



## WOKING JOINT COMMITTEE

**DATE:** 3 DECEMBER 2014  
**LEAD OFFICER:** ANDREW MILNE, AREA HIGHWAYS MANAGER (NW)  
**SUBJECT:** HIGHWAYS UPDATE  
**AREA:** WOKING

### **SUMMARY OF ISSUE:**

To report progress made with the delivery of proposed highways and developer funded schemes, and revenue funded works for the 2014/15 financial year.

To agree the capital works programme for 2015/16.

To report on relevant topical highways matters.

To provide an update on the latest budgetary position for highway schemes, revenue maintenance and Community Enhancement Fund expenditure.

### **RECOMMENDATIONS:**

#### **Woking Joint Committee is asked to:**

- (i) Note the progress with ITS highways and developer funded schemes, and revenue funded works for the 2014/15 financial year
- (ii) Note progress with budget expenditure
- (iii) Agree the proposed capital works programme for 2015/16
- (iv) Note that a further Highways Update will be brought to the next meeting of this Committee.

### **REASONS FOR RECOMMENDATIONS:**

The above recommendations are made to enable progression of all highway related schemes and works.

## 1. INTRODUCTION AND BACKGROUND:

1.1 Surrey County Council's Local Transport Plan (LTP) states the aim of improving the highway network for all users, through measures such as reducing congestion, improving accessibility, reducing personal injury accidents, improving the environment and maintaining the highway network so that it is safe for all users.

## 2. ANALYSIS:

### 2.1 ITS programme for 2014/15

2.1.1 The Committee 2014/15 ITS capital budget for Woking was set at £146,081. Due to a limited overspend of £38,000 during the 13/14 financial year, this balance is reduced to £108,081, but further funding sources have been identified of £23,997 which have reduced the impact of the overspend, enabling an overall budget of £132,078. Table 1 below records the schemes agreed during the Woking Local Committee held on 4 December 2013 for delivery in the 2014-15 financial year.

Project	Budget (£)	Details
Albert Drive part scheme completion	37,873	Substantially completed. Some minor works and safety audit review to follow.
Delivery of Pembroke Road traffic calming	40,000	Initial public consultation completed. Strongly contrary views. Design modified and due to commence formal consultation prior to delivery of works in Jan-March 2015.
Blackhorse Road junction safety improvements	75,000	Design completed. Awaiting final price from contractor and programme dates for delivery. Expected Jan or Feb 2015 commencement.
Prey Heath Road pedestrian improvements	50,000	Design completed. Some communication issues with Network Rail. Anticipated delivery date Jan 2015.
Barleymow Lane traffic management measures	0	No further works required. TRO and signs delivered in 2013/14. <b>Scheme complete.</b>
Warbury Lane traffic management modification	10,000	Initial design complete. Have asked for design revisions.
<b>Total</b>	<b>212,873</b>	

**Table 1 – ITS programme for 2014/15**

2.1.2 All costs shown are estimated, and the programme value intentionally exceeds the available budget to enable flexibility of delivery. In the meeting of 4 December 2013 the Woking Local Committee instructed that priority should be given to funding and delivery of ITS schemes, when balancing the overall ITS and capital maintenance programme.

2.1.3 In the event of any ITS schemes not being deliverable, or being unable to proceed for other reasons, a standby list of LSR works was also approved for use on a

contingency basis to ensure that budgets are effectively utilised. These works are shown in the shaded part of Table 2 of this report.

## 2.2 Capital Maintenance programme for 2014/15

2.2.1 During the Woking Local Committee held on 4 December 2013, the programme of localised structural repair work (LSR) shown in Table 2 of this report, was agreed for delivery, subject to receipt of £146,081 anticipated capital funding:

