

SURREY COUNTY COUNCIL



LOCAL COMMITTEE (GUILDFORD)

DATE: 13 DECEMBER 2017
LEAD OFFICER: JOHN HILDER
 AREA HIGHWAY MANAGER

SUBJECT: HIGHWAYS UPDATE

AREA(S) AFFECTED: ALL DIVISIONS IN GUILDFORD

<p><u>SUMMARY OF ISSUE:</u></p> <p>This report provides an update on the 2017/18 programme of highway improvement and maintenance works funded by this committee. It also provides an update on other centrally funded projects being promoted in the local area.</p>
<p><u>RECOMMENDATIONS:</u></p> <p>The Local Committee (Guildford) is asked:</p> <ul style="list-style-type: none"> (i) to note the capital works completed and expenditure to date. (ii) to note the ongoing revenue works being carried out.
<p><u>REASONS FOR RECOMMENDATIONS:</u></p> <p>The committee is not asked to make any decisions at this meeting, rather the report gives an update of progress on highway works in the current financial year.</p>

1. INTRODUCTION AND BACKGROUND:
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- 1.1 Surrey County Council's Local Transport Plan (LTP) aims to improve the highway network for all users. In general terms it aims to reduce congestion, improve accessibility, reduce the frequency and severity of road casualties, improve the environment, and maintain the network so that it is safe for public use.
- 1.2 The Local Committee in Guildford has been delegated a Highways budgets to be able to contribute to the objectives set out in Surrey County Council's LTP, according to local priorities.

2. ANALYSIS:

2.1 Local Committee finance

- 2.1.1 On the 28th March 2017 the Cabinet approved the Guildford Local Committee devolved budget for 2017/18 as follows.

Revenue Maintenance	£40,909
Capital (Maintenance & ITS)	£36,363

Total £77,272

Local Committee capital works programme

- 2.1.2 A number of the programmed 2016/17 ITS schemes were not completed before the 31st March 2017. This together with the revised budget restrictions, meant that only some of these schemes could be completed this financial year 2017/18.

- 2.1.3 It was approved at the June Committee that the 2017/18 capital budget be used to cover the cost of a couple of 2016/17 schemes, together with a budget to permit officers to continue to provide a service for ad-hoc signs and lines.

Ad-hoc signs and lines (2017/18)	£ 5,363
Gole Road scheme (2016/17)	£24,000
Boxgrove Lane signs (2016/17)	£ 7,000

Total £36,363

- 2.1.4 Both the Gole Road and Boxgrove Lane schemes have now been completed to budget.

- 2.1.5 The remaining schemes from 2016/17 together with the balance of the list of approved ITS schemes by the Task Group have now been compiled into one list.

- 2.1.6 However with the current levels of funding, this list of projects is undeliverable, as it is currently valued in excess of £420,000.

- 2.1.7 Due to the committee reduction in funding and to enable simpler prioritisation of these Integrated Transport Schemes (ITS), each one has been scored by way of CASEE (Congestion, Accessibility, Safety, Environment, & Economy) assessment.

- 2.1.8 Using the approved countywide model each scheme now has a benefit cost, and a ranking provided. **Annex 1** details the schemes and their relative ranking.

Local Committee revenue works programme

- 2.1.9 Many new bids and requests for increased allocations had been received earlier in the year. All the Town Councils (TCs) and Parish Councils (PCs) were written to, once this reduced budget was known to advise of this change, and mitigate any risk of early expenditure by them, ahead of any committee resolution.

- 1.1.10 In order to attempt to somewhat lessen the impact of this, it was agreed at the June committee to allocate the entire revenue maintenance budget of £40,909, to the ordering of a vegetation gang under the direct control of the maintenance engineer.

- 1.1.11 This work has been ongoing throughout the summer months.

2.2 Parking

Parking updates are provided directly to the Committee by Guildford Borough Council Officers as required under mini agency agreement with SCC.

2.3 Customer services

- 2.3.1 The total number of enquiries received for the nine months between January and September 2017 is 90,788, an average of 10,088 per month. This a slight reduction in the average for the first six months of 2017 which was 10,880 per month and is in line with the seasonal trend where the summer months generate less enquiries.

- 2.3.2 For Guildford specifically, 10,700 enquiries have been received since January of which 5,598 (52%) were directed to the local area office for action, of these 97% have been resolved. This response rate is slightly above the countywide average of 95%.

- 2.3.3 The Service is currently working to improve information on the Surrey County Council website to allow more customers to self-serve and reduce the need for them to contact us about routine matters. The recent improvement to online reporting have seen a reduction in the number of duplicate reports received after customers have viewed defects on the map. Further developments are being implemented to improve the experience for those using mobile devices.

2.4 Major schemes

Tunsgate

- 2.4.1 Members will recall that at its meeting of the 22 March 2017, approval was given for the Public Realm enhancements to the Tunsgate part of the town centre.
- 2.4.2 The scheme is being sponsored and funded by Guildford Borough Council and implemented by SCC through their contractor Kier.
- 2.4.3 Highway works commenced in September concentrating on the footway on the opposite side of the road to the development which is now largely completed. Works were suspended earlier in November in accordance with the Christmas embargo for Guildford town centre and will recommence in early January.

