

Chesham and Chiltern Villages Local Area Forum

Title:	Update report from Transport for Buckinghamshire
Date:	23 rd April 2012
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Electoral divisions affected:	Parishes within the LAF

Summary

1. From 2010 this standard report will be issued to each Local Area Forum (LAF) / Local Community Partnership (LCP) from Transport for Buckinghamshire.
2. It will aim to provide a comprehensive update on current and relevant Transportation issues which are tailored to each individual LAF / LCP.
3. Standard topics to be covered will be:
 - Dates of when Local Community Gangs will visit parishes
 - Major issues likely to affect parishes within the LAF / LCP
 - Update on ongoing local issues
 - Policy Development
 - Any other information
4. In addition, it will cover any emerging issues which could or will affect Local Area Forum / Local Community Partnership areas.

AREA MAINTENANCE

Community and Road Fixer Gangs

The volume of Category 1 potholes has increased recently due to the wetter weather, but no where near to the level of previous years. We have also had to attend to a large number of tree falls due to the high winds shortly after the new year, which has disrupted normal works patterns.

The community and road fixer gangs will therefore be continuing in your areas on the programmed basis. Any ideas for community gang type work, ie vegetation clearance, minor repairs etc should be sent to your area technician, Jon Dickens, in the first instance.

A full list of when work will be taking place is available on
<http://www.transportforbucks.net/Roadworks-Centre.aspx>

Changes to your Local Area Technician

Following requests to provide some of our long serving LATs with new challenges we have taken the decision to swap some of the LATs around. As a result the Chesham Area is now being covered by **Jon Dickens** (previously from the Missendens Area).

I know Jon is looking forward to meeting you all and learning more about your area. Should you have any transportation related queries or problems please contact Jon, in the first instance, via the Contact Centre on: 0845 230 2882 or through our website at:

http://www.buckscc.gov.uk/bcc/transport/ea_report_problem.page

Please be aware that Mike is now covering a new area and will therefore be passing any outstanding works for the Chesham Area to Jon.

We're Working On It (Design & Construction/Area Maintenance)

As part of the We're Working On It capital works programme County Councillors have identified their Top 5 priority sites as have your Local Area Technicians.

Transport for Buckinghamshire's engineers have then been out to visit and assess each site to confirm both the extent of the works required as well as the most appropriate carriageway treatment, with the intention of extending the life of the road by at least 7 years.

The following explains the various types of treatment available.

Surfacing: Replacement of the existing road surface

Slurry Seal: A form of surfacing that smooths out minor imperfections and gives a clean road finish

Plane & Patch: This involves planing out sections of road and replacing with a new surface

Surface Dressing: Spraying the road with hot bitumen and then covering with stone chippings

Please note that the treatments noted above are weather dependant and whilst we have provided an anticipated start date these may change.

The table below shows the current list of streets, sections of which are expected to receive one of the treatments (noted above), over the next two years.

Carriageway Works – Chesham LAF

Street Name	Town	Treatment Type	Anticipated Start Date
Hiving's Hill	Chesham	Slurry Seal	Complete
Hiving's Hill (side roads)	Chesham	Slurry Seal	Proposed 2012-2013
Benham Close	Chesham	Slurry Seal	Complete*
St Marys Way (A416) (split into two schemes)	Chesham	TBC	Proposed 2012-2013
Ashley Green Road (A416)	Chesham	TBC	Proposed 2012-2013
Berkhampstead Road (A416)	Chesham	Surfacing	Proposed 2012-2013
Broad Street (A416)	Chesham	Surfacing	Proposed 2012-2013
Brochhurst Road & Britannia Road & Essex Road	Chesham	Surfacing	March 2012
Severalls Road	Chesham	Surface Dressing	Proposed 2012-2013
White Hill	Chesham	Plane & Patch	Complete
Lye Green Road	Chesham	Surfacing	Complete
Rushmere Lane	Orchard Leigh	Surfacing	Complete
Nashleigh Hill	Chesham	Surfacing	Complete
Red Lion Street (A416)	Chesham	Surfacing	March 2012
Germain Street	Chesham	Surfacing	Complete
Waterside	Chesham	Surfacing	Work completed on worst areas. Will return in 2012 – 2013 to complete.
Fryer Close	Chesham	Slurry Seal	Proposed 2012 - 2013
The Broadway	Chesham	Surfacing	Proposed 2012 - 2013
Village Road	Chenies	Plane & Patch	Complete
Watermeadow	Chesham	Plane & Patch	Complete
White Hill	Chesham	Plane & Patch	Complete
Church Street	Chesham	Plane & Patch	Complete
Blackwell Hall Lane	Latimer	Plane & Patch	Complete
Chesham Road	Bellingdon	Surface Dressing	Proposed 2012-2013
Swan Bottom Road	The Lee	Surface Dressing	Proposed 2012-2013
Pipers Wood	Hyde Heath	Slurry Seal	Proposed 2012-2013
Oak Lane	St Leonards/ Braziers End	Surface Dressing	Proposed 2012-2013
Chesham Road	Hyde End	Surface Dressing	Complete
The Lee to Kings Lane	The Lee	Surfacing	Complete
Jenkins Lane	Cholesbury	Slurry Seal	Complete
Cholesbury Lane	Hawridge	Slurry Seal	Complete
The Warren	Chartridge	Slurry Seal	Complete