Road Name (Number)	Limits	Area	Cost (£)	Progress
Paxton Gardens	Area by Roundabout, O/S No 5	Paxton Gardens BC	44,164	Awaiting delivery date confirmation.
Woodside Close	Whole Road	Knaphill SH	0	<b>Works completed.</b> Funded by central capital budget.
Royston Road	Access to industrial Estate	Byfleets RW	0	<b>Works completed.</b> Funded by central capital budget.
Vicarage Road Including The Moorlands Bellmouth	Change in surface close to R/B with Kingfield to house called Humbledon	Woking WF (Kingfield)	0	Works on hold due to conflict with utility works. Possible deferral to 2015/16. Estimated £23,542
Warbury Lane	Bottom section, to the width restriction, and Top section, Boundary of Borough to first house after width restriction	Woking SH	0	Delivered through central capital budget. <b>Completed.</b>
Kingfield Road Footway	Behind Kingfield Arms	Woking WF	10,726	<b>Completed.</b>
Sopworth Drive R/B	Whole R/B	Byfleet RW	17,259	Awaiting programme date.
Contractor overhead and profit			22,000	Estimated
<b>TOTAL</b>			<b>94,149</b>	
Queen Elizabeth Way	Concrete section to end of road	Woking WF	40,204	
Dartnell Ave	Redwing Grdns to Parvis Road	Byfleet RW	20,300	
Lych Way	Whole Road	Woking Horsell CK	31,460	
Old Guildford Road	Footway between Bourne Way to Old Barn Drive on one side and jct with Egley Road to	Woking WF	8,240	

## ITEM 10

	Buckingham Service Station			
Woodlands	Whole Close	Woking WF	15,440	<b>Completed through revenue funding.</b>
Dartnell Park Road	Wild Acres to Holland House	Byfleet RW	11,550	
Woodmancote Gardens	Whole Road	West Byfleet RW	7,280	
Maitland Close	Whole Road	Woking RW	9,660	
Cavenham Close	Whole Close	Woking WF	14,261	
Dartnell Close	Whole Road	Byfleet RW	6,520	
Guildford Road	Opposite junction to Constitution Hill	Woking WF	1,802	

**Table 2 – 2014/15 capital maintenance and contingency works programme**

2.2.2 Capital maintenance works for 2014/15 are un-shaded in the table above. Due to good progress with securing funding for Local Committee nominated sites through central capital budgets, the originally agreed programme value of £135,805 has been reduced to £94,149.

2.2.3 The overall capital programme for ITS and capital maintenance is set to fully utilise the capital budgets, and no overspend is anticipated.

### 2.3 Revenue maintenance allocations and expenditure 2014/15

2.3.1 The 2014/15 revenue maintenance allocation for Woking is £220,420. Table 3 shows how these funds have been allocated, and the spend progress to date.

Item	Allocation (£)	Spend to date (£)
Drainage / ditching	60,000	31,417
Carriageway and footway patching	60,000	87,838
Vegetation works	60,000	81,288
Signs and markings	30,420	3,450
Low cost measures	10,000	5,872
Kier OHP	*	12,350 * (included in allocation figures)
<b>Total</b>	<b>£220,420</b>	<b>£209,869 committed</b>

**Table 3 – 2014/15 Revenue Maintenance Expenditure**

## 2.4 COMMUNITY ENHANCEMENT FUND

2.4.1 The total 2014/15 Community Enhancement allocation for Woking is £35,000. Committee have previously determined to divide this fund equally between County Councillor Committee Members.

2.4.2 A summary of spend progress is shown in Table 4.

Member	Allocation (£)	Spend to date (£)
Liz Bowes	5,000	5,000
Ben Carasco	5,000	550
Will Forster	5,000	3,617
Saj Hussain	5,000	1,053
Richard Wilson	5,000	4,691
Colin Kemp	5,000	2,785
Linda Kemeny	5,000	5,000
<b>Total</b>	<b>35,000</b>	<b>22,697</b>

**Table 4 – Community Enhancement Fund spend progress**

## 2.5 Other highways related matters

### 2.5.1 Customer enquiry responses

Following the extremely high volume of enquires in the first part of the year, the second and third quarters have seen a steady reduction. This is to be expected given the time of year but overall volumes remain high with over 118,000 enquiries received for the calendar year to date, giving an average of approximately 13,100 per month, down from 14600 in the second quarter.

