

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (WAVERLEY)

DATE: 12 DECEMBER 2015

LEAD OFFICER: JOHN HILDER
AREA HIGHWAY MANAGER

SUBJECT: HIGHWAYS PROGRAMME 2015-16: UPDATE ON PROGRESS

DIVISION: ALL DIVISIONS IN WAVERLEY



<p><u>SUMMARY OF ISSUE:</u></p> <p>This report provides an update on the 2015/16 programmes of highway improvement and maintenance works funded by this committee.</p>
<p><u>RECOMMENDATIONS:</u></p> <p>The Local Committee (Waverley) is asked to:</p> <ul style="list-style-type: none"> (i) Note progress of the 2015/16 programme of highway works funded by this committee and external sources described at Annex 1. (ii) Note the Surrey Police formal objection to the introduction of a 30mph speed limit on the A283 Petworth Road at Cherry Tree Roundabout and decide whether to proceed with implementation of the same. (iii) Agree that cyclists are permitted to use the footway on the eastern side of Meadow, Godalming between Broadwater Park and Catteshall Road.
<p><u>REASONS FOR RECOMMENDATIONS:</u></p> <p>The committee is asked to note progress for the 2015/16 local highways programme and agree decisions relating to speed limits and shared use of a footway.</p>

1. UPDATE

2015/16 Budgets and Forecast Expenditure

1.1 **Annex 1** shows 2015/16 budgets, allocations and forecast expenditure.

Planning Infrastructure Contribution (PIC) and S106 funding

1.2 **Annex 1** shows that £375,000 of developer transportation funding is expected to be used to support the 2015/16 Integrated Transport Scheme (ITS) programme.

Petition for the reinstatement of the bus lay-by at Ewhurst C of E Infants School

1.3 The 25 September 2016 meeting of the committee considered a petition for the above and the interim officer response which advised that further measures were being investigated and that the Stage 2 complaint response by the Customer Relations team would be brought to this meeting.

1.4 The response provided in September included the statement that 'the Area Highway Manager (AHM) cannot recommend that the lay-by is reinstated allowing the bus stop to return to its original position.'

1.5 The measures described in the response, aimed at allowing buses to turn at the green opposite the Bull public house without needing to reverse, have yet to be installed but are still in progress.

1.6 The draft Stage 2 complaint includes the following recommendations:

1. The approval of the uncontrolled crossing outside the infants school in Ewhurst to be taken back to the local committee and for the local committee to make an informed decision based on all available evidence.
2. For Highways and Passenger Transport to work together in order to contribute to the new Highways Consultation Policy (CSEP) for where highways schemes involve bus stops. This should include:
 - Defining a process to identify if formal consultation needs to take place
 - The department responsible for undertaking the consultation
 - What form the consultation should take i.e. leaflets posted at bus stops
3. The process for submitting petitions to the Council be reviewed. This should include:
 - The process if someone requests that a member of staff accepts the petition
 - The process if no one is available to accept the petition
4. Consideration is given to reimbursing the taxi fare the residents paid to get to County Hall. (This action is complete.)

- 1.7 The first recommendation suggests that the committee will be asked to review the provision of the crossing, while the AHM stated in September that he could not recommend that the lay-by is reinstated.
- 1.8 A further update will be brought to a future meeting of this committee once all interim measures have been completed.

New 30mph speed limit on the A283 Petworth Road at Cherry Tree Roundabout, Milford

- 1.9 At the meeting of the committee held on 12 December 2014 members agreed to reject the officer recommendation that the speed limit along the above section of the A283 should remain at 40mph and referred the requested 30mph speed limit to the cabinet member responsible for road safety. Earlier this year the cabinet member agreed that a 30mph limit should be introduced on an experimental basis and suggested measures such as Vehicle Activated Signs (VAS) be installed to encourage lower speeds.
- 1.10 The introduction of a 30mph limit for a period of 18 months was advertised earlier in the year. As anticipated Surrey Police formally objected to the lower limit, and requested that their response be brought to the attention of the local committee in its entirety, so that members are fully aware of Surrey Police's position.

