



**ANNUAL HIGHWAY MANAGEMENT
PLAN FOR THE WOKING LOCAL
TRANSPORTATION SERVICE FOR
2005-2006**

**LOCAL COMMITTEE FOR WOKING
6 APRIL 2005**

KEY ISSUE:

To seek approval to the Annual Highway Management Plan for the Local Transportation Service, Woking for the year 1 April 2005 to 31 March 2006.

SUMMARY:

This report gives a review of the 2004-2005 Highway Management Plan for the Local Transportation Service in Woking, and seeks Local Committee approval for the 2005-2006 Highway Management Plan, bearing in mind the likely funding constraints.

BENEFITS:

The plan is devised to meet requirements for safety, serviceability and sustainability. The aim locally is to provide a safe and serviceable network at all times, whilst using an approach, which will prolong the life of the asset in all respects.

OFFICER RECOMMENDATIONS:

The Committee is asked to agree:-

**the Annual Highway Management Plan for the Local
Transportation Service in Woking for 2005-2006.**

CONSULTATIONS:

None

INTRODUCTION

1. This is the Annual Highway Management Plan for 2005-2006 for the Local Transportation Service in Woking. This plan should be considered alongside the Surrey Highways Network Management Plan, which defines standards to meet requirements for safety, serviceability and sustainability, and the Surrey Transport Asset Management Plan. This is a strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers. This is all about:

- Taking the longer-term strategic view
- Allocating our resources, based on assessed need, using systematic processes
- Explicitly identifying and documenting need, including customers' needs
- Taking a whole life and lifecycle approach

for all assets in the highway.

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 must ensure that the requirements of national Best Value Performance Indicators (BVPIs) are satisfied. The plan applies to all publicly maintained highways within the Woking area but not to the Rights of Way network.

This report highlights performance in 2004-2005 against the Plan submitted to the Local Committee in April 2004.

MAINTENANCE NEEDS

3. The highway asset includes carriageway, footway, verges, structures, drainage, street furniture, street lighting 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. Highway maintenance is carried out to achieve value for money through risk management by using cost effective treatments and solutions at the most appropriate times and locations within the financial constraints.

4. The objectives target the most important parts of the highway network to:
- undertake a rolling programme of surface treatments which balance safety, engineering and environmental needs with an emphasis on preventative maintenance;
 - ensure that highway maintenance schemes take full account of the needs of all transport users, including the mobility impaired and disabled;
 - target maintenance funding more effectively to meet the needs of users, through a revised county road hierarchy;
 - actively encourage the use of recycling methods and the use of secondary aggregates for highway purposes;
 - give renewed emphasis to highway drainage schemes to relieve localised flooding;
 - redefine the present hierarchy of highways to reflect new pedestrian priorities, including integrated links to other transport facilities;
 - improve the quality and cost effectiveness of our winter maintenance service;
 - improve the structural condition of the county highway lighting stock.

LOCAL HIGHWAY MAINTENANCE

5. This plan highlights additional objectives to meet local needs. Locally there is a need to:
- react to hazardous defects to allow safe passage for all road users;
 - undertake regular maintenance to prevent weaknesses developing;
 - operate an emergency stand-by service;
 - undertake cyclic maintenance such as gully emptying, weed control, grass cutting and verge maintenance;
 - maintain aids to movement through routine operations related to road markings, traffic signs and street lighting;
 - undertake residual cleaning;

- introduce a proactive approach to highway drainage renewals and improvements.
6. In addition to the above, traffic signals and structures are managed by Countywide Technical Services in conjunction with the Local Transportation Service.

