

Briefing to Harlow, Uttlesford and Epping Forest Councillors

Highways

2018/19



Introduction

Mark Godson
Head of Communications
Essex Highways

Agenda

Topic	Speaker
Highways Strategic Planning – and its links to Districts and Parishes	Matt Bradley
Network and Streetworks management	Liz Burr
Flooding management in Essex	Dave Chapman & David Gollop
'Green Claims' – help the service help you	Mark Godson
Local Highway Panels Update	David Gollop
Question time	All



The role of the Highway Authority in the planning process and its links to District Councils

Matthew Bradley

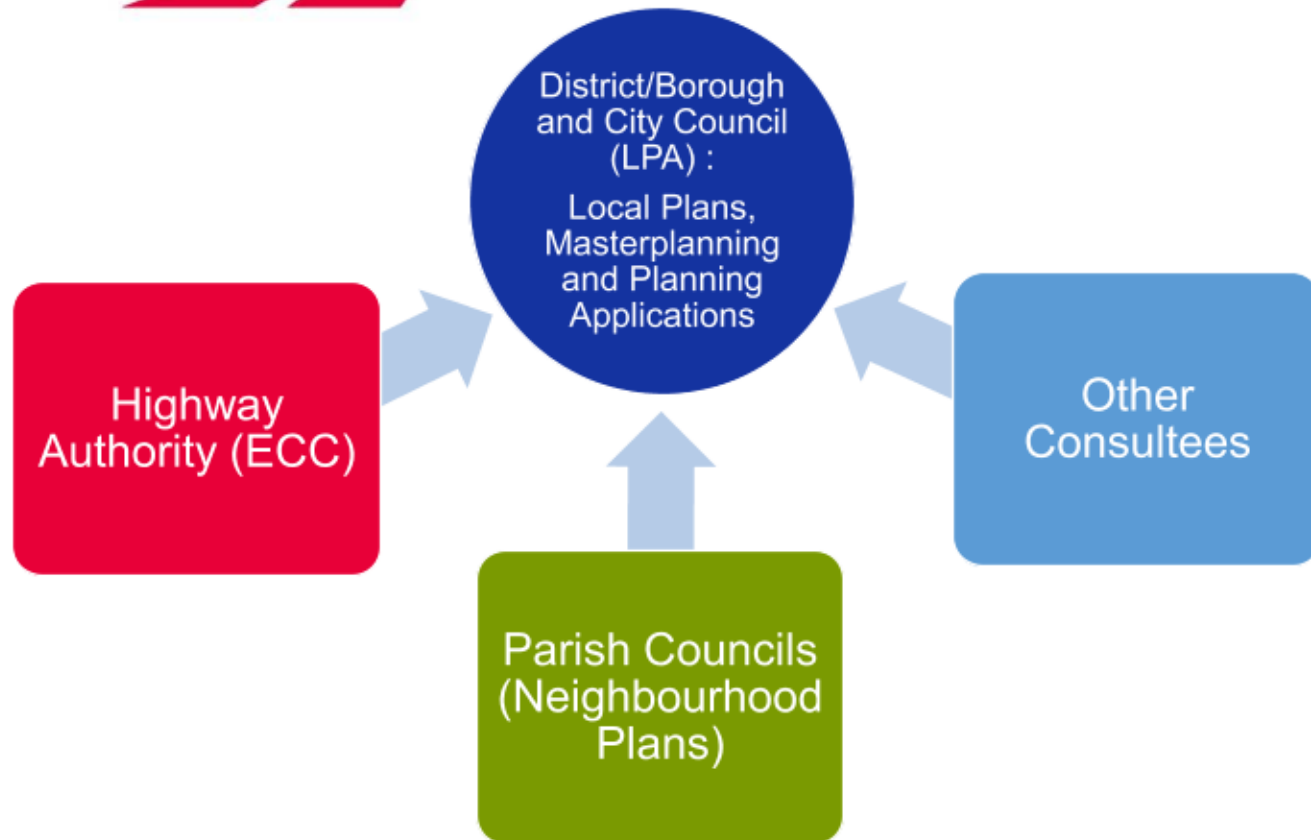
Strategic Development Manager
Smarter Travel and Transportation
Highways and Transportation

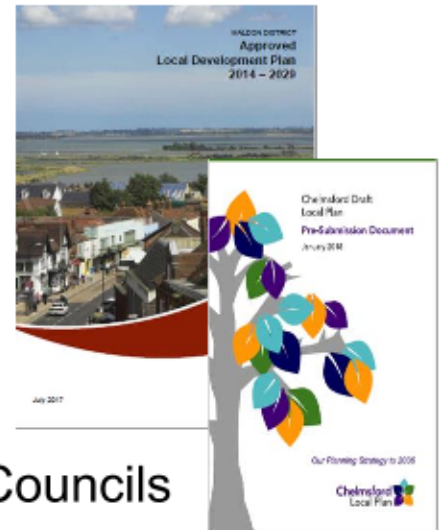
Introduction:

