

The Chesham and Chiltern Villages Local Area Forum

Title:

Update report from Transport for Buckinghamshire

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Electoral divisions affected (Unparished):

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

Routine Maintenance

Despite the recent fine weather, the numbers of potholes being reported or found on inspection continue to be at a high level. A combination of minor patching, and Jet Patcher work across the county is being directed at areas where multiple potholes have occurred, whilst keeping other patching, white lining, gully emptying crews etc, on normal duties.

Two Velocity Patchers are currently being used, 1 North and 1 South of the county. These self contained units, are specifically for potholing, minor patching and sealing of road surfaces and will initially be used on the rural roads. If you have any queries, please contact you local area technician in the first instance.

Any urgent works should be reported via the Contact Centre on: 0845 230 2882 or through our website at:

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

A full list of when work will be taking place is available on:

<http://www.transportforbucks.net/Roadworks-Centre.aspx>

Grass Cutting

Transport for Buckinghamshire began the new grass cutting season in 8th April in South Bucks, Chiltern and Wycombe districts.

Transport for Buckinghamshire has started this new season with brand new equipment to carry out an effective and efficient service. 9 new tractor mowers plus ancillary strimmers, blowers etc., have been purchased from local landscape machinery supplier, George Browns. George Browns also provided the necessary training and familiarisation on all the equipment along with the ongoing maintenance of the machines.

Transport for Buckinghamshire have recruited an additional 23 local operatives to provide the grass cutting service, all of whom were appointed from an open day held in early March at the Griffin Lane Transport Depot. The open day proved a great success with all vacancies being filled as the majority of applicants had the relevant skills required.

The grass cutting programme commenced slightly later than planned due to the prolonged cold, wet weather. The cold and wet weather meant the grass hadn't really started to grow and the verges were too soft to drive tractor mowers onto. The programme of cutting will continue through to early November 2013.

In the AVDC area the Urban grass cutting will be carried out by Salcey Forest Landscape, as a supply chain partner, who are based in Buckingham. This is Salceys first season grass cutting in Buckinghamshire but they have a wealth of experience grass cutting in

adjacent authorities and are well known to, and used by, Transport for Buckinghamshire for other landscape works.

Salcey commenced the grass cutting programme for the Aylesbury Vale area on 15th April 2013 and the programme will continue through to early November.

Rural grass cutting will be carried out by the Transport for Buckinghamshire supply chain partner, Robert North, and they will commence their programme on 29th April carrying on through to 28th October 2013.

Area Maintenance Gangs

These are two man multi faceted teams that are assigned to each LAF, one week in five, to carry out a variety of tasks as designed by the Local Area Technician.

Capital Drainage Programme

The capital works monies has received an additional £220k through a successful MTP bid and this will be targeted at:

- A high pressure jetting unit to clear existing pipe runs and to address flood risk areas
- The provision of new boreholes, soakaways, drainage units, with increased maintenance of existing boreholes on a planned capital drainage works programme

2013/14 Gully and Drainage Cleansing Programme

Gully cleansing is being completed on a risk based approach in accordance with HMEP guidelines, and will be targeted at strategic routes and flood risk areas. Sites requiring less cleansing will move to a two year cycle.

A dig out gang will follow the gully crews approximately two weeks behind to dig out gullies unable to be cleaned in a reasonable time by gully crews.

The gully programme will also have a traffic sensitive resource allocation for areas where 'cars over' are indicated.

We're Working On It

At the end of 2012 Council Leader Martin Tett announced that road treatment works would continue to be a priority, and that an additional, significant investment would be made into the rolling programme of works branded 'We're Working On It' (WWOI). Since then it has been confirmed that a further minimum investment of £25 million will be put into the programme over a two year period.

The WWOI programme came about in 2011 when newly appointed Council Leader Martin Tett initially announced that a £25 million repair programme budget would be made available to be spent over a two year period. This programme would be taken from 57 County Council Members' top five priorities, approximately 100 plane and patch sites picked by Local Area Technicians and 47 surface dressing schemes selected by the asset management team. Each Member was asked to nominate the top five roads they felt most in need of repair in their area. Technical data was used to guide their decisions on road

treatments and which roads were to be repaired. This budget was then further increased to a £30 million repair programme over the two year period.

Over the first two years of this successful programme Transport for Buckinghamshire (TfB) worked on approximately 285 schemes prioritised by Members. This was in addition to the plane and patch sites and surface dressing schemes. In 2012 alone TfB worked on approximately 173 roads across Buckinghamshire.

This Member led approach to deciding which roads will be treated will continue to be adopted into 2013/14 with each Member again being asked to nominate a further five roads in their ward that they believe are most in need of repair. This significant increase in the amount of money being spent on road repairs is assisting us in addressing a very large backlog of repair work, but even this amount of investment does not enable us to be able to treat every single road in Buckinghamshire.

The amount of work taking place across the county does inevitably lead to some disruption and TfB ask those affected to be patient with us and respect our workers, results and benefits to residents and road users will be well worth it. Where possible, when a particular road has a high volume of traffic use, then it is often more appropriate to carry out the surface treatment works at night to minimise large scale disruption during the day.

Notices to Frontages are sent to all properties directly affected by road treatment works, and advance warning boards are placed on site prior to commencement of any road repairs. This enables TfB to keep the public informed.

First Phase:

Road Name	Town	Start Location	Finish Location
Latimer Road	Chesham Bois	Hollow Way Lane	Gravel Dell Cottages
Bellingdon Road	Chesham	j/w A416	Hivings Hill
Greenway	Chesham	Vale Road	Upper Belmont Road

Martin Tett, Leader of the Council, recently announced a further increase in the budget which will allow an additional scheme for each councilor to be delivered in this financial year, 2013/2014. Contact is being made with members by their LAT's to agree the second priority scheme and also refresh the priorities of schemes already identified, should the member wish to do this.

