



Chepping Wye Valley Local Area Forum

Update report from Transport for Buckinghamshire



Date of meeting: 06/02/19 **Date of report:** 22/01/19

Electoral division affected: Parishes within the LAF

Transport for Buckinghamshire



SUMMARY

1. This report forms a briefing from Transport for Buckinghamshire and is intended to give information to participants Local Area Forum (LAF) / Local Community Partnership (LCP) as to matters, projects and initiatives ongoing within Transport for Buckinghamshire, which may affect the local LAF area.
2. It aims to provide a comprehensive update on current and relevant Transportation issues, tailored where relevant to each individual LAF / LCP.
3. Standard topics to be covered include:
 - Schemes Group Update
 - Safety Defect Repairs (Revenue Funding)
 - Street Lighting
 - Network Safety
 - Communications
4. In addition, it will cover any emerging issues which could or will affect Local Area Forum / Local Community Partnership areas.

We are always keen to receive feedback, positive or negative, in connection with our reporting, in order that we may continually drive improvement, and as such would be keen to receive any comment or query you have, which should be sent to our LAF co-ordinator, Sarah Wells, at the following e-mail address:

t-sewells@buckscc.org

SCHEMES GROUP UPDATE

The scheme delivery team comprises two main elements, complemented by specialists within other teams such as Structures and Lighting which between them, are responsible for the identification, design and construction of the majority of the Council's annual capital highways spend.

Capital Maintenance activities are carried out under the jurisdiction of Transport for Buckinghamshire's Scheme Delivery Manager, ensuring wherever practicable, a co-ordinated and collaborative approach to works planning, minimising disruption and maximising outputs.

- The teams have responsibility for design and construction of highway capital maintenance and improvement schemes across the county, Local Area Forum (LAF) initiated and funded schemes, Transport, Economy and Environment (TEE) schemes and third party related schemes originating from various additional sources. The team is split into three main areas of delivery:
- **Capital Maintenance Scheme Delivery (Countywide)** – oversees delivery of the main Capital carriageway and footway maintenance programme, funded directly from Buckinghamshire County Council.
- **Area Scheme Delivery** – responsibility for delivery of various stages of improvement projects, including initial scoping and investigation to determine feasibility, design to current standards, consultation and liaison, procurement and construction. This includes schemes originating from LAF's, TEE, third parties through Section 106 funding and other sources. In addition, the Area Scheme Delivery Team oversee the progression of programmes of Capital Drainage improvements and Capital Safety fencing Improvements across the county.
- **Specialist Teams** – with responsibility for the progression of programmes of Capital Maintenance within their specialised areas. This includes structures/bridges, traffic signals, parking and casualty reduction.

CAPITAL MAINTENANCE SCHEME DELIVERY (COUNTYWIDE)

Transport for Buckinghamshire have been entrusted with the delivery of £14.148m on carriageway and footway maintenance projects throughout 2018/19. In addition, a further £4.5m of investment has been provided for works on the Stoke Hammond Bypass.

The programme combines work highlighted by local Members with information from technical surveys which identifies long term priorities to optimise value for money by undertaking the right treatment at the right time.

The move to a rolling 4-year programme of Capital work has allowed us to demonstrate to the Department for Transport (DfT) that we have an effective asset strategy, meeting the DfT criteria which will protect funding for future years through:

- Facilitating a more steady design period, looking more than 1 year ahead and enabling investigative work to inform more cost effective solutions
- Removing ineffective peaks and troughs from programmes of design/ construction.
- Allowing greater flexibility within the programme to move schemes around where conflict with other works or other issues may arise

The current programme of 108 countywide carriageway surfacing schemes has so far been developed and work has already commenced on the two main programmes of work consisting of conventional surfacing & surface dressing preparatory works. A summary of these and other programmes of work to be delivered during 2018/19 has been detailed below:

Strategic Highway Maintenance Conventional Surfacing - The current anticipated programme contains work on 24 schemes which commenced in April, with all schemes currently programmed for completion by the end of November 2018.

Strategic Highway Maintenance Surface Dressing – The current anticipated programme contains work on 30 schemes to be delivered across the county. Preparatory patching works have already commenced, with the headline treatment and the reinstatement of road markings currently programmed for completion by the end of September 2018.

Strategic Highway Maintenance Micro-surfacing – The current anticipated programme contains work on 54 schemes covering over 90 individual streets across the county. Preparatory patching works are anticipated to commence in June, with the headline micro-surfacing, programmed for completion at the end of September. Other activities associated with this programme of works such as ironwork adjustments and the reinstatement of road markings will continue through to the end of November.

Strategic Highway Maintenance Joint Sealing – This programme of works is to be carried out in two phases, with phase one having commenced in April. The final list of schemes associated with phase 2 of the 2018/19 countywide programme of works is currently under development. Any works associated with phase 2 are expected to be carried out from June 2018.

