



**HALF YEARLY REVIEW OF THE
HIGHWAY MAINTENANCE AND
LOCAL TRANSPORT PLAN
PROGRAMMES 2005-2006**

**LOCAL COMMITTEE FOR WOKING
20 OCTOBER 2005**

KEY ISSUE:

To review the half yearly delivery of the Annual Highway Maintenance and Local Transport Plan programmes for 2005/06, and to consider additional information related to the performance of the County Council's Partnership Constructor West, Ringway Highway Services.

SUMMARY:

This report details the current status and progress achieved within the current financial constraints in delivering the Committee's various Highway Maintenance and Local Transport Plan programmes for 2005/06. **Appendices A to F** give the detailed breakdown of each individual work programme showing the works that have been completed and or are proposed to be undertaken during 2005/06.

In addition, information is also provided on the progress being made within the Surrey Highways Partnership in order to improve service delivery and quality.

CONSULTATIONS:

No specific consultation has taken place for this report, although the Chairman is aware of its content.

OFFICER RECOMMENDATIONS:

The Committee is asked to;

Note the contents of this report and the current status of work programmes reported in Appendices A to F.

INTRODUCTION and BACKGROUND

1. This report is the half yearly update on the progress of the Annual Highway Management Plan for 2005-2006, as submitted to the Committee on the 6 April 2005.
2. Building on comments and observations at the Committee's meeting on 18 July, detail is given to demonstrate the commitment of the partnership to the continual improvement of service delivery.

ANALYSIS AND COMMENTARY

Major Maintenance Carriageway works (Annex A)

3. Despite the complex nature and the difficult locations of a number of sites, all works have been completed on programme. The A320 Guildford Road is a prime example whereby with clear advanced notification of our proposals, consideration, co-operation and a clear understanding from motorists, local businesses and the public and commitment from our constructor, works were completed quickly and efficiently.

Additional (Prudential) Carriageway works (Annex B)

4. To date, all works have been successfully completed and have been to programme, only two sites remain outstanding, these being the resurfacing of Smarts Heath Road and Claremont Road, which are envisaged as being completed by the end of March 2006. The benefits of clear advanced notification have proved themselves time and time again, were an awareness of our proposals by the public has reduced traffic levels in the area of our works enabling schemes to progress with minimal disruption.

Proposed Carriageway Surface Treatments (Annex C)

5. The rolling programme has been revised to show that to date six schemes have been completed and a further scheme is currently under construction.

Proposed Footway improvements (Annex D)

6. Currently three schemes have been allocated funding and will be accessed for construction in the near future. The footway link between Goldsworth Rd and Kingsway (alongside 212 Goldsworth Road), White Rose Lane – from the park entrance to footpath 55 and the section of footway at Turnoak roundabout that runs between West Hill and Midhope Road.

Proposed Drainage Schemes (Annex E)

7. Hook Hill Lane, 60m of Highway drain has been replaced to restore the function of an existing system that had started to discharge back onto the road surface.

LTP Construction Programme (Annex F)

8. The majority of these schemes are now complete, or are substantially completed. Full details are given in Annex F attached.

Routine Maintenance works

9. Our Community and Minor Maintenance gangs continue to prove the benefits of local, direct control. Although each gang are issued with an area specific works programme at the beginning of the week, any urgent or emergency works are able to be prioritised with minimal delay and disruption, often resulting in a permanent first time repair. Productivity and quality remain high.
10. Gully cleansing remains on schedule, with the minimal completion of one visit per gully per annum envisaged as being completed by the end of March 2006. However, it must be noted that some locations are proving troublesome due to parked vehicles. In these cases subsequent visits are arranged, but these do not always prove successful.

Surrey Highways Partnership

11. Continued effort has ensured progressive monthly improvement from April, with performance exceeding targets in the latest figures covering August. Areas showing the most significant improvements are safety and customer feedback.
12. Monthly performance meetings are taking place to discuss many aspects of the Partnership inclusive of Budgets and costs, performance and development, job and scheme progress and works programmes.
13. The main areas that have been identified for development within the partnership are financial, programmes, performance, project management, and communications. New partnership financial and programming groups have recently been formed to develop and improve these critical areas. In addition, the Partnership Improvement Plan is continually being progressed and developed.
14. A special focus since April has been with regard to communicating partnership issues, with newsletters being distributed on a regular basis. In addition to this, best practice seminars and joint training initiatives have started, most recent of which was a successful Partnership one day workshop, which focussed upon culture, understanding, communication and what aspects of the Partnership would benefit from further development.

FINANCIAL IMPLICATIONS

15. Current projections indicate a slight overspend on the committee's Local Transport Plan funded improvement programme. This is primarily due to residual costs on a number of 2004/05 schemes. However, it is anticipated that this will be managed adequately during the remainder of the year.

16. There is currently no variation projected on the Committee's revenue maintenance budget.

SUSTAINABLE DEVELOPMENT IMPLICATIONS

17. The various programmes meet the targets and commitments in the Local Transportation Plan, which addresses the implications of sustainable development.

CRIME & DISORDER IMPLICATIONS

18. There are no specific crime and disorder implications.

EQUALITIES IMPLICATIONS

19. The programmes should raise no equality implications, as all of the proposals will seek to eliminate any perceived and or actual inequalities.

CONCLUSIONS AND REASONS FOR RECOMMENDATIONS

20. The Committees Highway Maintenance works programmes presented to the Committee at the 6 April 2005 meeting have either been achieved or are on target for completion by the of March 2006 and financially current expenditure on revenue activities is in line with the projected spend profiles. This gives an indication of the success of the continued efforts being made by the Partnership to maintain a high quality service despite continued pressures upon our limited budgets.
21. Internal and external monitoring and auditing of the partnership, is providing a sound foundation onto which we may build future improvements in service delivery, quality, value and financial management.
22. A review of the organisational structure of Sustainable Development is currently in progress and nearing conclusion, with the objective of improving service quality and value. Part of this review is considering increasing the number of partnership staff who are co-located and that facilities are provided for each of the revised partnership areas to do so. At present, our Bagshot depot is likely to be used for the north west of the county and will serve three districts, Woking, Runnymede and Surrey Heath.

Report by: Geoff Wallace, Acting Local Transportation Director, Woking

LEAD/CONTACT OFFICER: Graham Sapsed

TELEPHONE NUMBER: 01483-518300

BACKGROUND PAPERS: Committee Reports April 2005 & July 2005