:-
- **Vale Road, Ash:** This has a strong safety justification and therefore a high annual rate of return. The Members Task Group agreed to *feasibility, detail design and construction* to be carried out during 2011/12 financial year.
 - **B3000 New Pond Road junction with Binscombe Lane:** This has a good safety justification leading to a reasonable annual rate of return. The Members Task Group agreed to *feasibility, detail design and construction* to be carried out during 2011/12 financial year.
 - **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. The initial feasibility was carried out. The Members Task Group agreed that the next step is to seek views of locally elected members and residents during this financial year, before any further feasibility and design to be undertaken.
 - **High Street, Ripley pedestrian facility:** This was justified on pedestrian accessibility and approved by committee previously. The scheme was requested by Ripley Parish Council. The Members Task Group agreed to feasibility and detail design to be carried out during the 2011/12 financial year.

- **Shere village safety scheme phase 2:** This scheme has been in the forward programme for some time in various forms. First phase of the scheme was introduced previously. The Members Task Group agreed to feasibility and detail design to be carried out during the 2011/12 financial year.
- **Pirbright Village Safety Scheme phase 2:** Phase two is the last in a series of improvements carried out in the village, which includes the introduction of roundabout, pedestrian crossing facility, traffic calming measures, 20mph, construction of footway under the Pirbright arch and traffic signal improvements. Phase 2 covers the Gole Road and Dawney Hill. The Members Task Group agreed to feasibility and detail design to be carried out during the 2011/12 financial year.

CONSULTATIONS

- 9 All of the projects referred to in this report will be subject to appropriate consultations as they progress.

FINANCIAL AND VALUE FOR MONEY IMPLICATIONS

- 10 By inviting Members to submit their key highway issues, the proposed Integrated Transport Strategy schemes can be prioritised to ensure that the maximum public benefit is gained from any funding made available. Officers are working on a consistent countywide assessment process which, when complete, will be an additional tool to aid Members of this Committee in their decision-making process.

From 28 April 2011, future highways works will be undertaken by our new contractors, coordinated by May Gurney who have been appointed following a rigorous tendering and selection process.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 11 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

- 12 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. An Equalities Impact Assessment is undertaken for each Integrated Transport Scheme as part of the design process. In both capital programmes an allocation has been provided for improving accessibility.

CRIME AND DISORDER IMPLICATIONS

- 13 A well-managed highway network can contribute to reduction in crime and disorder as well as improve peoples' perception of crime.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

- 15 These are covered in the report.

WHAT HAPPENS NEXT

- 16 Assuming that the recommendations are agreed, officers will proceed with implementation of the approved schemes.

LEAD OFFICER

JOHN HILDER
SOUTH WEST AREA LOCAL DELIVERY AND
CUSTOMER SERVICE (GUILDFORD)

CONTACT OFFICER

KAZ BANISAIED
SOUTH WEST AREA LOCAL DELIVERY AND
CUSTOMER SERVICE (GUILDFORD)

TELEPHONE

0300 200 1003

BACKGROUND PAPERS

Minor Improvements Programme Review Report
to LC, 10 March 2010
Additional Capital Funding 2010/11 Report to LC,
28 October 2010
