



WOKING JOINT COMMITTEE

DATE: 20 SEPTEMBER 2017
LEAD OFFICER: ANDREW MILNE, AREA HIGHWAY MANAGER

SUBJECT: HIGHWAYS UPDATE

AREA(S) AFFECTED: ALL

SUMMARY OF ISSUE:

To report progress made with the delivery of proposed highways schemes, developer funded schemes, and revenue funded works for the 2017/18 financial year.

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

To report on relevant topical highways matters.

RECOMMENDATIONS:

The Local Committee is asked to agree that / to note that:

- (i) The progress with the ITS highways and developer funded schemes, and revenue funded works for the 2017/18 financial year.
- (ii) The budgetary position.
- (iii) Approve the advertising and making of an amendment to the Knaphill area 7.5T weight limit.
- (iv) 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. Local Committee finance

Revenue budget 2017/18

- 2.1.1. The revenue budget for 2017/18 has been reduced from £178,416 (including Community Enhancement to £40,909. In consequence, it is not possible to allocate Community Enhancement monies as in previous years. This budget will be retained as one sum and managed by the Highways Maintenance Engineer to best meet the maintenance demands of the area. This will impact on the revenue maintenance works that can be carried out. The reduction in budget will have a significant impact on the amount of revenue maintenance works that can be carried out.

Capital budget 2017/18

- 2.1.2. When the Highways Update report was presented to the Woking Joint Committee on 7 December 2016, the 2017/18 Committee capital budget for Woking had yet to be confirmed. Whilst a reduction in the budget was expected, the pressures that are being placed on the County Council's budgets generally have meant that the reduction is more significant than anticipated. The capital budget for 2017/18 has been confirmed as £36,363, which is a reduction of £225,024 on the 2016/17 figure of £261,387.

Other funding sources

- 2.1.3. In addition, £121,125 of parking surplus is available, giving a total of £157,488.

2.2. Local Committee capital works programme

Capital works program 2017/18

- 2.2.1. The capital works programme is presented as a combined programme of ITS and capital maintenance works to provide a clearer picture of works and budgets. The programme shown in Table 1 below was formally approved by the Woking Joint Committee at its public meeting held on 7 December 2016. The reduction in budget will clearly reduce the scope of this year's work programme from that was originally approved by the Woking Joint Committee and we will continue to deliver the schemes in the priority order that the Joint Committee has approved.
- 2.2.2. With regard to the ITS scheme for the removal of the bus gate in Redding Way, Knaphill, as part of the work the existing Traffic Regulation

Order that permits only buses to use the bus gate will be revoked. This Traffic Regulation order effectively prohibits heavy goods vehicles from entering the Knaphill area 7.5T weight limit zone. When the bus gate order is revoked, lorries could legally use this length of Redding Way before coming to the weight limit that starts at the junction of Redding Way and Broadway. It is recommended that the weight limit is extended along this length of Redding Way to the roundabout so that lorries will see the start of the prohibition at the roundabout rather than get to Broadway where they would either have to continue into the weight limit zone or try to undertake a potentially hazardous manoeuvre to turn around.

- 2.2.3. Several of the proposed micro-asphalt schemes cannot be progressed as there is no capacity in the micro-asphalt programme for these to be completed. Three other schemes have been costed and a new scheme, Connaught Road, has been added and costed. The raised zebra crossing outside the school is particularly bad and it is recommended that this scheme is progressed ahead of any of the others.

Scheme Name	Detail/Limits	Progress	Estimated cost (£)
ITS High Street, Old Woking – pedestrian crossing facilities.	Feasibility and design of pedestrian crossing facilities. Presently 4 th highest priority on the Woking schemes list.	Design brief issues. Options being developed.	10,000
ITS A320 junction with Claremont Avenue – footway widening and pedestrian crossing facility.	Construction of footway widening during 2017/18. Consultation only for crossing. Currently 9 th highest priority on the Woking schemes list.	Detailed design complete. Order issues, awaiting construction date.	30,000
ITS A320 Guildford Road junct with Mount Hermon Road and Hill View Road - safety improvements.	Scheme deferred due to budget reduction.	-	-
ITS Various locations – provision of dropped kerbs across junctions etc for easier pedestrian access.	Design and construction during 2017/18. Currently ranked 13 th (Gorsewood Estate) and 14 th (High Road, Byfleet) highest on the Woking schemes list.	Works issued for initial few dropped kerbs.	25,000
ITS Redding Way, Knaphill – removal of bus gate (rising bollards and prohibition) and possible new safety features.	Feasibility, design and construction during 2017/18. Currently only ranked 43 rd on the Woking schemes list but a high profile issue that links in with the A322 review.	Design advanced sufficient to liaise with WBC and get quotes from statutory undertakers and cost estimate.	35,000

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Vicarage Road (S106 funded)	This scheme is presently in 19th place on our prioritised ITS list. 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.	Design complete – bus stop location determined. Notices to be advertised. Works orders issued.	110,000
Southwood Avenue LSR	Whole Road (Micro Asphalt). Estimated price shown.	No capacity in Micro-asphalt programme to complete.	-
Greenvale Road LSR	Whole Road (Micro Asphalt). Estimated price shown.	No capacity in Micro-asphalt programme to complete.	
Birdswood Drive LSR	Whole Road (Micro Asphalt). Estimated price shown.	No capacity in Micro-asphalt programme to complete.	
Bateson Way LSR	Scheme deferred (retained as contingency scheme).	-	-
Burnham Road LSR	Scheme deferred (retained as contingency scheme).	-	32,800
Burnham Close LSR	Scheme deferred (retained as contingency scheme).	-	12,000
Clinton Close LSR	Scheme deferred (retained as contingency scheme).	-	22,200
White Rose Lane LSR	Scheme deferred (retained as contingency scheme).	-	-
Guildford Road LSR	Scheme deferred (retained as contingency scheme).	-	-
Connaught Road LSR	Scheme added – surface bad outside school.	This is the preferred scheme due to condition and location.	28,850
TOTAL			