Plane & Patch – Monies have been awarded from the Department for Transport (DfT) which have been combined with BCC Capital funding to form an overall budget pot of £2.78m for machine laid plane and patch carriageway repairs, primarily focussed at the minor road (C and unclassified) network. Work is being defined by Local Area Technicians (LAT's) to facilitate a rolling programme of repairs to progress between May and August of 2018. It is envisaged that some 120,000 square metres of patching will be laid within this overall programme. A rolling programme has been developed with dedicated patching gangs active in both the north and south of the county.

Footway Structural Repairs - The agreed list of schemes associated with the 2018/19 countywide programme of works still needs to be confirmed. Any works to be carried out across the county are expected to commence from August 2018.

Details of schemes completed or being carried out within the boundaries of this Local Area Forum are given in the table shown in ***Appendix 1***.

Strategic Highway Maintenance Team
Appendix 1 - 2018/19 Capital Carriageway & Footway Maintenance Programmes - Chepping Wye Valley Local Area Forum Update

Task Name	Road Number	Road Name	Town / Village	Start Location	Finish Location	Members	Programme Status	Financial Year 2018/19 Quarter 1 (April to June 2018)	Financial Year 2018/19 Quarter 2 (July to Sept 2018)	Financial Year 2018/19 Quarter 3 (Oct to Dec 2018)	Financial Year 2018/19 Quarter 4 (Jan to Mar 2019)	Month of Planned or Actual Completion	Comments
Carriageway Surfacing Programmes													
Conventional Surfacing Programme													
180017		Whitepit Lane	Wooburn Green	The Green	100m north of the Chalkpits	Mike Appleyard	Completed			✓		October	All activities completed.
Strategic Highway Maintenance - Surface Dressing Programme													
180111		Heathfield Road	Hedsor	Bourne End Road	Wooburn Common Road	Mike Appleyard	Completed		✓			August	All activities completed.
Strategic Highway Maintenance - Micro-surfacing													
180233		Meare Estate Roads	Wooburn Green	Boundary Road	Entire Lengths	Mike Appleyard	Not Yet Programmed					TBC	Removed from the 2018/19 micro-surfacing programme. An alternative treatment is currently being determined. Subject to funding alternative treatment will either be carried out either during 2018/19 or 2019/20.
180232		Wabourne Road/Roman Way/Cherwell Rd/Evenlode Rd/Brent Rd	Bourne End	Whole Estate	Whole Estate	Mike Appleyard	Completed			✓		November	All activities completed.
180215		Woodside Avenue	Flackwell Heath	Blind Lane	End	David Watson	Not Yet Programmed			✓		TBC	Preparatory work: Completed August 2018 Headline treatment: Re-programmed for delivery in 2019/20.
180218		The Warren and Upper Lodge Lane	Hazlemere	Whole Length		Katrina Wood	Completed			✓		November	All activities completed.
180263		Ashley Drive	Tylers Green	New Road	Rose Avenue	David Shakespeare	Completed			✓		November	All activities completed.

Strategic Highway Maintenance - Joint Sealing													
180407		Kings Ride	Tylers Green	Ashley Drive	end	David Shakespeare	Completed	✓				April	All activities completed.
Footway Surfacing Programmes													
Footway Structural Repair Programme													
2018/19 PROGRAMME OF WORKS No Footway Works Programmed													

NETWORK IMPROVEMENT TEAM (previously named Area Scheme Delivery)

The Network Improvement Team are responsible for local delivery of works relating to:

- Capital schemes including LAF, safety improvements, Intelligent Transport Systems (ITS), pedestrian crossings, parking, traffic calming, footways, cycleways, drainage, safety barriers, highway signs, lines and road studs and Traffic Regulation Orders.
- DfT and/or S106 funded schemes, including major corridor improvements.
- Various third party funded commissions on behalf of councillors, district/town/parish councils, individual residents, businesses and others.
- Provision of expert specialist design services and advice.
- Feasibility and investigate work to determine value for money solutions.
- Design in accordance with both national and local design standards.

Streamlined, transparent and effective process for the progression of minor improvement works has been developed with the buy in of our Clients. This has enabled a greater visibility of programme and progress, cost, budget and communication paths. The process identifies logical steps to completion, namely:

- **Initiation/Feasibility** – determine whether the project can progress within the agreed parameters, and where appropriate define options for Client consideration.
- **Design/Consultation** – upon confirmation of Client preference, design the chosen scheme to current standards and undertake any necessary informal or statutory consultation to bring the scheme to construction stage.
- **Construction** – progress work to site upon completion of design.

It should be recognised that most minor improvement projects are bespoke and individual and therefore any attempts to project 'typical' prices are extremely difficult. Even relatively small scale minor improvement projects can often contain significant complexities within design, consultation and construction. Transport for Buckinghamshire are legally and professionally bound to ensure that any change is undertaken in line with appropriate design standards and with due regard to any health and safety implication which may arise.

