



**OFFICER REPORT TO LOCAL COMMITTEE**  
**(Guildford)**

**HIGHWAYS UPDATE**  
**12 SEPTEMBER 2012**

**KEY ISSUE**

This report provides an update on the 2012/13 programme of highway works for Guildford agreed by the Local Committee at their meetings in March and June.

The committee is also asked to authorise making a Traffic Regulation Order for a road that has historically operated as being one-way.

**SUMMARY**

In June the Local Committee agreed to defer implementing improvement schemes that had been planned for 2012/13 in order to direct funding towards surfacing work. SCC members have now agreed surfacing schemes for their individual divisions, and the Task Group has agreed surfacing schemes for Guildford town.

**Report by**  
AREA HIGHWAYS MANAGER

**Surrey Atlas Ref.**

**GUILDFORD B.C. WARD (S)**

**COUNTY ELECTORAL DIVISION (S)**

N/A

ALL

ALL

## **OFFICER RECOMMENDATIONS**

The Local Committee (Guildford) is asked to

- (i) Note the update concerning the Salt Box Road petition considered at the previous meeting in June.
- (ii) Note progress on the 2012/13 programme of Integrated Transport Schemes (ITS, or improvement schemes), Local Re-surfacing Schemes, and S106 Schemes.
- (iii) Delegate authority to the Area Manager in consultation with the Chairman and Vice Chairman and locally affected Members to amend budgets throughout the year if required to ensure the budget is allocated in a timely manner.
- (iv) Authorise advertising and making a Traffic Regulating Order (one-way street) for Riverside, Guildford.

## 1. INTRODUCTION AND BACKGROUND

### PREVIOUS MEETING OF 13 JUNE 2012: SALT BOX ROAD

- 1.1 The response to a petition for a safer crossing at Salt Box Road in Worplesdon was tabled at the June meeting, reproduced at **Annex 2**. The response included the statement 'there have been no accidents involving pedestrians' which was strongly contested at the meeting.
- 1.2 SCC rely on accident data supplied by the Police, who record details of all accidents they attend or are reported to them that involve personal injury (Section 170 of the Road Traffic Act 1988 requires that road accidents involving injury must be reported to the police within 24 hours). The police provide these records to SCC, usually at intervals of between 4 to 8 weeks.
- 1.3 The response was written at the end of May, some time in advance of the meeting, and at that time the latest police records held by SCC showed there were no accidents involving pedestrians since 2000, as far back as accident data on the countywide electronic map base is recorded.
- 1.4 At the time of writing this report, the end of August, the Police have supplied update data to the end of May which shows two accidents occurred in April and May, both involving pedestrians. Sadly, on the afternoon of Monday 30 April, a 12 year old boy was seriously injured when crossing the road about 50m to the east of the rail bridge when he was struck by a car travelling in the eastbound direction. Another boy aged 15 was injured, thankfully only slightly, on the afternoon of Thursday 24 May when crossing the road about 30 west of the rail bridge when struck by a car also travelling in the eastbound direction.
- 1.5 In view of these two similar accidents within a short period of time, the Area Manager has asked the Casualty Reduction Group for Guildford to review their circumstances and any contributory factors, carry out an inspection of the site, and make recommendations with regard to both the petition and response previously submitted to this committee. These recommendations will be shared with the petitioners and local members who sit on this committee.
- 1.6 The Casualty Reduction Group for Guildford, or CRG, comprises SCC Safety Team officers who are independent of the local area team, and Police Road Safety Officers. The CRG meets every two to three months to review sites where three or more personal injury accidents have been recorded within the most recent three year period. The details of individual accidents are analysed to identify potential patterns, a site inspection is usually carried out, and the CRG may make recommendations for highway alterations aimed at reducing the likelihood of accidents. The CRG also review all fatal accidents.