Table 1 - Capital works programme 2017/18

2.3. Local Committee revenue works programme

2.3.1. Table 2 below shows the spend progress to date.

Item	Allocation (£)	Committed Spend to date (£)
Revenue maintenance allocation	£40,909	23,406
Contractor OHP	Included in allocation figures	2,773
Total	£40,909	26,179

Table 2 - 2017/18 Revenue Maintenance Expenditure

2.4. Parking

The 2017 review proposals were advertised on 4 August, with a closing date for comments and objections of 1 September.

Other highway related matters

2.5. Customer services

2.6. The total number of enquiries received for the six months between January and June 2017 is 65281, an average of 10880 per month. The average for the first quarter January to March was 12368 per month. The second quarter generally sees a reduction in enquiries and this is line with the seasonal trend. Compared to the same period last year this is a reduction of approximately 11%, for January to June 2016, 73632 were received at an average of 12272. The Service has been working hard to improve the information available to residents and customers to remove the need for them to contact us about routine matters and this reduction can be partly attributed to this work.

2.7. For Woking specifically, 3454 enquiries have been received since January of which 1898 (54%) were directed to the local area office for action, of these 97% have been resolved. This response rate is above the countywide average of 94%.

2.8. For the first half of 2017, Highways received 197 Stage 1 complaints of which 19 were for the Woking area. These mainly concerned procedures, decision making and service delivery. In addition six have been escalated to stage 2 of the complaints process where the service was found to be at fault in one of these.

2.9. The Service has recently undergone its annual Customer Service Excellence 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 for a further three years. The assessment highlighted a number of areas of best practice including “the 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.” Members can sign up via the website to receive email alerts for works in their area. Surrey Highways & Transport is using two schemes; Runnymede Roundabout and a drainage

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scheme on the A22 to trial the use of proactive messaging. Customers can register to receive updates during the course of the works rather having to contact us or check the website for the latest position. If successful it is intended to roll this out to all major schemes.

2.10. Major schemes

Nothing to report.

2.11. Centrally funded maintenance

Horizon 2 – 2017/18 Carriageway programme, Woking				
Road name	Location	Limits	Type of work	Status
A320 Chertsey Road	East Horsell	McLaren RAB to Dunford Bridge	Road Major Maintenance	Completed
C11 Chobham Road	Knaphill	Barr's Lane to Limecroft Road	Road Major Maintenance	Completed
A324 Harelands R/bout	Woking	Lockfield Drive with Marston Rd	Road Major Maintenance	Completed

Horizon 2 – 2017/18 Pavement (footway) programme, Woking				
Road name	Location	Limits	Type of work	Status
Black Prince Close	West Byfleet	Godley Rd to end (both sides)	Pavement Slurry Seal	Completed
Bonsey Lane	Westfield	Westfield Avenue to end (both sides)	Pavement Slurry Seal	Not done
Coldharbour Road	Woking	Coldharbour Rd to Engliff Ln (both sides)	Pavement Slurry Seal	Not done
Constitution	Woking	Guildford Rd	Pavement	Not done

Hill		to Guildford Rd	Slurry Seal	
Drakes Way	Mayford	Full length (both sides)	Pavement Slurry Seal	Completed
Eastmead	Woking	Full length (both sides)	Pavement Slurry Seal	Completed
Grindstone Crescent	Knaphill	Oak Tree Rd to Oak Tree Rd (both sides)	Pavement Slurry Seal	Not done
Holly Bank Road	West Byfleet	Hook Heath Rd to Hook Heath Ave (both sides)	Pavement Slurry Seal	Completed
Kingsway	Woking	Triggs Lane to Goldsworth Rd	Pavement Slurry Seal	Not done
Lansdown Close	Knaphill	Full length	Pavement Slurry Seal	Completed
Maple Grove	Westfield	Full length	Pavement Slurry Seal	Not done

2.12. Road safety

Nothing to report.

2.13. Passenger Transport

Nothing to report.

2.14. Other key information, strategy and policy development

Nothing to report.

3. OPTIONS:

3.1. Options, where appropriate, have been 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 IMPLICATIONS:

5.1. Proposed ITS schemes are prioritised to ensure that the maximum public benefit is gained from any funding made available. As far as is practicable, Officer proposals follow the Countywide scheme assessment process (CASEE) 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,

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and to support local priorities. The nature of these works is such that spend may vary slightly from that indicated.

6. **WIDER IMPLICATIONS:**

Area assessed:	Direct Implications:
Crime and Disorder	No significant implications
Equality and Diversity	No significant implications
Localism (including community involvement and impact)	No significant implications
Sustainability (including Climate Change and Carbon Emissions)	No significant implications
Corporate Parenting/Looked After Children	No significant implications
Safeguarding responsibilities for vulnerable children and adults	No significant implications
Public Health	No significant implications

7. **CONCLUSION AND RECOMMENDATIONS:**

- 7.1. The Committee is asked to note the progress with all schemes and budgets.
- 7.2. It is recommended that the Committee approve the amendment to the Knaphill area 7.5T weight limit as outlines in paragraph 2.2.2
- 7.3. It is recommended that a further Highways Update is presented at the next meeting of this Committee.

8. **WHAT HAPPENS NEXT:**

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

Contact Officer:

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Consulted:

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Annexes:

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Background papers:

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