

# Woking Joint Committee 20<sup>th</sup> September 2017 Highways Briefing Note for Colin Kemp



## Introduction:

(from Medium Term Financial Plan):

### Challenges and Opportunities

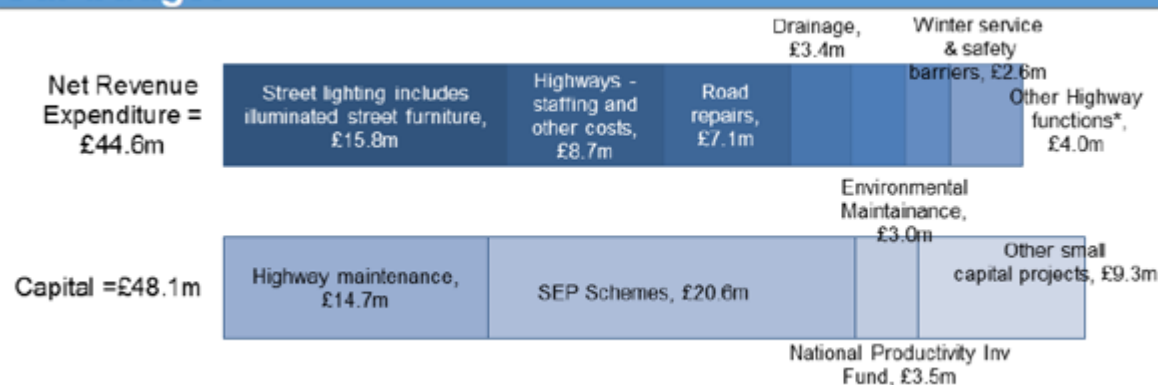
Our challenges include: financial uncertainty, managing one of the busiest networks in the country and the wear and tear and congestion that results, high levels of customer expectation, a depreciating network and skills and supply chain shortages. Our opportunities centre on securing longer term funding 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

From the **2017/18 central budgets for Woking:**

**£620k** has been budgeted for **resurfacing of roads**,  
and **£51k** for **pavement works**,  
**£63k** on **Structures**

**Since 2013/14 (4 years) for Woking:**

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

**£7.328 million** on **resurfacing roads**  
**£444k** on Local Structural Repair (LSR)  
**£483k** on **pothole filling**  
**£165k** on **pavements**  
and **£187k** on **Structures**

## Horizon 2

### Roads - £620k

2017/18

**3 Road Major Maintenance Schemes: A320 Chertsey Road, East Horsell (from the McClaren roundabout to Dunford Bridge); C11 Chobham Road, Knaphill (Barr's Lane to Limecroft Road) and A324 Harelands Roundabout, Woking (Lockfield Drive with Marston Road)**

### Pavements - £51k

12 Schemes where funding to be used to extend the life of pavements with preventative treatments.

D3775 Black Prince Close, D3698 Bonsey Lane, B367 Coldharbour Road, D3715 Constitution Hill, D7237 Drakes Way, D7212 Eastmead, D3602 Grindstone Crescent, D3682 Holly Bank Road, D3640 Kingsway, D3614 Lansdown Close, D3699 Maple Grove and D3647 Meadway Drive.

### Structures - £63k

D52 Burdenshott Road bridge assessment, A320 Chertsey Road bridge assessment, A324 Lockfield Drive assessment and D7218 Old Parvis Road bridge assessment.

### Traffic Signals

Traffic signal upgrade on C130/D3679 Camphill Road/Claremont Road, West Byfleet; C144 Maybury Hill, Woking; A245 Old Woking Road/Parvis Road, West Byfleet and D3710 Oriental Road/Heathside Crescent, Woking.

## Capital Safety Works

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

## Street Lights

Woking was in phase 3 of the Part Night Lighting programme that commenced February 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 Woking. 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

Woking Borough Council manage trees on the County Council's behalf in Woking.

## 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, 2,795 of which were in Woking.

In the last financial year we spent £147k on repairing dangerous defects in Woking.

## Parking

The borough council manages on-street parking in Woking. There are opportunities to generate additional income from on street parking. These monies can be reinvested in the Woking 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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