

SURREY COUNTY COUNCIL

LOCAL COMMITTEE (GUILDFORD)

DATE: 22 JUNE 2016

LEAD OFFICER: JOHN HILDER

SUBJECT: HIGHWAYS UPDATE

DIVISION: ALL



<p>SUMMARY OF ISSUE:</p> <p>This report provides an update on the 2015/16 programmes of highway improvement and maintenance works funded by this committee and sets out the programme of works for 2016/17 as agreed by the committee at the meetings of December 2015 and March 2016.</p>
<p>RECOMMENDATIONS:</p> <p>The Local Committee (Guildford) is asked to:</p> <ul style="list-style-type: none"> (i) Note that three ITS and the Cluster Fund schemes were not completed by the end of the financial year in March. However capital funding of 137,000 has been carried forward which is expected to very nearly meet the cost of completing these projects within the current financial year. (ii) Note the 2016/17 programme of highway works and operations detailed at Annex 1. (iii) Agree to promote a traffic regulation order for the introduction of parking restrictions in the Boxgrove Lane area as shown at Annex 2. (iv) Agree to promote a traffic regulation order to reduce the existing 60mph speed limit on the A25 Shere Road to 40mph as shown on the plan at Annex 3. This proposal will also be subject to consultation with the police. (v) Agree that the 25,000 of revenue funding previously directed towards an additional jetter is now allocated towards minor maintenance works identified by the Area Highway Manager.
<p>REASONS FOR RECOMMENDATIONS:</p> <p><i>The recommendations above allow the implementation of ITS schemes included in the 2016/17 programme of highway works.</i></p>

1. UPDATE

2015/16 Programme of works and expenditure

- 1.1 The Highways Update report to the March committee meeting anticipated all but three 2015/16 ITS schemes would be completed by the end of March, that these three schemes would incur costs of 45,000 in 2016/17, and that there would be an under spend of 32,000 on the budget.
- 1.2 At the end of March all but three ITS schemes were completed as anticipated and there was an under spend of 137,000 which has been carried forward as a credit to the 2016/17 budget. However unexpectedly none of the Cluster fund schemes were implemented (value 35,000) and 46,000 less was expended on the High Street setts than forecast.
- 1.3 The net effect is that 137,000 has been carried forward to this year with the anticipated cost of completing all 2015/16 schemes estimated at 146,000. This carry forward and forecast costs for 2015/16 are reflected at pages 1 and 2 of **Annex 1**.

2016/17 Programme of works and expenditure

- 1.4 Annex 1 shows the programme of works and operations agreed by the committee at the meetings of December 2015 and March 2016.

Boxgrove Schools Safety Scheme

- 1.5 Works were completed on this scheme in 2015/16 and the changes have been well received by the three local schools.
- 1.6 Parking restrictions formed part of the original proposals and these have been the subject of lengthy consultations with residents, the schools and the local members which concluded relatively recently.
- 1.7 Annex 2 shows the proposed restrictions in Boxgrove Lane and adjoining roads in the area.

Newlands Corner Safety Scheme

- 1.8 Several changes have been made to the original design of this scheme resulting in a delayed start date, with construction now planned for this Summer.
- 1.9 The original Newlands Corner proposals included reducing the current 60mph speed limit on the A25 Shere Road to 40mph from a point just to the north of the Trodd's Lane Junction for a distance of 600m to the south. The police have been consulted on this proposal and support it.

- 1.10 Separately to the original Newlands Corner proposals, the county council's Road Safety Team have reviewed the A25 between Clandon Crossroads and Sherbourne Road and have identified a history of collisions between Newlands Corner and Sherbourne Road. In the 4 year period to the end of November 2015 there were 28 collisions with 6 of these leading to serious injury and 22 leading to slight injury casualties. Nine collisions took place at the junction with Sherborne Road and 14 took place away from junctions on the link between Newlands Corner and Sherbourne Road. Of these, 11 involved a single vehicle losing control. A collision plot showing the locations and basic details of these collisions is included within Annex 3. Since this plot was produced there was another single vehicle loss of control collision on the 2 December 2015 near the entrance to Albury Quarry that resulted in the death of the driver.
- 1.11 Speed surveys have been undertaken at several locations along this stretch of the A25 including between the Clandon Crossroads and Newlands Corner, and between Newlands Corner and Sherbourne Road. These show that a new 40 mph speed limit along the whole length would comply with the county council's speed limit policy which requires that the existing mean speeds need to be 46 mph or less for a new 40 mph speed limit to be introduced using signs alone without any additional supporting measures.
- 1.12 Consequently officers would like to proceed with the introduction of a new 40 mph speed limit extending from the existing 40 mph speed limit at the Clandon Crossroads junction, to a point about 100m to the east of the junction with Sherborne Road as show by the map in Annex 3. This would help to reduce speeds in order to reduce the ongoing serious history of collisions along this stretch. The gateway features on the immediate approaches to Newlands Corner would be retained but would be amended. This extension of the proposed new 40 mph speed limit compared with the original proposals would be subject to further consultation with the police.
- 1.13 A further phase of safety improvements in the form of improved hazard warning signing between Newlands Corner and Sherborne Road will be considered and developed by the Road Safety Team.