I can confirm that I formally object to this lower limit for the following reasons-;

- *The Surrey County Council (SCC) Speed Limit policy states that a speed limit should only be lowered to 30mph if the mean average speeds are 35mph or lower. The mean average speed at this location is 39.6mph, which is nearly 5mph above the speed matrix contained within your policy. The policy does allow for a lower limit to be introduced if the mean average speeds are high, but only if this is done in association with other appropriate speed reducing measures. In this case there is no indication of any other speed reducing measures and indeed the mean speeds are so high that it would require physical measures to ensure compliance.*
- *A 30mph limit will result in the removal of the current 40mph repeater signs and the 30mph terminal signs near Milford Heath Road. Therefore, this will result in there being no positive speed limit signing along this section of Petworth Road. The only indication of what the speed limit is will be through the lamp columns, many of which are set back some distance from the actual carriageway and not obvious to the driver. In my view this will result in an increase in speeds along this section of road and in particular the length that is already a 30mph limit near Rodborough School. I feel that by the time many drivers get to this point they will have completely forgotten what the speed limit is and they will be using their own assessment to determine the speed limit and as the road will not look or feel like a 30mph limit speeds will increase.*
- *The Association of Chief Police Officers/ Surrey Police's policy on speed limits has been presented to the Waverley Committee and so they should be fully aware of our stance on this matter. The service does support road safety measures that influence drivers into slower speeds, however in each case there must be a proven need, the limit must be clear and the motorist must*

*have the ability to comply. All limits need to be self-enforcing, in that there should be engineering measures in place to ensure driver compliance and there should not be a reliance on police to ensure that compliance. Therefore our position is that where speed limits are set at an inappropriate level we **will not** carry out routine enforcement at those locations. We would deem this limit to be inappropriate, as it does not comply with SCC's own Speed Limit Policy mentioned above.*

*Graham Cannon
Road Safety & Traffic Management Officer
Operations Command*

- 1.11 Only the police objected to the advertised reduction in speed. Members are asked to consider this objection and decide whether to proceed with the 30 limit.
- 1.12 If the committee proceeds with a reduced limit the Area Highway Manager suggests that two additional VAS are installed and that speeds are monitored over a period of a year, with a report coming to a future meeting of this committee.

Shared Surface on A3100 Meadrow, Godalming

- 1.13 The 2015/16 programme includes new pedestrian refuges on the A3100 Meadrow to assist those crossing to and from Broadwater Park. The scheme offers the opportunity to designate the footway on the eastern side of the road as shared use, permitting cyclists to use it. This requires a resolution by the committee which is sought in recommendation (iii) above.

Blackwater Valley Sustainable Transport Package

- 1.14 Waverley has one active Sustainable Transport Package project known as the Blackwater Valley Sustainable Transport Package (Phase 2). This is generally a walking and cycling cross-border project with Hampshire County Council and focuses on connectivity between Farnham and Aldershot, linking residential areas to businesses, retail and bus/rail hubs. The project is at an early stage of development, but it is planned to brief the local committee further during 2016 and prepare a business case for submission to the EM3 Local Enterprise Partnership in January 2017.

Customer Enquiries

- 1.15 The total number of enquiries received between January and September 2015 is 93885, an average of 10400 per month. This is slightly down from 11000 in the first six months of the year, but consistent with the summer months when reports tend to reduce slightly.
- 1.16 All enquiries are categorised at the point of logging, either automatically through the website or by officers; safety defects are directed to Kier with the remainder passed to the SCC local office for further investigation. During 2014 the average split was 44% SCC and 56 % Kier; for the year to date this has shifted to 36/64. This can be partly attributed to improvements to the online reporting system and additional information available on the roadwork web page.

1.17 For Waverley specifically, 11784 enquiries have been received since January of which 4071 (35%) were directed to the local area office for action; of these 96% have been resolved. This response rate is in line with the countywide average of 96%.

1.18 For 2015, 377 complaints were received of which 69 Stage 1 and 13 Stage 2 were for the South West area, including Waverley. The main reasons for these complaints were roadworks and lack of contact. The service was found to be at fault in two of the Stage 2 complaints following independent investigation. We continue to work closely with the corporate customer relations team and have created corrective action plans for all outstanding actions.

2. OPTIONS:

2.1 Officers seek to implement the most cost effective measures which meet scheme objectives.

3. CONSULTATIONS:

3.1 Appropriate consultation will be carried out for all schemes.

4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS:

4.1 Works will be carried out by SCC's term highways contractor, Keir, who won the term contract in a competitive tender process.

5. EQUALITIES AND DIVERSITY IMPLICATIONS:

5.1 No specific implications.

6. LOCALISM:

6.1 Works and schemes are designed to improve and make safer the facilities for local communities in the borough.

6.2 The Lengthsman initiative allows parish councils to undertake enhanced maintenance of the public highway.

7. OTHER IMPLICATIONS:

7.1 None

8. CONCLUSION AND RECOMMENDATIONS:

8.1 As set out in the body of the report.

9. WHAT HAPPENS NEXT:

9.1 Officers will continue to progress the programme of schemes agreed by the committee.

Contact Officer: John Hilder
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Consulted:
As described within the report

Annexes:
1. Highways budget and expenditure for 2015/16

Sources/background papers:
Local Committee (Waverley) 25 September 2015: Item 9