Road Safety

Be a Better Biker Courses Celebrate 10 Successful Years

With spring-like weather forecast, many motorcyclists will be on the roads, and Transport for Buckinghamshire (TfB) is encouraging them to improve or refresh their skills with a 'Be a Better Biker' course.

The course started on Saturday March 23.

The successful training scheme, starting its 10th year, has attracted more than 600 bikers, and since courses began in 2004 there has been a significant drop in biker crashes.

In 2012, four bikers were killed and 41 seriously injured on Buckinghamshire's roads. This accounted for 21% of those killed and seriously injured on the county's roads during the year, and is a reduction of 47% since the Be a Better Biker campaign started in 2004.

Peter Hardy, Buckinghamshire County Council Cabinet Member for Planning and Transport, said: "There is an overwhelming demand for places on these courses, which is testament to its value to our county's bikers. I am proud of the work our Casualty Reduction team has done and I would encourage any motorcyclist to take advantage of the course and improve their skills - it might save your life."

As part of the 'Be a Better Biker' assessment day, riders are taken out on roads that have claimed motorcycle casualties. Their skills are analysed by highly trained assessors and pointers given on how they can improve to become safer riders.

The campaign also promotes the benefits of post-test training, to ensure that a biker's riding capabilities best match those of their machine, as well as making biking even more enjoyable.

The first assessment day was on Saturday March 23 in Princes Risborough and courses run through till October at various venues across the county. The assessment day costs the biker a discounted rate of £50, and TfB covers the rest of the cost of the day.

Feedback from bikers on previous courses said it was "excellent value for money" and "a scheme everyone should be made to take part in".

In December 2011 the 'Be a Better Biker' initiative was awarded a Prince Michael International Road Safety Award for its outstanding contribution to road safety and has also been successful in becoming runner up in two national awards in previous years, The National Transport Awards and the Highways Excellence Awards.

For further details about the assessment days or to book a place please visit:

www.beabetterbiker.co.uk

Requests for Speed Limit Changes – Application Process

Following the completion in 2012 of the countywide speed limit review, Key Decision Report PT01.13 was approved. The K.D. Report can be seen at :

<http://democracy.buckscc.gov.uk/ieDecisionDetails.aspx?Id=3052>

This report states that from 2013, **all requests for changes to speed limits will, need to be funded either directly by individual Parish/Town Councils, or via the Local Priorities Budget process or from independent sources.** (exceptions are legal

anomalies; casualty reduction schemes; development related speed limits and other speed limits specified in Report PT01.13),

An application process has been developed to deal with requests for speed limit changes, including requests for 20mph speed limits.

An initial fee of £450 will be charged to evaluate requests. If the request **complies with the National guidance** on setting speed limits set out in DfT Circular 01/2013,(See: <https://www.gov.uk/government/publications/setting-local-speed-limits>.),then an estimate of costs will be provided. If the applicant wishes to progress the speed limit change, then they will need to identify a funding source to enable formal public consultation and sign installation to take place.

The application pack will be available by the end of June on Transport for Buckinghamshire's webpages. The application pack will include:-

- an application form,
- information about the process and
- a summary of the National guidance on setting speed limits.

This process will ensure that :-

- all requests are dealt with in the same way
- only those speed limits which are supported by the local community will be taken forward
- All speed limits comply with the National criteria, and are applied consistently countywide

Typical timescale for changing a speed limit is one year and could be longer, due to the steps required, including mandatory consultation requirements. Communities may find this length of time difficult to appreciate.

Parish councils previously expected TfB to fund further speed limit changes as part of the 'post-implementation' phase of the speed limit review, which has now been terminated and so are likely to be disappointed about the need to self- fund speed limit changes.

The demand for changes to speed limits is currently unknown. If the demand is high then this could lead to delays in processing requests.

Appendix 1 - Changing a Speed Limit – What is Involved

Appendix 2 - A Summary of the National Speed Limit Guidance

<http://www.transportforbucks.net/Road-Safety/Requesting-a-speed-limit-change.aspx>

Community Speedwatch Information

The Road Safety Team are willing to demonstrate the Community Speedwatch equipment

to local volunteers.

One initial action which could be taken would be to make use of the Road Safety Teams offer of a free **Community Speedwatch** session (once in a 12 month period) using Speed Detection Radar (SDR) equipment. Following this, further Community Speedwatch activities could occur to gather data using the Thames Valley Police (TVP) own equipment. This can be used by volunteers without TVP attendance to carry out a vehicle speed data gathering exercise.

To find out the availability of this equipment please contact your local neighbourhood police team via the non emergency police number 101, there is no charge for using this equipment.

Or a community can operate the scheme with volunteers, either purchasing their own equipment (this can be purchased from Traffic Technology visit www.trafficechnology.co.uk). Or in partnership with neighbouring Parish Councils who may already own speedwatch equipment.

Please see attached leaflets for information

Appendix 3 – Community Speedwatch

Appendix 4 - Dealing with Speeding Traffic

Asset - Street Lighting

Night Time Patrols – Update

Quarter 3 Aug/Sept 2012

Total faults recorded - 3,592

Street lights - 2,127

Illuminated signs/bollards - 1,465

Percentage of street lights in lighting - 93%

Percentage of illuminated signs/bollards in lighting - 78%

Quarter 4 Jan/Feb 2013

Total faults recorded - 3,003

Street lights - 1,850

Illuminated signs/bollards - 1,153

Percentage of street lights in lighting - 94%

Percentage of illuminated signs/bollards in lighting - 83%