B3000 New Pond Road Railway Bridge

- 2.4.4 Local Members will also recall that Network Rail recently advised that their bridge on New Pond Road, Compton, close to the Guildford Crematorium, was life expired and required rebuilding.
- 2.4.5 Discussions were had with the 2 local MPs at an early stage, who supported the opportunity to improve and widen any new structure over the railway, however the huge financial implications of any additional widening were beyond economic reach of the County Council at this time.
- 2.4.6 Network Rail will now replace the bridge like for like, however the road will require a road closure during the main construction phase of the works.
- 2.4.6 SCC officers have met with Network Rail, their Consultants, and contractors. The initial programme indicates that the current plan is to close the road around the times they have track possession, which is currently shown to be from early March 2018 until early July 2018.
- 2.4.7 A full diversion route will be provided throughout this time via Guildford town centre (A3100, A31, A3, B3000).
- 2.4.8 SCC and Network Rails public relations teams will be working to keep residents, drivers, and members fully updated.

A31 Farnham Road Railway Bridge

- 2.4.9 This road-over-rail bridge, located adjacent to the rail station in the centre of Guildford Town, has deteriorated and needs to be strengthened so that it can continue to carry all classes of traffic (up to 44tonnes).
- 2.4.10 At the meeting of 31 October 2017 the SCC Cabinet agreed to centrally support a joint funded £4.5m strengthening scheme. This is being prepared by Network Rail and is expected to commence in December 2018. Link below to Cabinet report.
<https://mycouncil.surreycc.gov.uk/documents/g5111/Public%20reports%20pack%20Tuesday%2031-Oct-2017%2014.00%20Cabinet.pdf?T=10>

- 2.4.11 The strengthening work will be carried out largely from beneath the structure and it is not expected that the road will need to be fully closed, though there are likely to be lane closures at times.
- 2.4.12 SCC and Network Rails public relations teams will be working to keep residents, drivers, and members fully updated.

Walnut Tree Close

- 2.4.13 As reported at the September meeting, the first stage of the trial was set to begin on the 3 November 2017 with a section Walnut Tree Close operating as one-way northbound only. Unfortunately negotiations with land owners have stalled due to a potential sale of the site and so the scheme is currently on hold. The design team are now considering alternative layouts and continuing to discuss options with other land owners on Walnut Tree Close for the full closure option which was due to commence next year. Subject to the outcome of this, an alternative design is expected to be produced early next year and once necessary legal issues have been resolved we may be in a position to commence a trial later in 2018.

2.5 Centrally funded maintenance

- 2.5.1 Operation Horizon reports for 2017-18 are available on the Surrey County Council website. These reports list roads that are due to be treated in the current Financial Year 2017-18.
- 2.5.2 Also on the same page of the Surrey County Council website are lists of roads for consideration for future Financial Years.
- 2.5.3 For more information please see here:
<https://www.surreycc.gov.uk/roadsand-transport/highwaysinformationonline/horizonhighwaymaintenanceinvestment-programme>

2.7 Passenger Transport

- 2.7.1 The passenger facilities building at Onslow Park and Ride site was completed earlier this year in May. The building has a large heated waiting room with real time travel information, toilets and is staffed throughout the park and ride operational day (7.30am to 7pm Monday to Saturday)
- 2.7.2 Obtaining a permanent power supply to the site has in the past been thwarted by adjoining third parties. A change in company structure for the adjoining land-use (Holiday Inn Hotel) earlier in the year provided an opportunity to design a direct access route for the power supply. Since April a new route has been agreed, which significantly reduces the cost of providing the route and cabling. Having agreed a revised quotation for the route with UK Power Networks, the utility is now working with third parties, including GBC, as leaseholder for the P&R site, to obtain the necessary easement and agreements to construct the route, cabling and sub-station. The agreements

should be concluded in December. There is a 12 week build period for UKPN to provide the power supply. A permanent power supply is required for the car park pay machine to operate efficiently, which in turn allows the car park to be restricted to Park and Ride users only.

- 2.7.3 Last Spring Highways England, on SCC's behalf, erected a new advance directional road sign on the A3 northbound carriageway, directing park and ride traffic to leave the A3 at the Cathedral Interchange. Additional local signing is about to be erected in Egerton Road, immediately west of the Tesco roundabout, which informs drivers to turn into Richard Meyjes Road for the P&R site. Further signs are planned for Richard Meyjes Road to direct traffic to the Park and Ride site access road, a left turn some 300m from Egerton Road.