In addition to the above, Capital spend programmes are being progressed in the year relating to the following:

- **Drainage** – design and build work continues on a number of defined priority schemes identified through members, LAT's or third party notifications where lack of highway drainage provision is identified to be a primary contributor to road safety concerns or to problems of water ingress to property.
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- **Safety Fencing** – a programme of work will progress throughout the year to upgrade or replace existing sections of safety fencing which have been identified through survey to be deteriorated or sub-standard.

Specific progress against schemes within the boundaries of the Chepping Wye Valley Local Area Forum are detailed within the attached table (**Appendix 2**).

SPECIALIST TEAMS

In addition to the above, programmes of specialist Capital works are in progress in the following areas. Commentary is included within their specific sections:

Intelligent Transport System (ITS) – In 2017/18 financial year, 9 traffic signal refurbishment was carried out. In 2018/19 financial year- Capital works programme for the traffic signal refurbishment and the replacement of rising bollards have commenced. Revenue programme - The validation of SCOOT at critical junctions have also commenced. Risk mitigation for ‘all out’ at critical junctions is being programmed. Remote monitoring of traffic signals is also being programmed.

Structures Maintenance – a programme of bridge and culvert strengthening/replacement has been prepared from inspection information, taking cognisance of requirements of national design and construction standards, and is progressing in specific locations around the County.

Street Lighting – The Lighting team has responsibility for maintenance, design (specification) and construction of Lighting capital maintenance and improvement schemes across the county, Transport, Economy and Environment (TEE) schemes and third party related schemes originating from a number of sources.

Parking/Pay and Display – Managing parking is one of the most effective means of tackling congestion and its more serious consequences; increased air pollution, delay and unreliability of public transport services. Parking on the public highway can lead to conflict and tension. On the one hand, motorists want to park conveniently close to their homes and destinations, on the other hand they do not want delayed journeys or the roads obstructed by parked vehicles.

Balancing the two conflicting demands whilst recognising that access by car and convenient parking can have a major influence on a location’s overall success and in particular its economic vitality and viability. Our aim is to provide parking where possible and control parking where necessary.

Casualty Reduction – site specific Casualty Reduction initiatives are taking place in line with a programme of work developed and prioritised through accident review.

Delivery of the various capital maintenance works programmes across our specialisms is key to achieving Buckinghamshire County Council and Transport for Buckinghamshire’s main aims of:

Maintain a safe and reliable highway network: Aid safety by improving the condition of the carriageway, footway and structures, reducing reactive maintenance requirements, maintaining reliable journey times for road users, and ensuring the safe passage of both road users and pedestrians. To provide a reliable service for all of our customers, complete work efficiently and effectively, on time and to budget, with as little disruption as possible.

Improving the asset: Work within the agreed budget to improve the road surface and structural condition of the highway and improve the journey time reliability. Ensure our road network operates at maximum effectiveness in Buckinghamshire.

Getting you there: To develop improvements to our strategic and local road networks to facilitate reliable end to end journeys for residents, business and visitors. To make improvements giving increased opportunities for exercise, recreation and enjoyment.

Communications: To provide up to date information, engaging with road users and local individuals to provide a clear understanding of our work, gain a full appreciation of factors affecting local people and promote our visions, aims, values, services and achievements.

NETWORK IMPROVEMENT TEAM UPDATE

Appendix 2

Definitions:

Stage	Description
Initiation	Scheme identified and resource allocated - where possible key programme dates identified
Feasibility	Scheme feasibility stage including feasibility check/design, informal consultation
Detailed Design	Detailed design and completion of construction information and statutory consultation / decision process if required. (Does not include procurement)
Construction	Start of construction on site and date of substantial completion.

