



**ANNUAL HIGHWAY MANAGEMENT PLAN FOR THE EAST
SURREY TRANSPORTATION SERVICE
2006-2007**

**SURREY COUNTY COUNCIL'S LOCAL COMMITTEE
(MOLE VALLEY)**

25TH SEPTEMBER 2006

KEY ISSUE

To respond to the issues and concerns raised by elected Members at the meeting of this Committee on 21st June 2006. To seek approval to the Annual Highway Management Plan for the Local Transportation Service for the year 1 April 2006 to 31 March 2007.

SUMMARY

At the meeting of this Committee on 21st June 2006, Members of this Committee agreed to authorise the East Area Transportation Group Manager to continue the current Highway maintenance works programme. The Committee also requested that a further report was brought to the Committee, in September, in order to address specific issues or concerns that were raised. This report sets out the various works headings where more information was required.

In addition to this, the report recommends that members approve the expenditure levels indicated within the report.

OFFICER RECOMMENDATIONS

The Local Committee is asked to:

- (i) Note the contents of this report.
- (ii) Approve the expenditure levels as set out in paragraph 3.2.
- (iii) Note that there is discretion for the Area Transportation Director, in consultation with the Chairman and Vice Chairman to vire up to 100% of the indicative allocations for each expenditure head within the revenue budget whilst retaining the County Council's policies and standards.

1 INTRODUCTION AND BACKGROUND

- 1.1 The Annual Highway Management Plan for 2006/2007 for the Local Transportation Service in Mole Valley was presented to this Committee on 21 June 2006. As explained at that time, the plan must be considered alongside the Surrey Highway Network Management Plan that defines standards to meet the requirements for safety, serviceability and sustainability.
- 1.2 The Local Annual Highway Management Plan builds on the policies and priorities of the corporate plan, Making Surrey A Better Place and the highway maintenance strategy within the Local Transport Plan (LTP). In addition it ensures that the requirements of National Best Value Performance Indicators are satisfied. The plan applies to all publicly maintained highways in the District but not to the Rights of Way network, except Town Paths.
- 1.3 As in previous years, there is discretion for the East Area Transportation Group Manager, in consultation with the various Chairmen and Vice Chairmen to vary up to 100% of the indicative allocations for each expenditure head within the revenue budget whilst retaining the County Council policies and standards.
- 1.4 At the meeting on 21 June 2006, Members raised concerns over the nature and quantity of work that could be expected in specific areas. It was requested that further information was brought to this forum. These work areas are listed below:
 - Grass cutting;
 - Gully emptying;
 - Capitalised footway works;
 - Tree works;
 - White lines;
 - Opening discussions with Mole Valley District Council regarding highway amenity works.

2 ANALYSIS AND COMMENTARY

- 2.1 As explained in June, the highway asset includes carriageways, footways, verges, structures, drainage, street furniture and road markings. Maintenance is planned to protect the investment made in the highway asset and this is reflected in the objectives and targets set out in the LTP and Corporate Plan.
- 2.2 It should be noted that Highway maintenance is carried out to achieve value for money through risk management and by using cost effective treatments and / or solutions at the most appropriate times and locations, within the financial constraints. It can therefore be appreciated that the amount of works that can be achieved has to be governed by the financial resources available.

- 2.3 The specific issues that were raised by members in June are listed in the below paragraphs, along with more information about each of those works areas.
- 2.4 Grass cutting – The County standard for grass cutting in urban areas is a minimum of four cuts but with a recommended minimum of five cuts to ensure that the grass is generally kept shorter than about 150mm. For rural areas, the standard is two cuts of one swathe width of approximately 1 metre. This standard ensures that visibility is maintained for drivers. The maintenance regime being undertaken in Mole Valley for grass cutting in 2006/07, is seven urban cuts, two rural cuts, and three enhanced rural cuts (A24 and A243).
- 2.5 Gully emptying – The standards for gully emptying is for each gully to be emptied and cleansed once during the financial year. All gullies within the East area, including those in Mole Valley, are being emptied and their drainage runs jetted once during the current financial year. In addition, jetting of specific locations of blocked gullies are being undertaken.
- 2.6 Capitalised footway works – Following detailed site investigations, a prioritised footway maintenance programme for East area is currently being prepared. Members will be informed of the footways, within Mole Valley, proposed for resurfacing or reconstruction as soon as these have been determined.
- 2.7 Tree works – There is a requirement for all highway trees to be effectively maintained to ensure the public's safety. This includes appropriate remedial works to overgrowth obstructing sight lines and highway signs, detached or damaged branches, root heave or dying trees. These issues should be addressed when it is brought to officers' attention, following inspections or reports from the public. A proportion of the overall Environmental allocation for the East and West Area Office (£175,000 this year) is being managed by the County's Asset Management Group at County Hall. These funds are used to target sections of the highway verge on the County Councils' Principal Road Network, where inspection records have shown the need for a significant amount of safety and management work. In addition to this, there is one specialist tree gang operating this year throughout the East, at the direction of the Area Maintenance Engineers, to undertake essential tree maintenance works on a prioritised basis.
- 2.8 White lines – The County standards for maintenance of carriageway markings is for them to be renewed when they are 30% to 50% (dependant upon the Surrey Priority Network (SPN) classification) ineffective or worn away. Safety defects such as stop lines should be addressed straight away. There are insufficient funds to resource a 'white lining' gang to undertake a cost effective programme of remarking works in the East. However, missing or faded lines that meet the County's Highway Safety Inspection intervention levels (e.g. stop lines), are renewed by the constructor's Highway Safety Inspection gangs within the required timescale of 24 hours.
- 2.9 Highway Amenity Works – The Area Office will be entering into discussions, later this year, with all the Boroughs and Districts in the East of Surrey. It is anticipated that the Local Transportation Service, including that of Mole Valley, will have a greater understanding of areas of synergy with respect to highway amenity works. In turn it should be possible for all parties to work towards common aims and aspirations with respect to the environment, sustainability, service improvement and best value.

3 FINANCIAL IMPLICATIONS

- 3.1 It should be noted that in August 2006, the profit and overheads of the County's partnering constructor has been set at 20% for this financial year. For works undertaken during the last financial year (2005/06), 15.4% was applied to fund their profit and overhead fixed costs.
- 3.2 The available expenditure, under the four budget headings for Mole Valley, over the revenue work areas are shown in the table below:

Structural Maintenance	£743,000
Environmental Maintenance	£311,000
Safety Maintenance	£405,000
Damage to Council Property (DCPs)	£37,000
Total for Mole Valley	£1,496,000

4 SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 4.1 The Local Transportation Service is always conscious of its need to be sensitive to sustainable criteria when undertaking maintenance regimes.

5 CRIME & DISORDER IMPLICATIONS

- 5.1 There are no crime and disorder implications associated with this report.

6 EQUALITIES IMPLICATIONS

- 6.1 There are no equalities implications associated with this report.

7 CONCLUSION AND REASONS FOR RECOMMENDATIONS

- 7.1 The level of expenditure is set each year by the County Council Executive and the policy standards for highway maintenance are laid down by the Asset Management Group. The role of the area office is to achieve the best outcome within the confines of the budget available whilst being mindful of the recommended County standards.

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BACKGROUND PAPERS:

Annual Highway Management Plan (Local Committee Report dated 21 June 2006)
