

Elmbridge Local Committee
14th September 2017
Highways Briefing Note
for Colin Kemp



Introduction:

(from Medium Term Financial Plan):

Challenges and Opportunities

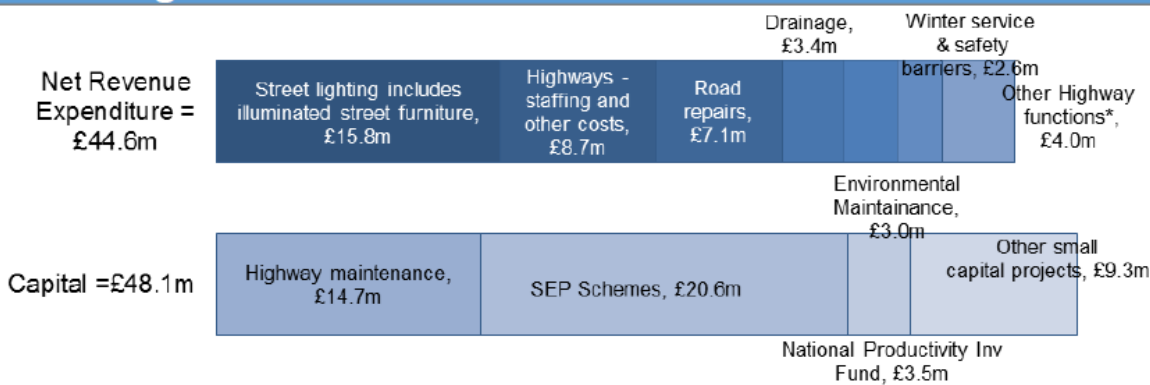
Our challenges include: financial uncertainty, managing one of the busiest networks in the country and the wear and tear and congestion that results, high levels of customer expectation, a depreciating network and skills and supply chain shortages. Our opportunities centre on securing longer term funding and best value from our supply chain, whilst working with our partners to achieve greater efficiencies. Our five-year business plan (2016-21) sets out how we will work to deliver our services in the context of the challenges we face and how we will exploit opportunities to deliver maximum value.

Key Actions

We will prioritise five actions for 2017/18 to support achievement of the council's three corporate goals:

1. Continue to implement our 5 year business plan, asset management strategy and performance framework to ensure the successful delivery of our strategic outcomes
2. Keep our roads safe by repairing defects within agreed timescales
3. Improve and renew priority pavements, particularly to support vulnerable users
4. Resurface and treat roads to ensure the resilience of our highway network
5. Support economic prosperity with an infrastructure investment programme and by delivering flood alleviation schemes

Our budget



* other functions include Local Schemes, Bridges, other structures and Traffic Signals

** include bridge strengthening, drainage and developer s106 schemes

From the 2017/18 central budgets for Elmbridge:

£616k has been budgeted for **resurfacing of roads**,
 £33k for **pavement works**,
 and £400k for **structures**

Since 2013/14 (4 years) for Elmbridge:

The following has been invested centrally on the highway network in Elmbridge:

£13.845 million on **resurfacing roads**
 £1.4million on
 + Local Structural Repair (LSR)
 £1.247 million on **pothole filling**
 £934k on **pavements**
 And £1.482 million on **Structures**

Horizon 2

Roads

2017/18

Road Major Maintenance on Sir Richards Bridge, Ashley Road (Queens Road to Ashley Rd private road)

5 Road Surface Treatment Schemes: D6880 Leigh Hill Road, D6861 Steels Lane, A3050 Terrace Road, D3879 The Crescent & A245 Woodlands Lane.

Pavements

Funding to be used to extend the life of pavements with preventative treatments.

D6820 Basingfield Road, Townpath between Claremount Lane to Esher Park Avenue, D3802 Felix Road, D6935 Parsons Mead & D6961 Queens Drive.

Structures

B3379 Mole Bridge, East Molesey (feasibility work), A309 Hampton Court Bridge – expansion joints and surfacing, D3913 Julian Hill Retaining wall rebuilt and landscaping, D6914 Summer Road footbridge repainted.