Chepping Wye Valley Local Area Forum Schemes

Scheme Name	Description	County Councillor	Parish Council	TfB Project Lead	Work Stage	Comments / Status Update	Actual Start Date	Actual Finish Date
Dropped Kerb Flackwell Heath	Provision of dropped kerbs	David Watson	Chepping Wycombe Parish Council	Vanessa Silva	Initiation	Project lead identified. These works are to be delivered in conjunction with other similar LAF schemes in surrounding areas. Therefore all schemes are to be designed and agreed with scheme promotor prior to obtaining quotations. Indicative timescales shown below.	10-Aug-18	20-Aug-18
					Feasibility	14/09/2018 - Meeting held onsite with parish to discuss locations and potential proposals, scheme passed to Vanessa Silva to project lead, Scott White to over watch the scheme progression and aid Vanessa in understanding the process we carry out for schemes.	16-Aug-18	24-Sep-18
					Detailed Design	Email from parish agreeing proposals, email sent 27/10/2018 out to SCP to request quotation. Once quotation received we shall assess the quotes and see if the proposals all fit within budget.	25-Sep-18	27-Sep-18
					Construction	Construction Start 17-01-2019 and estimated to last 7 working days - note there has been a weather disruption delay of one day.	17-Jan-19	
Cedar Avenue Parking Restrictions, Hazlemere	Consultation and implementation of waiting restrictions	Katrina Wood	Hazlemere Parish Council	Tom Simmons	Initiation	Complete	20-Nov-18	20-Nov-18
					Feasibility	Scheme to progress directly to statutory consultation	20-Nov-18	22-Nov-18
					Detailed Design	Statutory Consultation started on Friday 18th January 2019 and will end on Friday 8th February 2019	23-Nov-18	
					Construction	Anticipate completion end March 2019.		
The Link and Lower Lodge Lane Parking Restrictions, Hazlemere	Consultation and implementation of waiting restrictions	Katrina Wood	Hazlemere Parish Council	Tom Simmons	Initiation	Complete	20-Nov-18	20-Nov-18
					Feasibility	Scheme anticipated to progress directly to statutory consultation	20-Nov-18	22-Nov-18
					Detailed Design	Statutory Consultation started on Friday 18th January 2019 and will end on Friday 8th February 2019	23-Nov-18	
					Construction	Anticipate completion end March 2019.		
Eastern Dene Zebra Crossing Feasibility, Hazlemere	Feasibility study into potential pedestrian crossing	Katrina Wood	Hazlemere Parish Council	Jankin Arsalan	Initiation	Order received. Project lead identified. Programme to follow.	01-Nov-18	22-Nov-18
					Feasibility	Parish met, to confirm scheme objectives. Report has been drafted and undergoing check process and anticipated to be issued early February.	26-Nov-18	
					Detailed Design	Not within current commission		
					Construction	Not within current commission		
School Lane, Little Marlow Speed Reduction Assessment	Speed limit assessments and surveys	David Watson	Little Marlow Parish Council	Network Safety	Initiation	Speed limit change assessment - includes provision for speed data if necessary.		
					Feasibility	To be complete by end March 2019.		
					Detailed Design	Not within current commission		
					Construction	Not within current commission		

Non-LAF Schemes within Chepping Wye Valley Local Area Forum Area

Scheme Name	Description	County Councillor	Parish Council	TfB Project Lead	Work Stage	Comments / Status Update	Actual Start Date	Actual Finish Date
A404 Amersham Road Hazlemere	Drainage works	Katrina Wood	Hazlemere Parish Council	Drainage Team	Initiation	Brief received 7/11/17		
					Feasibility	Complete		
					Detailed Design	Ongoing.		
					Construction	Programme for 2019/20 financial year.		
2&2a Eastern Dene Hazelmere	Drainage works	Katrina Wood	Hazlemere Parish Council	Drainage Team	Initiation	Brief Received 30/5/18		
					Feasibility	complete		
					Detailed Design	working on some upgrades - ongoing		
					Construction	Programmed for 2019/20 financial year.		
C103 Windsor Hill, Wooburn Green, j/w Broad Lane	Network Safety Scheme (priority 6 of 8)	Mike Appleyard	Wooburn PC	Vinesh Gorasia	Initiation	Initial assessment undertaken to identify measures by Network Safety Team. Potential measures have been discussed with TfB in-house, and has been identified as a potential scheme for consideration within 2018-19 financial year.		
					Feasibility	Initial site visit has taken place and core measures been identified which includes: refreshing lining and junction markings with high reflective markings, replace road studs throughout bend and approaches, improvements to chevron signing, installing new yellow backed warning signs on approach to junction, and improving drainage channels, along with road patching works with the drain gully area.		
					Detailed Design	Design work completed, revised signs and lines details produced.		
					Construction	Construction work complete 22 November 2018. New bend warning, Give Way, Chevron signs installed. Updated lining additional SLOW markings and new catseyes installed	20-Jan-18	22-Nov-18
Whitehill, Wooburn Moor	VRS Repairs	Mike Appleyard	Wooburn PC	Paul Roberts	Initiation	Asset Inspection		
					Feasibility			
					Detailed Design	Repairs to damaged VRS next to embankment		
					Construction	Completed 24.09.18 - foundation changed due to weak foundation and close to retaining wall	20-Sep-19	24-Sep-18
Rayners Avenue, Loudwater - Wooden Posts	VRS Upgrades	David Shakespeare	Chepping Wycombe Parish Council	Tom Simmons	Initiation	Asset Inspection & Utilities marked on-site		
					Feasibility			
					Detailed Design	Upgrade existing barrier with P1 terminal and high containment end so barrier is up to current specification		
					Construction	Due to revenue budget, scheme on hold and to be capitalised next financial year (2019-20).		
A4155 Marlow Road J/W Winchbottom Lane	Drainage works	David Watson	Little Marlow Parish Council	Drainage Team	Initiation	Brief received 18/9/18		
					Feasibility			
					Detailed Design			
					Construction	Programme for 2019/20 financial year.		

REVENUE MAINTENANCE UPDATE

SAFETY DEFECT REPAIRS (REVENUE FUNDING) UPDATE

As we enter the final quarter of this financial year, we continue to deliver the below programmes, although some difficult decisions remain regarding funding those areas of the business which may not be directly safety related.