For Woking specifically, 6,287 enquiries have been received since January of which 3,274 were directed to the local area office for action, and 94% of these have been resolved. This response rate is slightly below the countywide average of 95%. Although the response rate remains fairly high, we are working hard in conjunction with our contractors to improve the service we provide. This includes the launch of a new customer enquiry and works scheduling system and revised customer service KPIs.

Through the Customer Service Excellence project we are also seeking to improve the accessibility of information and advance notification of roadworks. As part of this we have recently moved our roadwork information to a new website; [www.roadworks.org](http://www.roadworks.org) that also contains information on work being undertaken by utility companies. Customers can sign up to receive alerts and provides a fuller picture of the work in an area.

Although there has been a reduction in customer contacts, complaints have remained high with 308 at Stage 1 for the 9 months to the end of September compared to 208 for the first half of the year. The North West area including Woking have received 44. The main reasons for complaints are communication and the failure to carry out works to either the expected standard or timescale. In addition, 11 complaints have been escalated to Stage 2 of which we were found to be at fault

## ITEM 10

in three. Seven complaints have been made to the Local Government Ombudsman about the Service, none of which have been upheld.

### 2.6 Proposed capital works programme for 2015/16

2.6.1 Following a request made in the previous Woking Joint Committee, the capital works programme, which was informally discussed and agreed in principle at the private meeting held on 22 October 2014, is now presented as a combined programme of ITS and capital maintenance works for approval.

2.6.2 It has been assumed that the same level of capital funding will be available in the 2015/16 financial year as for 2014/15, and should there be any change to this capital allocation of £292,162, it is proposed that the works are funded in the order presented in Table 5 below.

2.6.3 All costs shown are estimated, and it is suggested that should scheme costs vary from the estimates shown, that Committee support a flexible approach that enable the matching of schemes as best as can be achieved to the available budget.

Scheme Name	Detail/Limits	Area	Estimated Cost (£)
A245 junction with Camphill Road reconfiguration assessment	Highest ranking scheme on our list of prioritised ITS improvements. Site has suffered from turning collisions and has been repeatedly raised as a road safety issue. Scheme is to assess options for reconfiguration and also consider improving pedestrian facilities. Design only.		15,000
Speed limit assessments/reductions	A320 Chertsey Road (Anthony's) – review of speed limit due to resident request and collision history (presently 10 <sup>th</sup> on list) A3046 Chobham Road near Common Close – raised in last formal Committee requesting review of speed limit (presently 18 <sup>th</sup> on list) Burdenshott Road – raised by residents and collision history – suggested review of speed limit (presently 3 <sup>rd</sup> on list) Lock Lane/Wisley Lane, Pyrford – resident requests but no collision history. Present 60mph limit is not considered appropriate for location – need to review (presently 50 <sup>th</sup> on list) Warbury Lane – to compliment revisions to width restrictions introduced in 2014/15 financial		40-50,000

	<p>year. Review of speed limit (not ranked on list). Smartsheath Road – raised by local Member and Surrey Police. Review of speed limit.</p> <p>Design and construction as appropriate in 2015/16.</p>		
Signals review and crossing upgrades	Not yet ranked but anticipated to score highly. Programme of traffic signal timing reviews and pedestrian crossing upgrades led by Members to reduce congestion and support the local economy across the Borough. Programme size can be adjusted to available budget.		Up to £50,000
Oyster Lane, Byfleet – Re-sign railway bridge	This scheme is presently in 25 <sup>th</sup> place on our prioritised ITS list. Signs were replaced on Runnymede side and on bridge structure to show both metric and imperial units. Woking signs are not consistent with this and need revising.		10,000
Vale Farm Road – revoke part of 1 way system	This scheme is presently in 36 <sup>th</sup> place on our prioritised ITS list. Traffic from Wilbury Road often drives against the 1 way system. This is to regularise this situation and ease pressure on Vale Farm Road itself. NB: This could be funded from Parking surplus monies.		15,000
Vicarage Road, Old Woking – pedestrian crossing near junction with Loop Road	This scheme is presently in 19 <sup>th</sup> place on our prioritised ITS list. Subject to funds being released by WBC, this crossing could be funded from developer monies. There is no pedestrian crossing in this vicinity, and this improvement would link two bus stops, is close to a footpath running into the Balfour Avenue Estate and the new Moor Lane development.		120,000
Weybarton	Capital maintenance (LSR)	Byfleet	21,000
Maitland Close	Capital maintenance (LSR)	West Byfleet	11,000