Jetter

- 1.14 At the December meeting the committee agreed to allocate 25,000 for the use of a jetter by the area team for three weeks to top up the central provision of five weeks. Since the meeting the central jetter allocation has been increased and the committee is asked to agree that this revenue funding is now directed towards minor maintenance works at the discretion of the Area Highway Manager.

Lengsthman Scheme

- 1.15 Bids for funding in 2015/16 had been submitted by four organisations by the end of February:-

Ash PC	£7,400
Shere PC	£7,854
Worplesdon PC	<u>£5,500</u>

Total £20,754

1.16 As in 2015/16 area team officers will scrutinise bids to ensure works fall within with the remit of the scheme and discuss allocation values with the local member with a view to fund or part fund all bids to a total value not exceeding the budget of £25,000.

1.17 Guildford High Street Setts

1.18 Works commenced on Wednesday 3 February and were expected to take around 6 months to complete, with the road cleared and fully re-opened in July.

1.19 Works are progressing reasonably well, but delays have been encountered due to water service pipe leaks. Thames Water are fully co-operating in repairing leaks and replacing these service pipes between the mains within the carriageway and the stop valves within the footway.

1.20 These delays have pushed the expected completion date back by a couple of weeks to the middle of August.

1.21 Deliveries for shops adjacent to works areas are affected to a degree, but retailers are managing to make adjustments. Overall there have been almost no complaints about the work and passers by are taking a keen interest in what is going on and frequently complimenting the workforce on their craftsmanship.

1.22 In order to complete work on the single lane sections at the top and bottom of the High Street it will be necessary to fully close the road to all traffic at either end. These closures will be sequential and each is expected to be for a period of around ten days.

1.23 For the closure at the lower end traffic will be diverted via Chapel Street. For the closure at the top end traffic will be directed to exit the High Street via Market Street.

1.24 Both Chapel Street and Market Street are very narrow roads and it will be necessary to prohibit vehicles above 3.5t, so the size of a large transit van. Obviously this will have an effect on deliveries to shops that are serviced via the High Street and traders will be contacted well in advance to discuss and agree delivery arrangements while the closures are in place.

Project Horizon (Carriageway)

1.25 The project Horizon carriageway investment programme is now in its 4th year of delivery and is on track to achieve the original target of reconditioning 500km of roads. The year 4 (2016/2017) programme for Guildford is appended to this report.

1.26A new Asset Strategy has been developed and will be in place by April 2017, and the term contract with Kier will be extended for a further five years during 2016. In view of these significant considerations all remaining 'year 5' Horizon schemes will be reassessed alongside new identified schemes to produce a new five-year programme for roads to start in April 2017. This new programme will use the most effective treatment for each scheme.

1.27Members have been informed which of the original Horizon schemes are yet to be treated and the future rolling programme will include these deferred schemes along with newly generated schemes from the latest condition surveys. In addition, as part of the consultation process on future programmes, we would invite members to highlight:

- Their top priorities from the original horizon list
- Other priorities not on the original horizon list

Customer Enquiries and Reactive Repairs

1.28For Guildford specifically, 5703 enquiries have been received of which 2026 were directed to the local area office for action, 95% of these have been resolved. This response rate is slightly above the countywide average of 94%.

1.29For the first quarter, Highways received 90 stage 1 complaints of which 12 were for the Guildford area, these concerned resurfacing and lack of contact. In addition two Stage 2 complaints were received, the Service was not found to be at fault in either.

1.30The Service has recently undergone its annual Customer Service Excellence (CSE) review. This is undertaken by an independent, external body licenced by the Cabinet Office. This recognised the continued improvements that have been made and has recommended retention of the award. CSE is a continuous improvement tool and the we are using this to drive up performance and the customer experience.

1.31The assessor highlighted a number of areas of good practice including the formation of a Highways Customer Panel. Customers can voluntarily sign up to receive three surveys per year to give their views on various aspects of the service. This allows us to benchmark satisfaction and identify any trends and areas for improvement. The CSE Member Reference Group was also highlighted and "was found to be active in supporting the service in understanding customer needs and views".

1.32Two area of compliance plus were also identified, these are behaviours or practices which exceed the requirements of the standard and are viewed as exceptional or as exemplar to others, either within the applicant's organisation or the wider customer service arena.

1.33The two areas are the

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- investment in time to keep the roadworks information updated, the clarity and customer focused language used has assisted in Surrey being the most accessed area nationally on www.roadwork.org
- the service has introduced a Customer Agreement Process where promises made during the handling of Stage 1 complaints are logged and monitored against the time frame promised to the customer. This assists in ensuring that complaints do not escalate due to promises that are not kept

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 None

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 Lengthman 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.

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Consulted:
As described within the report

Annexes:

1. Highways budget and forecast expenditure for 2016/17
2. Proposed parking restrictions at Boxgrove Lane
3. Proposed 40mph speed limit A25 Shere Road at Newlands Corner
4. Guildford 2016/17 Horizon programme

Sources/background papers:

Local Committee for Guildford Wednesday 8 December 2015: Item 13 'Highways Update Report' and item 14 'Highways Budget for 2016/17'

Local Committee for Guildford Wednesday 23 March 2016: Item 13 'Highways Update Report'

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