



## **Highways Schemes Update Report**

### **Surrey County Council Local Committee (Guildford)**

**22 June 2011**

#### **KEY ISSUES**

To provide an update on the progress of highway improvement schemes (both Integrated Transport Schemes and developer funded) and highway capital maintenance schemes in Guildford. To gain approval for the deployment of the £100,000 highways revenue budget for Guildford.

#### **SUMMARY**

In March the Committee approved the 2011/12 programme of highway improvement schemes. Earlier in the year the County Council announced the 2011/12 countywide programme of planned maintenance schemes.

#### **OFFICER RECOMMENDATIONS**

The Committee is asked to:

- (i) Approve the suggested use of the £100,000 highway revenue budget for 2011/12.
- (ii) Note the planned capital maintenance programme for 2011/12.
- (iii) Note progress on highway improvement schemes, including three developer funded schemes.

## 1. HIGHWAY IMPROVEMENT SCHEMES

The Committee approved the 2011/12 Integrated Transport Schemes programme at their meeting in March. In addition, the County Council intends to progress implementing three highway improvement schemes within Guildford, all specified in planning agreements and funded by developer contributions ('Section 106' schemes). **Annex 1** details progress on both ITS and S106 schemes.

## 2. HIGHWAY MAINTENANCE SCHEMES

Planned capital maintenance schemes are centrally determined in accordance with Surrey County Council's prioritisation process. They are also centrally funded. The 2011/12 programme for Guildford is detailed in the annexes to this report:

- **Annex 2: Major Maintenance Schemes.** These involve removing and replacing the surface of the road, a treatment reserved for where the road surface is very heavily damaged. Note the table includes 'Winter Damage Schemes' which were added to the programme in May and are funded from the £4.2m capital grant allocated to SCC by central government earlier in the year to repair roads that deteriorated over the severe winter of 2010/11.
- **Annex 3: Surface Treatment Schemes.** The majority of these schemes will comprise surface dressing, commonly known as 'tar and chip'. This treatment is suitable for roads where the majority of the existing surface is sound. The road is pre-patched/repared as necessary before the surface dressing is applied. This is an economic treatment, which seals the surface, restores skid resistance, produces a uniform appearance and extends road life.
- **Annex 4: Footway and Drainage Schemes.** Repairs to badly damaged sections of footway alongside the road and larger scale drainage schemes from the countywide 'Wetspot' programme.

## 3. HIGHWAY REVENUE BUDGET

The cost of day-to-day repairs of highway defects as they occur is classified as revenue expenditure. All such safety repairs are centrally funded under Surrey's Highway Safety Inspection (HSI) regime, and in response to enquiries and reports from the public.

The Committee is allocated a £100,000 highways revenue budget per annum. This is used to tackle minor repairs that do not constitute hazards, but are important to local communities. This funding stream is also used to meet the cost of implementing parking review recommendations, which will be reported to this Committee in September.

The suggested deployment of the 2011/12 revenue budget is shown below.

<b>Item</b>	<b>Allocation</b>
Drainage / ditching works	£60,000
Clear vegetation	£15,000
Carriageway or footway patching works	£15,000
Refresh road markings	£10,000
<b>Total</b>	<b>£100,000</b>

#### **4. FINANCIAL AND VALUE FOR MONEY IMPLICATIONS**

This report provides an update on the ITS programme approved in March, for which the budget available in 2011/12 is £263,000. From 28 April 2011, highways work has been undertaken and coordinated by our new contractors, May Gurney, who have been appointed following a rigorous tendering and selection process.

#### **5. EQUALITIES AND DIVERSITY IMPLICATIONS**

It is an objective of Surrey Highways to treat all users of the public highway equally and with understanding.

#### **6. CRIME AND DISORDER IMPLICATIONS**

A well-managed highway network can contribute to reduction in crime and disorder.

#### **7. CONCLUSION AND RECOMMENDATIONS**

The Committee needs to determine how its revenue budget will be deployed so that the work can be programmed and completed.

#### **8. WHAT HAPPENS NEXT**

Officers will continue to progress delivery of ITS, developer funded schemes, and revenue maintenance works.

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