## ITEM 10

Cavenham Close	Capital maintenance (LSR)	Woking	9,324
Woodmancote Gardens	Capital maintenance (LSR)	West Byfleet	6,100
Knowle Gardens	Capital maintenance (LSR)	West Byfleet	11,100
Elveden Close	Capital maintenance (LSR)	Pyrford	20,500
Palmerston Close	Capital maintenance (LSR)	Horsell	10,000
Maybury Avenue	Capital maintenance (LSR)	Maybury	14,400
Total			411,000

2.6.4 The total estimated costs of the proposed programme is £411k. This is affordable subject to the release of developer funding from Woking Borough Council for the Vicarage Road pedestrian crossing.

**2.6.5 Contingency planning** - In the event of any of ITS schemes not being deliverable, or being unable to proceed for other reasons, it is proposed that a standby list of LSR works is used on a contingency basis to ensure that budgets are effectively utilised.

### **3. OPTIONS:**

3.1 Options, where applicable, are presented in this report.

### **4. CONSULTATIONS:**

4.1 Consultation is routinely carried out for highway-related schemes with relevant key parties, including residents, Local Members, Surrey Police and Safety Engineering. Specific details regarding consultation and any arising legal issues are included in individual scheme reports as appropriate.

### **5. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:**

5.1 Proposed ITS schemes are prioritised to ensure that the maximum public benefit is gained from any funding made available. So far as is practicable, Officer proposals follow the Countywide scheme assessment process (CASEM) and the prioritisation order determined by this.

5.2 The Committee Capital and Revenue Maintenance budgets are used to target the most urgent sites where a specific need arises, to keep up with general maintenance activities that reduce the need for expensive repairs in the future, and to support local priorities. The nature of these works is such that spend may vary slightly from that indicated.



**6. RISK MANAGEMENT:**

- 6.1 Risks have been considered and managed through such measures as contingency planning.

**7. LOCALISM:**

- 7.1 Through the views and needs expressed by local communities, and accommodating where possible the involvement of local communities in looking after the public highway, localism is routinely considered as part of the consultation and bidding processes for highway-related works. Specific details regarding localism are included in individual reports as appropriate.

**8. EQUALITIES AND DIVERSITY IMPLICATIONS:**

- 8.1 It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding. Appropriate and proportionate consultation is carried out with residents, and bodies representing particular user groups, to ensure that the interests of all highway users are considered.

**9. OTHER IMPLICATIONS:**

- 9.1 Other implications, such as the contribution that a well-managed highway network can give to reducing crime and disorder, are considered in relation to individual schemes, and specific details are included in individual reports as appropriate.

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications arising from this report.
Sustainability (including Climate Change and Carbon Emissions)	No significant implications arising from this report.
Corporate Parenting/Looked After Children	No significant implications arising from this report.
Safeguarding responsibilities for vulnerable children and adults	No significant implications arising from this report.
Public Health	No significant implications arising from this report.

**10. CONCLUSION AND RECOMMENDATIONS:**

- 10.1 The Committee is asked to note the progress with all schemes and budgets.
- 10.2 It is recommended that a further Highways Update report is presented at the next meeting of this Committee.
- 10.3 The Committee is asked to approve the proposed capital works programme for 2015/16 together with the recommended contingency mechanism.

**11. WHAT HAPPENS NEXT:**

- 11.1 Officers will continue to progress delivery of all schemes and ensure effective use of all budgets.

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**Contact Officer:**

Andrew Milne, Area Highways Manager NW

**Consulted:**

As identified in report.

**Borough Portfolio Holder**

N/A

**County Council Cabinet Member**

John Furey

**Annexes:**

None

**Sources/background papers:**

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