All maintenance work is undertaken through the Surrey Highways Partnership (Constructor Ringway Highway Services) except for the following:

- | | |
|---------------------------------|--|
| (i) street lighting | - Raynesway Construction Southern
(RCS) |
| (ii) grass cutting/verges/trees | - Woking Borough Council as
Agent Authority |

2004-2005 PROGRAMME

Minor repairs

7. This year, as with the previous year, has seen many changes in the way in which we approach service delivery.
8. Highway Stewards have established regular contact with Members and customers to attain a greater understanding of local issues and concerns enabling us to focus upon the needs of local communities. To assist us in this approach, a Community Gang has been provided by our Constructor, which works under the direct instruction of the Highway Steward. This gang generally works for each Steward for one week in three, with a town centre visit every fourth week. The gang is used to address most minor works that may arise and attend any emergency works that may occur within the district during the working day. This gives us the ability, in most cases, to provide a very rapid response following notification of safety defects on the network.
9. Following on from the success of the Community Gang, from the 1st of January 2005 an additional Minor Maintenance Gang has been working under the direct instruction of the Highway Stewards. This gang is deployed on a need basis within the district enabling LTS to reduce the response time for minor repairs. Footway overlay, carriageway patching, short lengths of kerbing replacement and drainage repairs are typical works that this gang is attending to.

Revenue Maintenance

10. A summary for the operation carried out in 2004-2005 includes
- Roadmarking replacement
 - Signs- repair/cleaning
 - Gully cleansing, including drain clearance
 - Weed spraying

- Patching/minor repairs
- Drainage repairs
- Footway repairs
- Barrier repairs

Highway safety inspections

11. In addition to our annual works programmes and locally identified revenue maintained works, every road on the network continues to be inspected for any safety defects, at least annually by the Ringways Highways Services Safety Inspector. Regular meetings between our Stewards and Inspectors help to ensure that we are aware of defects at the earliest opportunity, works orders are not duplicated and that repairs are coordinated in order to ensure best value. Any safety defects identified by the inspectors are programmed for repair by a dedicated safety repair gang.

Street lighting

12. Although we have endeavoured to provide a rapid response to identified lighting defects, regrettably we have often had our performance restricted by the delayed responses of our electrical supplier EDF (Electricite De France). This is not just a local problem as other districts are experiencing similar difficulties. As a result, joint meetings between EDF and the affected districts have taken place and more are due, to discuss how improvements in the service can be achieved.

Major Maintenance/Additional (Prudential) Carriageway works

13. Having completed the majority of the proposed schemes, it is encouraging that the general perception of local residents is that they are pleased with the manner in which we are working. Advanced notification, constructor performance and the quality of the finished works are all items that have received a positive response in customer surveys following our works.
14. Smarts Heath Road and Martyrs lane have been postponed as LTP works are proposed for these areas. A joint approach at these sites, combining improvement and maintenance works will enable us to minimise disruption and aid our best value objectives.

Carriageway surface treatments

15. All microsurfacing sites were completed with an additional site in Rydens way being added to the programme. The remaining schemes on the provisional 2004/5 programme will remain upon our rolling maintenance programme for future consideration.

Footway improvements

16. With the successful completion of our footway slurry programme, only sites

requiring alternative treatments will be returned to the rolling programme for future attention.

Street Lighting Improvements

17. Regrettably, no funding was forthcoming from our street lighting improvement bid, therefore none of our proposed schemes have been instigated. However, with a new PFI (Private Finance Initiative) street lighting contract due to start in April 2006, additional funding will be available for the improvement of our current street lighting infrastructure.

Drainage schemes/ditching

18. Five of our six proposed schemes have been successfully completed, improving highway drainage in the locality.
19. The remaining scheme in Chobham Road (Lynbrook Priory Hospital to Warbury lane) has been delayed due to difficulties in establishing the ownership of the adjacent land and due to overgrown vegetation. We are currently awaiting an estimate from our constructor before proceeding with the scheme.

2005-2006 PROGRAMME

20. The proposed works for 2005-2006 will be based on the following programmes:
 - Major Maintenance Carriageway Works (Annex A)
 - Additional Carriageway Works (Annex B)
 - Carriageway Surface Treatments (Annex C)
 - Footway Improvements (Annex D)
 - Street Lighting Improvements
 - Drainage – Schemes/Ditching (Annex E)

Major maintenance works (Annex A) & Additional (Prudential) carriageway works (Annex B).