The summary below highlights the core areas of routine service delivery:

Cyclic Gully Cleansing

Year 3 of the cyclic gully cleansing programme commenced 1st April as planned. This season we have allocated one machine to each southern area depots (one in Wycombe and one in Amersham). The gully cleansing programme is phased to maximise summer weather conditions with outputs planned to manage the expected winter conditions. This provides us with an element of surety that Year 3 gully cleansing programme will be completed by the end of March 2019.

As of the end of December, we had attended 9,009 gullies, of which we cleaned 8,889 in the south of the County, the difference (120) being those locations where we were unable to access the gully due to parked cars and couldn't identify the owner to remove the vehicle. If there is capacity at the end of the programme, we will return to these locations and make a further attempt to cleanse them.

Reactive activities to gullies and drainage investigation works will be attended to within the available capacity of the cyclic cleansing resource.

Additional funding for drainage maintenance issues has been made available to enable investigation and possible rectification of highlighted drainage concerns which can encompass blocked, damaged or gullies requiring replacement and/or repair. This should show an improvement of the drainage system over the coming years. This funding is in addition to those sites identified for Capital drainage investment.

Safety Defects (Carriageway and Footway)

Previously, maintenance works have been designated as 'pothole' and 'minor works' repairs. In line with the new Highway Safety Inspection Policy, all routine maintenance works undertaken with revenue funding is now designated as 'network safety defect repairs'.

To the end of December within the Wycombe District area, we completed 5,183 works orders for safety defects within the carriageway and footway areas. Due to the heavy and prolonged winter we experienced last year there had been substantial deterioration of the network, over and above what we would expect from standard traffic movements. There have been an inordinate number of defects reported and this continues to stretch our finite resources.

In addition to the completed works orders above, we also reactively attended 155 two-hour emergency responses.

The Velocity spray injection system (formerly known as 'jetpatcher') has again been used this season. Two machines have been working in the south, one out of Wycombe and one from Amersham depots. Suitable areas for repair by this technique were identified by the Local Area Technicians; works commenced the end of March and were completed at the end of August, as all budget allocation had been utilised. However, a small additional budget for these works has been made available, so the resource is being utilised again in selected locations in the County but is weather dependant.

Members Funding

Funds had been made available to each of the local County Council Members (circa £9,800 each) to enable them to order non-safety critical activities that they see fit. To assist in this, a schedule of possible activities together with provisional costs was produced and circulated to Members. All works have now been identified and orders have been generated; works are being undertaken as they can be programmed, with all works due to be completed by the end of March 2019.

Weed Spraying

The treatment of known sites of noxious weeds (primarily Japanese Knotweed and Rag Wort) was undertaken throughout the year, with the final site clearance visit also now completed. Any new locations identified will not be treated until next financial year.

There will be no treatment made to general weeds by Transport for Buckinghamshire this year.

Grass Cutting

Urban – Within non-devolved areas, the initial grass cutting commenced but fell slightly behind due to the early season excessive growth. Due to the prolonged intense summer heat resulting in minimal, if any growth, grass cutting was suspended during this time. Grass cutting activities recommenced late summer and picked up where the programme left off; all grass cutting has now been completed for the season.

Rural – The rural grass cutting programme has now been completed, this will recommence in the new financial year.

Flail Cutting

Vegetation clearance using a flail cutter commenced late August and will continue through to the start of nesting season as required. This includes long lengths of hedge cut-back around the network at identified sites. Any safety critical vegetation clearance will be undertaken when identified.

Winter Landscaping

Manual vegetation clearance commenced in November and will continue through to the start of the coming nesting season. This includes clearance of vegetation obstructing the free passage of the highway (which does not emanate from private properties – clearance there falls to the relevant land owner) and siding out footways around the network at identified sites. Any safety critical vegetation clearance will be undertaken when identified.

Road Markings

We are no longer able to offer an in-house road marking resource, however we do have supply-chain availability. Works are on-going through the winter to refresh road markings at identified sites however these works may be affected by inclement weather. We have included works such as centre line markings, junction refreshing, installation of disabled bays and access protection markings.

Trees

All the trees across the Wycombe area have now been inspected and have been categorised by condition. Initially we are only attending those trees requiring safety-related works, which commenced in January 2019 and will continue to the start of the coming nesting season.

‘Plane & Patch’ and Additional Funding (£4.6M Countywide)

‘Plane & Patch’ works were completed over the summer period, which allowed us to target many mid-size areas of deteriorated carriageway (smaller than would be addressed under Capital resurfacing) and remove ‘pothole farms’ in advance of winter. This has been a great success and removed many of the problem areas.

On the back of ‘Plane & Patch’, the Government has released an additional £4.6M to Bucks County Council and Transport for Buckinghamshire to spend on highway repairs. The grant can be used to repair areas of potholes, road defects, bridges and the local highways infrastructure generally and will be spread across the County.