2.8 Other Key Information, strategy and policy development

A3 Ramp Metering

- 2.8.1 Ramp Metering is a traffic management technique to prevent flow breakdown. Flow breakdown occurs when traffic merges from a slip road to the main carriageway. Ramp metering is typified by two traffic signals at the top of the slip road with yellow backing boards. These operate as traffic lights aiming to regulate the rate at which vehicles merge onto the carriageway based on data from sensors on the road network. Ramp Metering only operates during busy times, notably the peak and it is likely that it won't operate during every peak period.
- 2.8.2 Atkins has developed a new generation of Ramp Metering (Second Generation Ramp Metering, 2GRM) for Highways England (HE) which is being trialled at two sites, the A3 Dennis roundabout southbound, and M25 J13 northbound slips. The sites were chosen after careful investigation of data and were identified as sites where ramp metering could provide significant benefits for the travelling customers. The aim is to improve journey times along the main carriageway. In the new system improvements have been made so that it links with the local traffic signals and can also help local road traffic. With the original system journey time savings at some sites were thought to be around 13% according to HE. Improvements with this system mean that this 13% will be maintained and hopefully increase.
- 2.8.4 Surrey CC Traffic Signals/Network Management team have been engaged with by HE about this project, as have Guildford Borough Council. Both have provided their support and are keen to capitalise on the opportunities this offers to improve travel times on key arterial routes near town centres.

M25 junction 10/A3 Wisley interchange improvement scheme

- 2.8.5 Members will recall that at the last informal Committee meeting, a presentation was given by the HE on their proposals for the M25 junction 10/A3 Wisley interchange improvement scheme. This was identified in the Government's Road Investment Strategy, published in 2014, as one of a number of key investments needed on the Strategic Road Network in the period up to 2021.

- 2.8.6 A Preferred Route Announcement was made on the 29th November, following public consultation on options for the scheme between December 2016 and February 2017 and giving careful consideration of all of the feedback provided. Highways England is currently preparing to make an application to the Secretary of State for a Development Consent Order for the above project under Section 37 of the Planning Act 2008. This confirms their intention to proceed with a scheme involving the enlargement and upgrading of the existing signalised M25 junction 10 roundabout; improvements to crossings and facilities for non-motorised users; and widening of the A3 between junction 10 and the Painshill Junction to the north and the Ockham Junction to the south. Associated works will include widening of the A245 Byfleet Road between the A3 and Seven Hills Road and modifications to a number of side roads and private access arrangements to improve safety. A comprehensive package of environmental mitigation and compensation measures will be provided, including replacement land to offset any impacts on the adjoining Ockham and Wisley Commons.

Details of forthcoming public information events

- 2.8.7 All consultation venue locations and dates have been identified based on accessibility for people living in the vicinity of the proposed scheme, including a selection of weekend and evening venues, accessible entrances and clear signage. Dates and times are subject to change based on venue availability.

Venue 1: Cobham Village Hall, Lushington Drive, Cobham, KT11 2LU

- Friday 9 February 12:00 – 19:30 (to be confirmed)
- Saturday 10 February 10:00 – 17:00 (to be confirmed)

Venue 2: East Horsley Village Hall,

- Friday 16 February 12:00 – 19:30 (to be confirmed)
- Saturday 17 February 10:00 – 17:00 (to be confirmed)

Venue 3: Cobham Hilton, Seven Hills Road, Cobham, KT11 1EW

- Friday 23 February 12:00 – 19:30 (to be confirmed)
- Saturday 24 February 10:00 – 17:00 (to be confirmed)

Venue 4: Ripley Village Hall, High Street, GU23 6AF

- Friday 9 March 15:30 – 19:30 (to be confirmed)
- Saturday 10 March 10:00 – 17:00 (to be confirmed)

Venue 5: Cobham Services, M25

- Friday 16 March 08:00 – 20:00 (to be confirmed)

- 2.8.8 Further information is available on the Highways England website.
[HE Pamphlet](#)

3. OPTIONS:

- 3.1 Officers seek to implement the most cost effective measures which meet scheme objectives. Officers will revert to the Chairman, Vice Chairman and Divisional Member, or indeed the Committee as appropriate, whenever Preferred options need to be identified.

4. CONSULTATIONS:

- 4.1 None at this stage. Officers will consult the Chairman, Vice Chairman and Divisional Members as appropriate in the delivery of the programmes detailed above.

5. FINANCIAL IMPLICATIONS:

- 5.1 The financial implications of this paper are detailed in section 2 above.

6. WIDER IMPLICATIONS:

Area assessed:	Direct Implications:
Crime and Disorder	A well-managed highway network can contribute to reduction in crime and disorder as well as improve peoples' perception of crime.
Equality and Diversity	It is an objective of Surrey Highways to take account of the needs of all users of the public highway.
Localism (including community involvement and impact)	The Local Committee prioritises its expenditure according to local priorities.
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.

7. CONCLUSION AND RECOMMENDATIONS:

- 7.1 This Financial Year's approved programmes are currently in the process of being delivered.

8. WHAT HAPPENS NEXT:

- 8.1 The Area Highway Manager will work with Divisional Members, the Chairman and Vice-Chairman to deliver this Financial Year's approved programme of works.
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Consulted:
As detailed within the report.

Annexes:
1. ITS scheme assessment

Background papers:
Local Committee (Guildford) 20 September 2017 Highways Update

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