Traffic Signals

Traffic signal upgrade on A317 Church Street, Weybridge, A244 Queensway, Hersham, B369 Walton Road, East Molesey

Road Safety Schemes

A309 Hampton Court Way, Hampton Court – feasibility work to make the road safer
A309 Hampton Court Way, Thames Ditton – new signs

Capital Safety Works

Includes jet patching and the “Capital Safety Budget” works on the 4a & 4b SPN.

Street Lights

Elmbridge is in phase 2 of the Part Night Lighting programme that commenced January 2017. As detailed in the Cabinet Report, the roads have been selected based on them being part of the residential road network.

Grass cutting

The borough council cuts grass on our behalf in Elmbridge. This year we are funding grass cutting to cover the area of 41.4million square-metres (county-wide) – that’s the area of 615 Wembley stadium or three times the entire urban area of Guildford.

Trees

We've cut down 379 dangerous trees in Elmbridge since April 2017, which is 27% of the trees we have cut down in the entire county.

Drains

There is a comprehensive gully cleaning programme. We've already cleaned 58,304 gullies (county-wide) since April and will have completed 169,969 by the end of this financial year.

Defects

Since April we have repaired 51,110 dangerous defects, 5,424 of which were in Elmbridge.

In the last financial year we spent £335k on repairing dangerous defects in Elmbridge.

Parking

Elmbridge produces an on-street parking surplus of £200k per year with the potential for considerably more. These monies can be reinvested in the Elmbridge highways network.

What happens to potholes?

Extract from the website

“Our highway safety inspection procedure is provided as guidance and standards for our inspectors, and helps to ensure a consistent interpretation of defects on nearly 5000 kilometres of road, over 6000 kilometres of footway, and more than 800 of cycleway. Operating to the frequencies, standards and response times set out in this document mean that we are able to maintain the highway network to a reasonable standard, commensurate with available funding, and successfully defend against the majority of third party claims for damage or injury.”

- Members of the public are encouraged to report potholes and other defects to us and can do so by various means including online and via the Contact Centre. Reports to the Contact Centre will be logged via the website
- Our preferred route is via the 'Report It' option on the SCC website. Using this allows us to capture all information required to investigate and is the lowest cost option.
- Customers can view existing pothole reports on the map and then choose whether to continue with their report.
- Initial figures show more customers are choosing to end their session at this point thereby reducing the number of duplicate reports
- The website updates overnight and new reports will display the following day. Also existing reports will update with status changes.
- Once a report is submitted a Public Safety Inspector will visit within 5 working days to assess the defect against the Inspection policy.
- The classification will depend where on the road/footway they are and the size.

As a general rule potholes are assessed as:

P2 and aim to repair within 5 working days if





Carriageway if they are >40mm deep & >150mm diameter

Cycle way >25mm & >75mm diameter

Footway >20mm & >100mm diameter

P3 repairs within 28 days if they are approaching the above size with the likelihood of getting worse in the short term.

- If it's not possible to repair within 5 working days then the defect will be made safe, either by guarding or a temporary fill and a follow up permanent repair within 20 working days
- If an email address is provided customers will receive automated status updates through the life of their report.
- During periods of extreme weather for example snow or flooding, when resources are directed elsewhere, these timescales may slip but updates will be provided on the website
- Future developments of the website include the option to sign up to receive alerts for potholes reported by others

Highest risk Priority 1	Medium risk Priority 2	Low risk Priority 3	Priority 4 (May be unpleasing to the eye but not considered a safety issue)
What happens to this pothole?			
Make safe within 2 hours	Make safe or repair within 5 working days	Repair within 20 working days	We do not usually repair these potholes
Individual or multiple potholes with very high risk of interaction with vehicles or pedestrians and likely to result in serious or fatal consequence	Individual defect greater than 40mm in depth and 150mm in diameter (Cycle lanes 25mm depth and 75mm diameter)	Individual defect greater than 30mm in depth and 150mm in diameter (Cycle lanes 20mm depth and 75mm diameter).	Individual or multiple defects less than 30mm in depth or less than 40mm but unlikely to worsen (20mm in cycle lanes).
			

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