Works will begin early March (weather dependent) and will initially target the sites we were unable to attend in the previous 'Plane & Patch' programme due to the limited funding we had available.

We are currently putting together a programme of further sites to allow this work to continue beyond March into the new financial year. Sites selected will be based on a number of factors to ensure the correct locations are targeted and will be led by the Local Area Technicians, coordinating with other programmes such as Capital works. This programme will be shared with Members once it is designed, produced and finalised (by the end of March).

Recent Subsidence in Chapel Road and Carrington Avenue, Flackwell Heath

We are sure many of the LAF Members are aware of recent 'subsidence' issues that occurred in Chapel Road and Carrington Avenue, Flackwell Heath. These, in fact, were a result of a burst water main. We have therefore summarised the events below:

In late November TfB were notified of a Thames Water mains pipe having burst on Chapel Road and another area of subsidence forming close by in Carrington Avenue.

On investigation, Thames Water took full responsibility for the damage caused in Chapel Road but would not admit liability for the subsidence forming in Carrington Avenue. TfB began investigating the area and set about locating the existing utilities (pipes, cables etc.). We then assessed if they had been compromised by carefully excavating the area.

A large void was found under the carriageway exposing a gas main and low voltage electricity cables. In addition, TfB discovered that a recent new water main installation on Carrington Avenue had inadvertently broken through a surface water drainage pipe going from a highway gully to a chamber on the opposite side of the road.

We believed that excessive water running from the burst main on Chapel Road (which was reported by a Thames Water customer on 26th November) combined with the broken surface water pipe, were obvious contributing factors for the subsidence and carriageway failure. TfB's contractor was instructed to reinstate the area which was completed in 10 days from start to finish. This included replacing kerbs, a drainage pipe, full footway and carriageway reconstruction.

TfB's Green Claims Team is currently in the process of pursuing the costs from Thames Water as the damage was a result of their works.

Whilst these events were not actual sinkholes, we're aware some residents may be concerned about sinkholes developing within their own property. If this is the case, they should seek independent specialist advice and take the following actions:

- monitor any suspect depressions;
 - check there are no obvious potential triggering mechanisms, e.g. leaking pipes, downfall pipes from roofs;
 - check for any associated cracks in adjacent buildings; and
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- seek guidance from the local District Building Control – they can advise on any history of sinkholes in the area, and may be able to provide a list of consulting engineers for advice on the correct stabilization procedures.

Further information on sinkholes can be found on the British Geological Survey website at:
<http://www.bgs.ac.uk/research/engineeringGeology/shallowGeohazardsAndRisks/sinkholes/home.html>
including advice available to homeowners at:
http://www.bgs.ac.uk/services/services_for_you/homeowners/home.html

WINTER SERVICE UPDATE

Our winter service started on the 14th October and will run until April 14th 2019. Last year saw one of the longest and hardest winters for many years which included 100 primary gritting runs and 3 snow events.

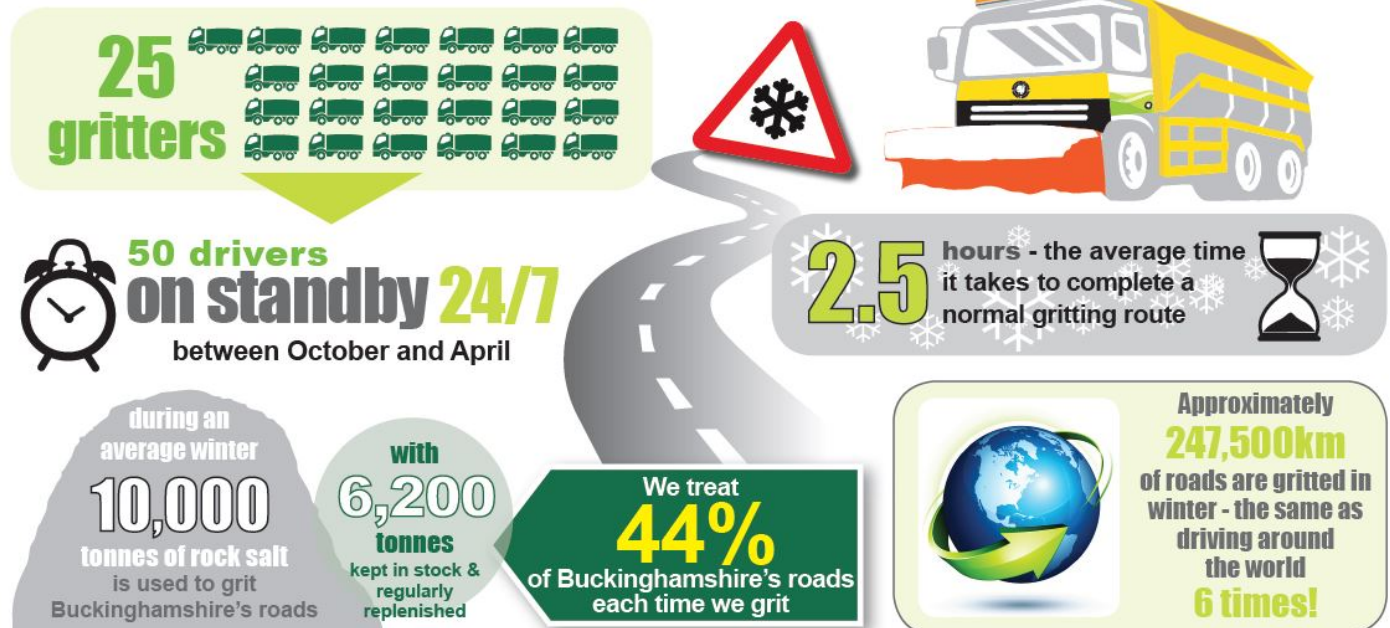
All salt stocks were replenished during the summer with a total of 10,000 tonnes in stock at the beginning of the season and are topped up regularly as necessary.

