



OFFICER REPORT TO LOCAL COMMITTEE (Surrey Heath)

Proposed works at A30 London Road, Camberley

15th October 2009

KEY ISSUE

To seek approval for construction works at A30 London Road, Camberley forming part of traffic management measures for the residential area of Yorktown.

SUMMARY

Work has continued to investigate problems associated with traffic in the Yorktown residential area. Investigations have concluded that some localised widening would be possible on the A30 London Road that may offer some improvement in capacity and vehicle flow. In turn this may lead to a reduction in the amount of unnecessary traffic, which passes through the residential areas of Yorktown. This work is seen as the first step to help resolve traffic management issues in the residential area and further work may be required.

The layout in Annex A allows for widening on the south side of the A30 London Road of up to 1.3 metres along a longitudinal length of approximately 120 metres. Where widening of the carriageway takes place a check is required to ascertain the impact of the work on statutory undertakers plant. This has been conducted and reveals that some diversion work may be necessary. Initial discussions have taken place with those companies involved; further discussions are currently taking place to define exactly what work is required.

Members are being asked to approve, for construction, the scheme layout as shown although the full detail of the work required and the financial implications are not yet known. Because the Committee is not until March where approval would be too late for construction this financial year it is suggested that that scheme progression is delegated to the Local Highways Manager in consultation with the Committee Chairman, Local Divisional Member and one Local Ward Member.

OFFICER RECOMMENDATIONS

That the Local Committee approves:

- i. the scheme layout for localised widening to the A30 London Road as set out in Annex A,
- ii. the progression of any statutory procedures in relation to the scheme,
- iii. to delegate authority to the Local Highway Manager for the completion of points of detail relating to the scheme following consultation with the Local

Committee Chairman, the Local Divisional Member and a designated Local Ward member and to implement the scheme as appropriate.

INTRODUCTION AND BACKGROUND

1. Work has continued to investigate problems associated with traffic in the Yorktown residential area.
2. One of the main issues raised during previous public consultations was the matter of inadequate capacity along the London Road in the westbound direction and how this impacted on the roads in the residential area. As a result our initial work has focussed on the A30 corridor between Victoria Avenue and the new junction at Yorktown Way.
3. There is no land available to offer extensive improvement for capacity at this present time but investigations have concluded that some localised widening would be possible that may offer some improvement in capacity and vehicle flow. In turn this may lead to a reduction in the amount of unnecessary traffic, which passes through the residential areas of Yorktown.
4. This work is seen as the first step to help resolve traffic management issues in the residential area and further work may be required. The report sets out the proposal for the construction work, which is specifically between the numbers 481 and 507 London Road. A number of layout options were investigated along this length and one of these has been developed following discussions with the Police. The proposal is shown in Annex A and the Local Committee has allocated budget in this financial year for work.

ANALYSIS AND COMMENTARY

5. The layout in Annex A allows for widening on the south side of the A30 London Road of up to 1.3 metres along a longitudinal length of approximately 120 metres. In addition to the widening the existing central traffic island would be moved and the lining altered to suit the new layout. An operational review of the signal junction at Yorktown Way is also being undertaken to ensure that this will function to its optimum with the new layout.
6. To achieve the revised kerblines it is necessary to reduce the width of the southern footway along the length. Whilst the remaining width varies along the length a sufficient width is still retained, the existing footway is fairly wide. In fact it appears that sometime in the past the carriageway has previously been narrowed through this section.
7. Where widening of the carriageway takes place a check is required to ascertain the impact of the work on statutory undertakers' plant. This has been conducted and reveals that some diversion work may be necessary. Initial discussions have taken place with those companies involved; further discussions are currently taking place to define exactly what work is required. A verbal update will be given at the Committee if further information becomes available following the preparation of this report. There are cost implications to diverting or altering statutory undertakers' plant and this is outlined in the financial section of this report.
8. Members are being asked to approve, for construction, the scheme layout as shown in the Annex A although the full detail of the work required and the financial implications are not yet known. Because the Committee is not until March where approval would be too late for construction this financial year it is

suggested that that scheme progression is delegated to the Local Highways Manager in consultation with the Committee Chairman, Local Divisional Member and one Local Ward Member. Therefore, if after completion of matters of detail the scheme were deemed to be satisfactory would still allow construction to still take place during this financial year.

CONSULTATION

9. Previous consultation had revealed that improved capacity along that A30 corridor is considered important to reduce the impact of unnecessary traffic in the residential area of Yorktown.
10. The proposal recommended for construction has been discussed with the Police to ensure that the layout is satisfactory.

FINANCIAL IMPLICATIONS

11. The cost of the actual widening and associated works to highway infrastructure is estimated to cost £85,000. This excludes any costs associated with statutory undertakers diversions.
12. Three statutory undertakers have indicated that the diversion of plant may be necessary. These are British Telecom, Virgin Media and South East Water. At the time of writing this report a meeting has only been held with Virgin Media.
13. Virgin Media's initial assessment of work needed, based on Surrey's drawing, indicated a possible cost of £26,345 to divert and alter their apparatus. A recent site meeting concluded that work of this extent more than likely would not be required. A further check is being made by Virgin Media on the current depth of one section of apparatus and if this does require alteration then it is expected that the cost would be significantly less than their original estimate.
14. British Telecommunications (BT) has initially indicated a diversion cost of £47,203 for alteration of their apparatus. At the time of writing this report a meeting has yet to take place with them but the scope of work outlined by BT is believed to be greater than required. If further information is available at the Committee meeting then a verbal update will be given.
15. Lastly, South East Water's apparatus is shown to be close to the new kerbline proposed. The depth of this is believed to be sufficient not to require adjustment but again a meeting is being arranged to ensure that no addition construction is required to protect the apparatus. Again an update will be given at the Committee.
16. Taking in to account the full costs set out above then the possible scheme cost is £158,500 plus any costs to be identified by South East Water. The budget for the scheme is £160,000.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

17. Surrey has embraced the concept of sustainable development, which is the foundation of the County Council's Local Transport Plan, and it is committed to the vision of making Surrey a better place.

EQUALITIES IMPLICATIONS

18. Across the range of transportation issues and problems to be addressed the needs of all highway users require equal consideration. Proposals may benefit a particular group or individuals but it is important to consider and address how one impact may worsen others.

REASONS FOR RECOMMENDATION

19. The proposal would be beneficial to westbound traffic movements along the A30 corridor and there is good potential for reducing unnecessary traffic in the residential area of Yorktown if constructed. The reduction to delays would benefit many, particularly local business. Despite the potential cost of statutory diversion work the overall construction costs are still believed to offer a valued benefit. The proposals are in line with Surrey's LTP and its strategy to tackle congestion hotspots, which in turn may lead to greater economic development.

WHAT HAPPENS NEXT

20. Engineers will continue their discussions with the statutory undertakers and finalise scheme proposals and costs. Once completed a meeting will be convened with the Local Members referred to in the report to discuss the detail and agree whether to proceed. This is expected to be toward the end of November. If approved construction would be scheduled for commencement in the New Year.

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