21. All schemes as detailed in annex A & B are seen as high priorities within the borough. With the last of our 2004/2005 schemes, A320 Guildford Road programmed for March 2005 and the A320 Victoria Road, proposed for 2005/2006, a decision was made to integrate the two schemes. This approach enabled us to promote our desire for best value and to reduce the duration of the unavoidable disruption / inconvenience to local residents, businesses and through traffic.

Carriageway surface treatments (Annex C)

22. Annex C forms the basis of a rolling programme for carriageway surface treatments which have been prioritized by visual inspection, giving consideration to their location and condition. The Committee will receive a Capitalised Maintenance Allocation of £95,000, for the 2005 – 2006 period, of which £65,000 will be used for carriageway surface treatments and £30,000 for footway surfacing works. Allocations will not permit the completion of all the schemes on the programme, therefore, our general approach will normally be to complete the schemes on a priority basis. However, works of varying priorities may be grouped together in order to attain a best value approach.
23. This programme is a 'live' document and will be constantly updated throughout the year, with each site being accessed annually.

Footway improvements (Annex D)

24. Annex D shows our current rolling programme for footway improvements. This programme will be managed on a similar basis as that described for Carriageway surface treatments. In addition to the Committees Capitalised Maintenance allocation of £30,000 for footway surface treatments, a bid will be made for additional finance from a centrally held fund.

Street Lighting improvements

25. No specific schemes are being proposed this year, as it is considered that with the countywide replacement of some 74,000 existing lamp standards and the installation of 7-8,000 new lamp standards under the forthcoming PFI Street lighting contract, most issues will be addressed. However, we will still give careful consideration to any urgent requests or specific concerns received.

Drainage schemes/Ditching (Annex E)

26. Listed schemes will be programmed throughout the year along with additional works that may become necessary, being considered and prioritised as appropriate.

Signs

£300,000 has been retained centrally and Woking LTS will bid for funds to enable a programme of replacement signing and cleaning to be undertaken.

Local contribution to targets/performance indicators

27. Annex F details how the proposed works will contribute to the service objectives and service indicators.

HIGHWAY MAINTENANCE REVENUE ALLOCATIONS

28. The allocations shown at **Annex G** are based on the indicative allocations in the report to Executive dated 15th March 2005.

29. There are two specific issues that should be noted by Local Committee regarding revenue maintenance as follows:

- i. that from 2004/05 any underspend or overspend against the devolved revenue maintenance allocations be carried forward, subject to Executive approval when considering the County Council's financial outturn, to the following year excluding Street Lighting, Winter Maintenance and Public Liability Insurance.

It is therefore proposed that under and overspends will be carried over in line with the County Councils overall financial framework, i.e. overspendings will automatically be carried forward and underspendings carried forward but only where they are planned and managed for a specific purpose, and where the intention to underspend has been reported throughout the year. The latter would of course be subject to Executive approval.

- ii. It is proposed that virement levels should be increased from the current level of 30% to 100%, excepting sums over £100,000 that will be subject to approval by the Head of Transportation, in consultation with the Executive Member for Transportation. This will ensure that the County Policies and Standards continue to be met. Exclusions from this rule are winter and street lighting maintenance and public liability insurance where no virement is allowed. These new virement powers are to be delegated to the Local Transportation Director in consultation with the Local Committee.

CONCLUSION

30. It is recommended that the proposed allocations and work programmes represent the best way forward for managing the highway asset although final prioritisation of minor maintenance, footway and street lighting schemes must be undertaken against the funding available.

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**BACKGROUND PAPERS: Highway Maintenance Revenue
 Allocations 2005/06
 Report to Executive 15th March 2005**

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