### **2012/13 AGREED PROGRAMME AND ALLOCATIONS**

1.7 The Local Committee meeting of 13 June agreed the following allocations.

- Complete 2011/12 Speed limits, estimated cost £37,000
- Design only four ITS schemes formerly planned for construction in 012/13, with construction deferred until 2013/14, estimated costs £45,000.
- Ad-hoc signs, bollards etc ordered by area team, allocate £25,000
- Employ a 'Community Gang' for 48 weeks, allocate £96,000
- Employ a jetter for five weeks, allocate £25,000
- Ad-hoc maintenance work by area team, allocate £25,000
- Local re-surface schemes, ten divisions at £50,000 per division, allocate £500,000
- Local re-surfacing schemes in Guildford town, allocate £180,000

1.8 The Local Committee meeting of 21 March agreed that the £50,000 Community Pride available in 2012/13 be allocated to individual SCC members at £5,000 per member.

## **2. ANALYSIS**

### **2011/12 SPEED LIMITS**

2.1 Progress on the seven speed limit schemes carried forward from the 2011/12 programme is as follows:

- (i) *Tanners Lane & Papercourt Lane, Send (reduce from 60mph to 30mph)*
- (ii) Traffic Regulation Order made, signs installed in August. Scheme complete.
- (iii) *A322 Worplesdon Road, Worplesdon (reduce from 50mph to 40mph).*  
Advertise TRO September, install Oct/Nov
- (iv) *A246 Guildford Rd, Effingham (reduce from 40mph to 30mph)*
- (v) *A246 Guildford Rd between Effingham and East Horsley (reduce from 50mph to 40mph)*
- (vi) Gateway designs agreed with Effingham PC. Advertise TRO before Christmas, install Jan/Feb.
- (vii) *Green Dene, East Horsley (reduce from 40mph to 30mph)*
- (viii) *Down Lane, Compton (reduce from 60mph to 30mph)*
- (ix) *B2126 Horsham Rd, Abinger Hammer (reduce from 60mph to 30mph)*
- (x) Advertise TRO before Christmas, install Jan/Feb/March

- (xi) Wodeland Avenue in Guildford was considered for a 20mph speed limit in January, but the portfolio holder felt that traffic calming would be needed to achieve this. The area team will investigate options during the course of the year, though no funding has been earmarked at present.

#### **DESIGN FOUR ITS SCHEMES FOR CONSTRUCTION IN 2013/14**

- 2.2 In June the Local Committee agreed that design work should proceed on four ITS scheme, with construction planned in 2013/14. Briefs for all four schemes have been issued to the SCC Design Team. Countywide, design work on schemes which are due to be constructed in the current financial year has been prioritised, with design for schemes due for construction in 2013/14 carried out between September 2012 and March 2013.

#### **A25 Epsom Road, Crossing at Levylsdene**

- 2.3 A layout plan for a new pedestrian refuge to assist those crossing the A25 Epsom Road at Levylsdene has been produced and in April the Merrow Residents Association invited their members to comment.

The majority of those who responded questioned the worth of a crossing, on grounds of necessity, the resultant loss of the existing cycle lane & bus lay-by, as well as cost.

Alternative options are being investigated, but it may not be advisable to progress this scheme without local support.

#### **Pirbright Village Safety Scheme**

- 2.4 Feasibility work underway, local consultation planned for Jan/Feb 2013. The Parish Council have helpfully provided a list of its own suggestions for consideration.

#### **Portsmouth Rd, Ripley – Pedestrian crossing facility**

- 2.5 Feasibility work underway for a crossing in the vicinity of the Village Hall, probably a pedestrian refuge.

#### **Shere Village Safety Scheme**

- 2.6 Feasibility work is underway and an external consultant, Colin Davis, is assisting with developing measures sympathetic with the character of the village. An exhibition of proposals will be held over the winter months before detailed design in preparation for implementation in 2013/14.

## COMMUNITY GANG

- 2.7 A two man gang supplied by Poulson Contracting LTD has been employed since the beginning of April under the direction of the area team. The gang tackle mainly vegetation work, but can also clean/straighten/replace signs, remove/replace posts, clear ditches/blocked gullies, 'edge out' overgrown footways and other operations that do not involve digging below 75mm. They have proved far more efficient than the former Community Gangs, who were not particularly productive and could be called away to attend A&E's. Each of the three Guildford CHO's have the gang for two weeks in turn through the year and should be advising SCC members of the task list for their division in advance.

