

# Member's Seminar

## Highways Local, Lengthsmen and Traffic Regulation Orders



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# Agenda

- Highways Local



- Lengthsmen



- Traffic Regulation Orders



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Seminar focused on three programs of work arising from budget decisions made at February Full Council meeting

Annual Highways Seminar to be held in June or July

Webcasting the seminar for members, district and parish councillors to understand program details

Questions on three programs not on potholes or Amey performance issues (hold those for highways seminar later this year)

## Highways Local



- £30k per member
- At least £10k to be spent on maintenance
- Engage with LHM by end of May
- Progress report to members monthly

### Key focus

- Carriageway and footway works
- Minor works (drainage, kerbs, retaining walls, footway improvements, etc.....)
- Contributions to capital schemes
- Top up services (hand salt spreaders, weed spraying)
- Additional lengthsmen activities

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Key change was increase from £20k highways local funding in 15/16 to £30k for 2016/17

## Highways Local

Traffic Regulation Orders or Improvement scheme works



- Budget to be transferred out of HL
- Must meet standards and guidance

By far the most successful Highways Local schemes have been minor works and patching

- Greater assurance of 'in-year' delivery
- Directly adds value towards improving network and reducing deterioration
- Very visible to residents

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## Lengthsmen

Two man gang focused on a range of activities over a 'length' of road.



Lengthsmen activities include:

- Small carriageway and footway repairs
- Clearing gully tops, digging out drainage grips
- Cleaning sign faces, bollards and other street furniture
- Minor repairs to street furniture (e.g. bollards/sign posts)
- Prune/trim vegetation
- Tidy up footways (e.g. weeds, siding out)
- Resetting kerbs and gully grills



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## Lengthsmen

- £390k allocated
- Approximately 3 weeks per member
- Engage with LHM by end of May with list of road lengths
- Five dedicated gangs May to Nov
  - ✓ Gangs used for winter operations and potholes from Dec to May.
  - ✓ 'Customer focused' staff
  - ✓ Amey recruiting, likely start May/June
  - ✓ Dedicated Lengthsmen vehicles with specific tools



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The intention is to have 'customer focused' gangs that will be comfortable meeting with a local parish or town clerk or a local resident that has been put forward by the community to look at or communicate the job requirements. I will be meeting with the gangs and sharing a 'vision' for how we want the service delivered. This is part of our renewed emphasis on parish and town council communications. In addition, we have recruited a new member of staff to the Amey customer contact centre who will be dedicated to parish and town council enquiries so that we are proactively chasing work completion dates and giving updates back to clerks.

# Lengthsmen

## Daily reporting mechanism



| <u>LENGTHSMAN WORKS FORM</u>  |  |                   |                          |                         |                                 | PAGE _____                     |
|---|--|-------------------|--------------------------|-------------------------|---------------------------------|--------------------------------|
| Local Highway Manager (LHM):  |  | Gang:             |                          |                         |                                 |                                |
| Area Highways Representative (AHR):                                     |  | Week commencing:  |                          |                         |                                 |                                |
| <b>SCHEDULED WORKS (identified by LHM / AHR)</b>                        |  |                   |                          |                         |                                 |                                |
| Length of road  | Specific tasks<br>(in addition to priority activities) | Complete<br>(Y/N) | Before<br>photo<br>(Y/N) | After<br>photo<br>(Y/N) | Materials used<br>(please list) | Waste arising<br>(please list) |
|   |  |                   |                          |                         |                                 |                                |
|   |  |                   |                          |                         |                                 |                                |
|   |  |                   |                          |                         |                                 |                                |
|   |  |                   |                          |                         |                                 |                                |
|   |  |                   |                          |                         |                                 |                                |
| <b>PROACTIVE WORKS (identified by gang)</b>                             |  |                   |                          |                         |                                 |                                |
| Length of road  | Specific tasks<br>(in addition to priority activities) | Complete<br>(Y/N) | Before<br>photo<br>(Y/N) | After<br>photo<br>(Y/N) | Materials used<br>(please list) | Waste arising<br>(please list) |
|   |  |                   |                          |                         |                                 |                                |
|   |  |                   |                          |                         |                                 |                                |
|   |  |                   |                          |                         |                                 |                                |
|   |  |                   |                          |                         |                                 |                                |
| <b>GANG FEEDBACK (including details of any follow-up work required)</b> |  |                   |                          |                         |                                 |                                |

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Example of the kind of form that will be used to record what the lengthsmen do on site

## Traffic Regulation Orders (TROs)



Legal order required for:

- Speed limits
- On street parking
- Weight limits
- One-way streets



- Often required for 'improvement' type schemes
- Statutory consultation required
- 18 and 24 months delivery timescales
- £10k to £15k per order
- Plus costs associated with 'physical measures'

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Please note that GCC has not had a TRO budget since 2010, so there is some built up demand for TROs and we do not have the officers, consultant designers or legal staff in place to deliver significant numbers of TROs.

## Traffic Regulation Orders (TROs)



- £100k allocated
- TRO Officer (coordinating)
- Priority assessed programme reviewed by Highways Advisory Group and approved by Cabinet Member
- Members can allocate Highways Local funding to TRO schemes



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We are in the process of recruiting a TRO Officer to coordinate the prioritisation and delivery of TRO schemes

We will take a priority assessed list of TRO schemes to the Highways Advisory Group (cross party group) for review and consideration with the final programme of schemes to be approved by the Cabinet Member for Highways and Flooding (Cllr Vernon Smith)

The number of TRO schemes pursued this financial year will depend on how much Highways Local and local community funding comes forward but we anticipate working on between 4 and 8 new TRO's this year.

## Traffic Regulation Orders (TROs)



### Priority Assessment

- National and local policy/guidance compliance
- Safety (accident and speed data)
- Benefits to public transport and cycling
- Routes to school and community facilities
- Air quality, congestion and environmental benefits
- Level of Community support (including ££)
- Level of Member Highways Local funding ££



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- Just because a TRO has support from residents and the member and has funding in place doesn't mean it will go ahead. It still must meet national and local policy/guidance and must be successfully priority assessed.
- Already 20 plus TROs that we are aware members will want us to priority assess and we can't work on all of them at the same time.
- Funding from Member's Highways Local budgets will be transferred into the TRO budget and managed as a separate scheme
- Progress on TRO schemes will be updated to Members monthly

## Traffic Regulation Orders (TROs)



Most successful TROs will be those that:

- Meet policy and guidance requirements
- Demonstrate community support
- Are funded by community and member

Good example:

- Parish contributes £2k
- Highways Big Community offer match funding £2k
- Member Highways Local £10k to £12k
- TRO budget picks up risk of overspend



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## Traffic Regulation Orders



TRO schemes for consideration to LHM by end of May (LHM will provide request form)

Service Level Agreement (SLA)

Member and officers signed up to delivery timescales and funding contribution

What if the scheme fails?

- Any unused Highways Local funds will be returned to the Members HL budget

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No Parking TRO's can go through the statutory consultation/making process until after November 2016. Feasibility and preconsultation work can still go ahead

## Traffic Regulation Orders



Parking consolidation order consultation

- No statutory consultations before Nov 2016
- Feasibility and preconsultation work can be progressed.

Patience Please

- Officer, consultant and legal team resources limited
- Consultations take time and outcomes are not always easy to predict

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No Parking TRO's can go through the statutory consultation/making process until after November 2016. Feasibility and preconsultation work can still go ahead

## Questions



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