Salt bins were replenished during November and December. Replenishment of salt bin stocks will be on-going through the winter.

Since 14th October to the end of December, we had undertaken 19 precautionary gritting routes across the south of the County.

Further details regarding winter service are available on our website at: <http://www.buckscc.gov.uk/services/transport-and-roads/road-maintenance-and-repairs/winter-maintenance/> or you can follow us on Facebook and Twitter: @tfbalerts.

Winter gritting Keeping you safe . . .



follow us @tfbalerts for daily gritting decisions

STREET LIGHTING UPDATE

The Lighting team has responsibility for maintenance, design (specification) and construction of Lighting capital maintenance and improvement schemes across the county, Transport, Economy and Environment (TEE) schemes and third party related schemes originating from a number of sources. The team is split into two main areas of delivery, with support provided to the Capital Maintenance Schemes team surrounding public lighting delivery:

- **Lighting Capital Maintenance Schemes (Countywide)** – oversees delivery of the Lighting Capital maintenance programme, funded directly from Buckinghamshire County Council. In 2018/19 this equates to a total budget spend of over £1.932m.
- **Lighting Planned Maintenance** – responsibility for delivery of various maintenance/improvement projects, including initial scoping and investigation to determine feasibility, design/specification to current standards, consultation and liaison, procurement and construction. This includes schemes originating from LAF's, TEE, third parties and currently equates to over 5000 works orders ongoing in 2018/19.

LIGHTING CAPITAL MAINTENANCE SCHEMES (COUNTYWIDE)

Transport for Buckinghamshire (TfB) is scheduled to deliver the capital maintenance initiative via two countywide projects this year as detailed below.

Scheme 1 Annual Structural Replacement

With a successful MTP bid in 2017/2018, TfB have a budget this year to replace the aged/damaged Lighting Assets of £0.891m this year

This project follows the results of the Revenue based Electrical and Structural Testing Programme not only fulfilling the legal requirement to maintain their adopted highway assets, but ensuring the areas highlighted as age expired can be located, programmed, and completed within the financial year. Assets completed via this Programme also benefit from an LED conversion as additional energy reduction initiative. The new assets installed as part of this project have an indicative life span of 35 years.

This project is programmed to start in June this year with anticipated completion in October. To ensure value for money is demonstrated and maintained, all projects have been tendered and will be awarded to the most competitive supply chain partner. This framework agreement will form a key part of ensuring the service quality maintained whilst delivered in line with the current contractual arrangements with BCC.

Scheme 2 LED Lantern Replacements

With a successful MTP bid this year, TfB have a budget to replace aged Low Pressure Sodium Lanterns of £0.491m this year

This project follows the replacement of life expired inefficient 'orange' lanterns with new LED's with a manufacture guarantee of 10 years. This will assist with reducing energy & maintenance visits. Currently the project is likely to consist of 2,900 column mounted lanterns and 395 pole bracket assets of the existing 3,295 inefficient lanterns in residential areas.

This project is scheduled to start in June this year with completion in October. To ensure value for money is demonstrated and maintained, all projects have been tendered and will be awarded to the most competitive supply chain partner. This framework agreement will form a key part of ensuring the service quality maintained whilst delivered in line with the current contractual arrangements with BCC.

LIGHTING PLANNED MAINTENANCE

Providing the main core of the Lighting works, the Lighting Planned Maintenance budget for 2018/19 equates to £2.97m. Within this BCC agreed budget and the TfB framework, it is the Lighting Teams area of responsibility to manage and pay the Energy for the public Lighting Assets. This has been subject to reductions following completed Energy efficiency projects under the Lighting Capital Maintenance schemes over the past 4 years.

Planned maintenance is not only a reactive service completing faults on the highway. Its nomination in the Industry recognized Vinci Innovation awards for its approach to Night time patrols is just one area TfB have improved the proactive service for BCC.

