



WOKING JOINT COMMITTEE

DATE: 4 MARCH 2015

LEAD OFFICER: KEVIN ORLEDGE, STREETWORKS MANAGER

SUBJECT: PETITION – PARVIS ROAD/BYFLEET ROAD

DIVISION: THE BYFLEETS

SUMMARY OF ISSUE:

1.1 A petition containing 83 signatures has been submitted for consideration at both the Elmbridge Local Committee and the Woking Joint Committee.

Wording of the petition:

1.2 Travelling from Byfleet Road to the Painshill junction with the A3 and the other way towards West Byfleet along Parvis Road has become a nightmare on a regular basis due to road works. We ask Surrey County Council to restrict all non emergency work to between 10pm and 5am on this very busy route.

BACKGROUND

2.1 The A245 Parvis Road extends from its junction in the centre of West Byfleet with the Old Woking Road to the roundabout junction with the Byfleet Road and Brooklands Road, a distance of approximately 1.4 miles.

The A245 Byfleet Road extends from the junction with the Parvis Road through to the Painshill Roundabout junction with the A3 trunk road. A distance of approximately 1.6 miles.

Both roads are defined as 'Traffic Sensitive' under the Department for Transport (DfT) classification between the hours of 06:30 to 09:30 and 16:00 to 18:30. These are periods when works that disrupt traffic flows will have the greatest adverse effect.

The roads have high significance in the Surrey road network being prime routes servicing the A3 and M25 and also the commerce area of Brooklands as well as being through routes connecting the towns of Woking, Weybridge Cobham and Esher and locations further afield.

Residential areas, whilst in most cases not considered dense, exist at various locations along the length of the road.

- 2.2 Works on the highway take many forms from general street cleansing to works requiring excavations and major changes to road layouts. The type of works will dictate the type of traffic management necessary and the ability to confine activities to less busy or “off peak” periods.

The necessity for any traffic management and the layout of the traffic management is defined in the New Roads and Street Works Act 1991. Works on streets of 50 mph restriction and below being covered by the publication “Safety at Street Works and Road Works”.

Legislation dictates that it is compulsory that this document is followed for all works defined as Street Works (generally understood to be works by utility companies such as gas, water electric or telecom) and Works for Road Purposes (road repairs and improvement by the highway authority).

The type of traffic management (portable traffic signals, stop and go boards, road closure, give and take, priority working, etc.) dictates the effect on traffic movements and combined with traffic flows, the disruption levels.

RESPONSE

- 3.1 No advantage would be gained by limiting the time periods in which works that do not require any traffic management and hence do not interfere with vehicle movements, could be undertaken.

- 3.2 In limiting works that do have an effect on traffic flows to off peak periods, such as over night, consideration has to be given to the ability of the works and the associated traffic management to be cleared from the carriageway during other hours to restore the road to full use.

In the case of excavation works by utility companies, this is generally not practicable with most services (pipes, ducts, cables, etc,) being 1 metre or more sub surface.

- 3.3 Works on the highway are by their nature hazardous. Safety of both site operatives and the general public is paramount at all times. To be able to undertake works during periods of darkness artificial lighting is necessary. This creates issues with both shadows and moving between lit and non lit areas particularly when working in excavations. Surrey County Council would not instruct works to be undertaken using a methodology that puts operatives at a higher level of risk to personal injury.

Environmental issues of both noise and light pollution from night works require specific approval from the local Environmental Health (EH) authority. Experience indicates the EH authority will bias any decision in favour of residents over the travelling public.

- 3.4 Surrey County Council welcomes the use of innovative techniques and other methods by which the road can be fully available to traffic at peak periods.

On occasions plating of excavations can be considered however road plates have a maximum speed over of 10mph which if exceeded can create a hazardous situation. Road plates would not be suitable for a road such as the Parvis Road or the Byfleet Road.

Techniques such as insertion, pipe bursting and directional drilling are encouraged where ground conditions and existing services allow.

- 3.5 Wherever works type and safety factors allow, Surrey County Council will instruct works on any street defined as traffic sensitive in the Surrey highway network that uses positive stop traffic management such as temporary traffic signals to be undertaken outside of the Traffic Sensitive' times.

An example of this being recent works in Copsem Lane, Oxshott, (a main M25 A3 link) where Sutton and East Surrey Water were instructed to only work between the hours of 09:30 and 15:30 Monday to Friday with the road returned to full use outside of these hours.

- 3.6 Where works that have the potential of creating significant traffic disruption are unavoidable, Surrey County Council will instruct the works promoter to work extended hours, most usually 07:00 to 19:00 (light permitting) and also to work the weekend period provided EH authority approval is gained.

- 3.7 In summary, it is not possible to limit non emergency works to take place between the hours of 10pm and 5am. Officers do carefully consider each application for works, taking into account various factors including type of works and environmental and safety issues, and place conditions on the times at which they can be undertaken as described in 3.5 and 3.6 above.

COMMENT ON RECENT WORKS

- 4.1 Major works were undertaken on the A245 Parvis Road last summer as part of the West Hall Care Home Development.

These works included widening of the footways, realignment of the carriageway and the installation of a pedestrian refuge area in the centre of the carriageway. It is acknowledged that these works caused significant traffic disruption in and around the area.

The timing of these works was coordinated to avoid the closure of the adjacent Newark Lane whilst meeting the planning requirement dictating completion by mid September and used part of the school summer vacation period. These works had an overall duration of seven weeks.

Due to the nature of the works, particularly the widening of the footway on the northern side and the necessity to provide an alternative pedestrian walkway in the carriageway, it was not possible to limit these works to off peak periods only.

Contact Officer:

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Consulted:

N/A

Sources:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/321056/safety-at-streetworks.pdf