*We will be revisiting the site as part of the 2012-13 programme, after a parked vehicle prevented completion of the works.

Road Safety

Road Safety Team services to the local community

SAGE – Safer driving with Age for motorists over 65 years of age who would like a confidence boost. Our team of qualified instructors offer an hour's assessment.

Be a Better Biker – assessment days for motorcyclists. Just bought a bike or advancing to a more powerful engine? Our team of instructors will help you make the most of biking.

Get in Gear young driver's course – theory workshops and on the road training. Essential advanced motoring skills for newly qualified drivers.

Business Driver Assessments – 2 hour on the road assessments for employees who drive vans, minibuses or cars for work. Includes a DVLA licence check and full report.

All the above courses are heavily subsidised and are either provided at various locations around the county. Individual driver training is provided from any location within Bucks.

For further details please contact 01296 382450 or email roadsafety@buckscc.gov.uk

The Road Safety Team - Tackling issue of speeding in the community

We have recently purchased a set of Community Speedwatch equipment and are offering to visit areas to operate a "one off" Speedwatch session.

The offer is: one visit, up to a maximum of 3 hours - which could include covering different locations (within the 3 hours) if requested. A visit would be at a time & day requested by the local community, based on the community's local intelligence. We require a minimum of one volunteer from your community to assist us on the visit to run the Speedwatch session, although more are most welcome to attend. Speedwatch can also only operate on roads subject to a 30 or 40mph speed limit. This is because any speeding vehicles noted at the session will receive a warning letter from the Police although we have to follow ACPO guidelines. This means that in a 30mph zone we would only start noting down vehicles at 35mph and above.

It is hoped that this project will not only raise awareness of the campaign but also reduce speeding on our roads and enable data to be collected to support a speeding issue. After the visit local communities could either purchase their own equipment or borrow equipment from their local neighbourhood Police team to run further community Speedwatch operations.

To request a visit or for more information please e-mail Nigel Spencer at nspencer@buckscc.gov.uk

Motorcycle Assessment Day

There is a motorcycle assessment day to be held at the fire station in Chesham on Saturday 26th May, supported by the road safety team at Transport for Buckinghamshire.

The day is part subsidised and is only £50 for the biker for a full days training - 2 hour classroom followed by 3 hours on road assessment.

Start time is 9am for more details or to book on the course visit

www.beabetterbiker.co.uk or contact Nigel Spencer at:

Nigel Spencer

Casualty Reduction

Transport for Buckinghamshire
County Hall, Aylesbury, HP20 1UY
Tel 01296 383431

http://www.buckscc.gov.uk/road_safety

The scheme: Be a Better Biker has been successfully running in Buckinghamshire for 9 years and recently won a Prince Michael International road safety commendation

Make the Commitment

Come join our 'Make the Commitment' campaign to reduce the number of drivers using inappropriate speed in Bucks. Go to **www.buckscc.gov.uk/mtc** for more information.

Traffic Management

Vehicle Activated Signs (VAS)

The VAS Policy Review (including new working procedures for Movable Vehicle Activated Signs (MVAS)) is now nearing an end and will be submitted for Cabinet approval in February 2012. Subject to this approval, the MVAS initiative will be available for Parish Councils to apply for as of the 1st April 2012. Further details will be forwarded in due course.

Speed Limit review/Changes

Latimer Rd speed limit changes

The new 30 mph limit between Chesham & Bois Mill was approved on 14th February 2012. The 40mph limit from Bois Mill to Chenies was previously approved. A contractor has been appointed and these new speed limits are planned to be installed by the end of June.