Last year, with the introduction of the Network Asset Database 'CONFIRM', the Lighting Department are striving to take this innovation further by introducing Strategic Asset Profiling. This will now allow TfB to capture information to link key Highway attributes to the Asset.

This means TfB can determine the Speed of the Road on which the Asset is situated, whether or not the Asset is present on a Primary Salting Route etc., and if any Asset is in a potential accident hot-spot etc.

This additional information will allow us to predict where the trends recommend and proactively manage the areas highlighted to be at an elevated risk position. This also will ensure that we capture any asset information that results in an increased maintenance spend, allowing regimes of works to be created to further mitigate risk of Asset fault.

(Appendix 3)

Appendix 3 - 2018/19 Street Lighting Programme - Chepping Wye Valley Local Area Forum Update

Task Name	Road Number	Road Name	Town / Village	Members	Programme Status	Financial Year 2017/18 Quarter 1 (April to June 2017)	Financial Year 2017/18 Quarter 2 (July to Sept 2017)	Financial Year 2017/18 Quarter 3 (Oct to Dec 2017)	Financial Year 2017/18 Quarter 4 (Jan to Mar 2018)	Month of Planned or Actual Completion	Comments
Street Lighting											
160015	Various	Various	Various	David Watson/Mike Appleyard/David Shakespeare/ Katrina Wood / Mark Shaw	Programmed	✓	✓	✓	✓	Quarterly throughout the year.	Street lighting quaterly night time patrols carried out covering entire area
160015	Various	Various	Various	David Watson/Mike Appleyard/David Shakespeare/ Katrina Wood / Mark Shaw	Programmed	✓	✓	✓	✓	Ongoing	Street lighting reactive repairs following night time patrols and reported faults.
	Various	Various	Various	David Watson/Mike Appleyard/David Shakespeare/ Katrina Wood / Mark Shaw	Programmed	✓	✓	✓		Sep-18	Capital column replacement programme for 2018/2019 currently being finalised following last years structural testing programme in Chesham and Aylesbury. 374 columns to be replaced. An additional 52 remaining concrete columns within the county to be replaced in various locations. A small number of life expired feeder pillars countywide and illumainted signs identified during last years electrical testing programme to also be replaced. Capital programme expected to start in July with completion in September.
	Various	Various	Various	David Watson/Mike Appleyard/David Shakespeare/ Katrina Wood / Mark Shaw	Programmed	✓	✓	✓		Sep-18	LED Street light replacement programme starting in July to replace all SOX lanterns across the county. Programme expected to be completed by the end of September

NETWORK SAFETY UPDATE

Winter Driving – Online Module

Network Safety have launched their Winter Driving module. The online module aims to help drivers prepare for driving in wintry conditions. The module takes about ten minutes to do, and comprises three sections; road, driving, and vehicle. Please share the module with family and friends that you think may find it useful: <http://buckinghamshire.edrivingsolutions.com/ModuleList.aspx>

Eyesight Campaign

During March, Network Safety will be promoting an eyesight campaign countywide, encouraging drivers to have regular eyesight tests. The message will be displayed on the back of buses during the month of March.

Local Safety Scheme – Windsor Hill junction with Broad Lane

This scheme has been delivered and includes replacement 'intelligent' cats eyes, refreshed lining and improved signing.

COMMUNICATIONS UPDATE

Winter Update

Winter has been mercifully quiet for the whole service, and that includes communications – although we have been enjoying the online appreciation for our gritting updates, which are generally delivered alongside a cute picture of a dog, cat, or woodland creature! Sure, they have nothing to do with highway maintenance, but for some reason it works. We ran a poll on social media to name our unnamed gritter early in January, with the winning name being Jon Snow – apparently this is some cultural phenomenon to do with a handsome bearded man fighting epic battles, and not the legendary Channel 4 newsreader. Elsewhere, we published a quick FAQ blog '*What the heck is a hoar frost? And other questions*', which should answer any of the most common queries you may have on our winter service. You can read it here: <https://tfblatestnews.blogspot.com/2018/11/what-heck-is-hoar-frost-and-other.html>

Winter driving workshop first in a new series of online refresher modules

Just before Christmas, Travel Safe Bucks (the road safety team) launched their new online winter driving workshop, which covers the challenges to road conditions, driver, and car that winter weather can cause. The thorough workshop was developed by road safety officers, and contains loads of useful advice for drivers of all vehicles. It only takes about ten minutes and is totally free to use! Search 'winter driving workshop' on the county council website or try it here: <http://buckinghamshire.edrivingsolutions.com/ModuleList.aspx>

Contact Us

As always, you can stay up-to-date with transport news by liking Transport for Buckinghamshire on Facebook, or following @TfBalerts on Twitter. However, please remember to use the website to report road defects, from pot holes to broken streetlights, to TfB at www.fixmystreet.buckscc.gov.uk

In an emergency please call our contact centre on **01296 382416** or **01296 486630** (out of hours).