The gang provide a flexible, reactive service under local control which allows a quick response to requests from both members and residents. The area team have received a number of compliments about the quality and speed of the gang's work.

## LOCAL RE SURFACING SCHEMES

- 2.8 In June the Local Committee directed a total of £680,000 towards local re-surfacing schemes, with a nominal £50,000 for each of the 10 SCC divisions and a further £180,000 towards roads in Guildford Town. Paul Bucknall, the Maintenance Engineer for Guildford, has discussed suitable roads with SCC members and the current list of LSR schemes is included at **Annex 1**. The Committee is asked to note:

- A number of schemes have already been ordered and works dates are awaited.
- Where a member's first nomination has been priced and is considerably lower than £50,000 a second scheme has been agreed for pricing.
- Guildford Town schemes (Market Street, Bridge Street footway and Castle Street J/w Pewley Hill) have been agreed by the Task Group members. Reserves are considered necessary because Market Street is a block paving scheme, which requires greater planning than conventional 'blacktop' work, and so may prove difficult to deliver in the current financial year.

## COMMUNITY PRIDE

- 2.9 The Local Committee meeting in March agreed that the £50,000 Community Pride funding for 2012/13 would be allocated to each of the ten SCC members for Guildford at £5,000 each. At the mid-point of the financial year there have been few commitments to expenditure by member. Alongside other budgets controlled by this committee, Community Pride funding that remains unspent at the end of March 2013

will be lost, and members are asked to determine how they wish to use this funding no later than the end of November. Beyond that date it may not prove possible to guarantee delivery of works by the end of March.

### **SECTION 106 SCHEMES**

2.10 Developer funding is in hand to progress the following improvement schemes towards construction in 2012/13, which are each specified in individual planning agreements.

#### ***New Inn Lane, Burpham Uncontrolled pedestrian crossing***

2.11 Design in progress with £77,000 developer funding in place. Constraints such as driveways to dwellings dictate a crossing located between Burnett Avenue and London Road. The green on the south side of New Inn Lane is managed by Guildford Borough Council, whose consent will be needed to create a footway and install belisha beacons here.

#### ***Ash Rd j/w Guildford Rd, Ash Gateways and signing***

2.12 With SCC Design Team. £30,000 developer funding in place.

#### ***Percy Rd j/w Worplesdon Rd Road table in Percy Rd***

2.13 With SCC Design Team. £15,000 developer funding in place.

### **OTHER: RIVERSIDE ONE-WAY TRAFFIC REGULATION ORDER**

2.14 Riverside is a residential road in Bellfields that has functioned as a one-way street for some period of time, though the area team do not know when it first became one-way. A request to the Local Strategic Partnership of 26th April 2012 for improved signing prompted a check on the Traffic Order for a one-way road, which revealed no such order exists. The Local Committee is asked to authorise advertising and making the Traffic Order, which will enable enforcement. The estimated cost of making the Order, and improving signing, is £4,000 which would be met from the £25,000 allocated to ad-hoc signs, lines, bollards etc.

### **3.0 CONSULTATIONS**

3.1 All of the projects referred to in this report would be subject to appropriate consultations as they progress.

### **4.0 FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

4.1 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.

## **5.0 EQUALITIES AND DIVERSITY IMPLICATIONS**

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

## **6.0 CRIME AND DISORDER IMPLICATIONS**

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

## **7.0 CONCLUSIONS AND REASONS FOR RECOMMENDATIONS**

- 7.1 As above.

## **8.0 WHAT HAPPENS NEXT**

- 8.1 Officers will work to deliver the 2012/13 programme of schemes agreed by the committee.

---

### **CONTACT OFFICER**

JOHN HILDER  
SURREY HIGHWAYS (GUILDFORD)

### **TELEPHONE**

0300 200 1003

### **BACKGROUND PAPERS**

Local Committee (Guildford) 13 June 2012 Item  
10 'Highways Capital and Revenue Budget for  
2012/13'

---