Area 4 speed limit review ('follow up review')

Funding has now been allocated to install the additional speed limit changes by March 2013 These changes were previously approved by Key Decision Report T08.10. The Report can be seen at:-

<http://democracy.buckscc.gov.uk/ieDecisionDetails.aspx?ID=1998>

Passenger Transport

Changes To Bus Services: Monday 16th April, 2012

Following their takeover by the Go-Ahead Group, Carousel Buses are making improvements and changes to their services from the above date.

Route 4: High Wycombe - Hazlemere - Amersham - Chesham

Carousel will increase this to operate every 20 minutes, Monday to Friday, up from every 30 minutes. There will now be earlier buses on this service.

Asset Management – Street Lighting

Transport for Buckinghamshire currently maintains in excess of 36,000 lighting assets which includes over 28,000 street lights, of which over 1,500 (5%) are situated within the Beaconsfield Local Community Area.

Night time patrols of these assets were stopped by the County Council in 2006/07 as a cost cutting measure to enable Council funding to be re-prioritised on other services. This policy change was approved by the Council as part of the Medium Term Financial Plan.

In making this decision it was accepted that outages would continue to be attended to as a reactive service in response to reports received from the public, stakeholders and others. To encourage this method of reporting, a publicity campaign was carried out and all lamp columns were marked with the Council's contact details to assist those wanting the report faults.

Similarly, group (bulk) lamp replacement (including luminaire inspection, maintenance and cleaning) and programmed painting of lamp columns was stopped in 2004/05 as a cost cutting measure as part of the Councils Medium Term Financial Plan – again to enable the Council to re-prioritise funding to other services.

Other maintenance activities associated with street lighting, illuminated signs and bollards were unaffected by these changes and continue to date (i.e. programmed electrical inspection & testing, programmed structural testing, programmed electrical/mechanical inspection & testing of high-mast lighting, inventory data verification).

Since these decisions were taken it has become apparent that the number of reports from the public has not kept up with the increase in outages and a backlog of repairs has been building up.

Although we usually aim to repair faulty street lights within a maximum of 28 working days, due to a much higher demand and a backlog of known faults we are aware that we are not always achieving this level of performance. In other instances faults are not repaired within the timescale quoted for the following reasons:

- The street light would have been attended but a subsequent visit is needed to fully repair the fault.
- Specialist equipment is required to allow staff to attend equipment safely where vehicle access is not available.
- The street light would have been attended and repaired but components have failed prematurely and a repeat visit is required.
- The street light would have been attended but not repaired as an electricity supply fault has been identified.
- Traffic management is required to allow staff to work safely.

Proposed Changes to Strategy

Evidence suggests that relying solely on the public to report faults and to continue with a burn to extinction lamp replacement strategy, under which lamps are replaced on failure, is not sustainable and as a consequence adversely affects our reputation with the public, corporately and politically. As such we intend to re-introduce night-time patrols and group (bulk) lamp change, as part of a strategy to move away from reactive to planned preventative maintenance in the short term in order to catch up on the backlog of outages. The need to continue this strategy will be reviewed once the backlog has been addressed and group (bulk) lamp changes implemented.

Despite the proposed reintroduction of night time patrols it is still intended to encourage the public, stakeholders and others to report outages.

A programme of patrols will be introduced in 2012/13 and will be carried out on a quarterly basis. They will be based upon existing Local Community Area boundaries and branded as Local Community Patrol Areas.

Targeted group (bulk) lamp replacement will be re-introduced in 2013/14.

It is envisaged that this change in strategy will:

- Increase the level of service to a satisfactory level and help restore reputation.
- Allow Transport for Buckinghamshire (TfB) to demonstrate that 'proactive' systems are in place to maintain the asset.
- Provide TfB with a greater understanding with regards the state of the asset.
- Reduced calls to the Contact Centre.
- Identify a greater proportion of illuminated sign and bollard faults.
- Improve the quality, accuracy and standardisation of fault descriptions.
- Lead to a uniform workload throughout the year that will be easier to manage. This will also allow TfB to improve the quality of information supplied to the customer.
- Fewer components will fail prematurely.

The overall effectiveness of this strategy will be first reviewed in May 2013.

Subject to our findings we would look to develop, promote and implement a Big Society idea to introduce 'community based patrols' in residential areas to identify and report faults for all lighting assets.