- Strategic Development team managers
 - Matthew Bradley – North Essex
 - Hilary Gore – South Essex
- Transportation and Smarter Travel Group
 - Transportation Planning and Infrastructure
 - Strategic Development
 - Sustainable Travel Planning
 - Community Rail Engagement



The Planning 'flow':





The Local Plan:

- Local Plans are produced by District/City/Borough Councils
- ECC is a statutory consultee
- Essex County Council's role is to support District/City/Borough Councils in the preparation of their Local Plans from a highways and transportation viewpoint and more widely in respect of education, minerals and waste issues, flooding etc.
- **Highways and transportation –**
 - Suitable site location – site access and accessibility
 - Impact of proposed allocations on highway network, traffic modelling
 - Mitigation – sustainable travel measures, highway improvements and new infrastructure.
- Support Districts at Examination in Public



Masterplanning and Planning Applications:

Masterplans

- First stage of planning process for strategic land allocations identified in the Local Plan.
- Essex County Council as Highway Authority (HA), assists District (Local Planning Authority (LPA)) with:
 - highway access/infrastructure,
 - public transport,
 - cycling and walking
 - travel planning
 - connections to local services and facilities



Planning Applications:

The Highway Authority (HA) are a 'statutory consultee' on highways and transportation matters and are consulted when:

- The development is likely to result in a material increase in the volume or a change in the character of traffic entering or leaving the highway.
- The development includes the formation, laying out or alteration of any means of access to a highway (other than a trunk road)

This can range from domestic dropped kerb crossing to major residential and commercial development



The Strategic Development team:

- Consultation responses to all 12 Districts (LPAs) and ECC as Minerals and Waste Planning Authority
- 18 Officers & Engineers, office based flexible working but co-located with several District Councils once a week.
- The team deal with approximately 5000 planning applications per year plus pre-app work
- Cover all highway matters including safety, capacity and accessibility
- Liaison with Public Rights of Way; Development Management; Network Assurance; Highway Records, Passenger Transport.
- Sustainable travel advice, including public transport, walking and cycling, travel planning



The assessment of planning applications from a highway viewpoint:

- Site visits
- Compliance with Local and National Policies
- Compliance with standards, DMRB and MFS
- Site planning history
- Collision data
- Sustainable travel/accessibility – walking, cycling and public transport infrastructure and services, identified in Travel Plan.
- Impact on highway network, typically contained in a Transport Assessment/Statement
- Highway layout including parking and servicing



National Planning Policy Framework:

Issued March 2012 and revised July 2018

'Presumption in favour of sustainable development'

Must ensure that :

- Sustainable transport options have been taken up
- Safe and suitable access can be achieved
- Any significant impacts in terms of capacity, congestion highway safety cost effectively mitigated

Development should only be prevented or refused on transport grounds where there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.



What happens after we have issued our highway recommendation:

- Discharge of planning conditions.
- Negotiating terms of Section 278 Agreements HA1980 and project managing highway works secured through planning.
- Section 38 Agreements HA1980 for adoption of new highway.
- Negotiating terms of S106 Agreements TCPA 1990, highway contributions.
- Attendance at Planning Appeals, based on evidence not just opinion.



Other responsibilities:

- Providing a Pre application highway advice service
- Commenting on Local Plans and Neighbourhood Plans via ECC Spatial Planning Team
- Development / review of Highway policy/procedures (e.g. parking standards and design/layout of roads);



Frequently raised highway matters in connection with planning applications:

- Perceived traffic impact/speed
- Pre-existing safety and congestion issues
- Construction issues
- Residential amenity
- Personal circumstances
- Mitigation that cannot be justified in line with NPPF (Para 56): **necessary, related to and reasonable.**



Network & Streetworks Management: A balancing act

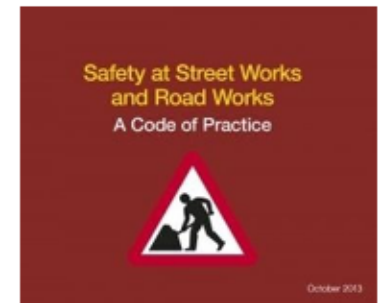
Liz Burr
Head of Network and Safety/Traffic Manager
Essex Highways

Network Management

Local traffic authorities must manage their road network to make sure that traffic can move freely on their roads and on the roads of other traffic authorities.

- Road works and planned events
- Unplanned events
- Congestion hotspots

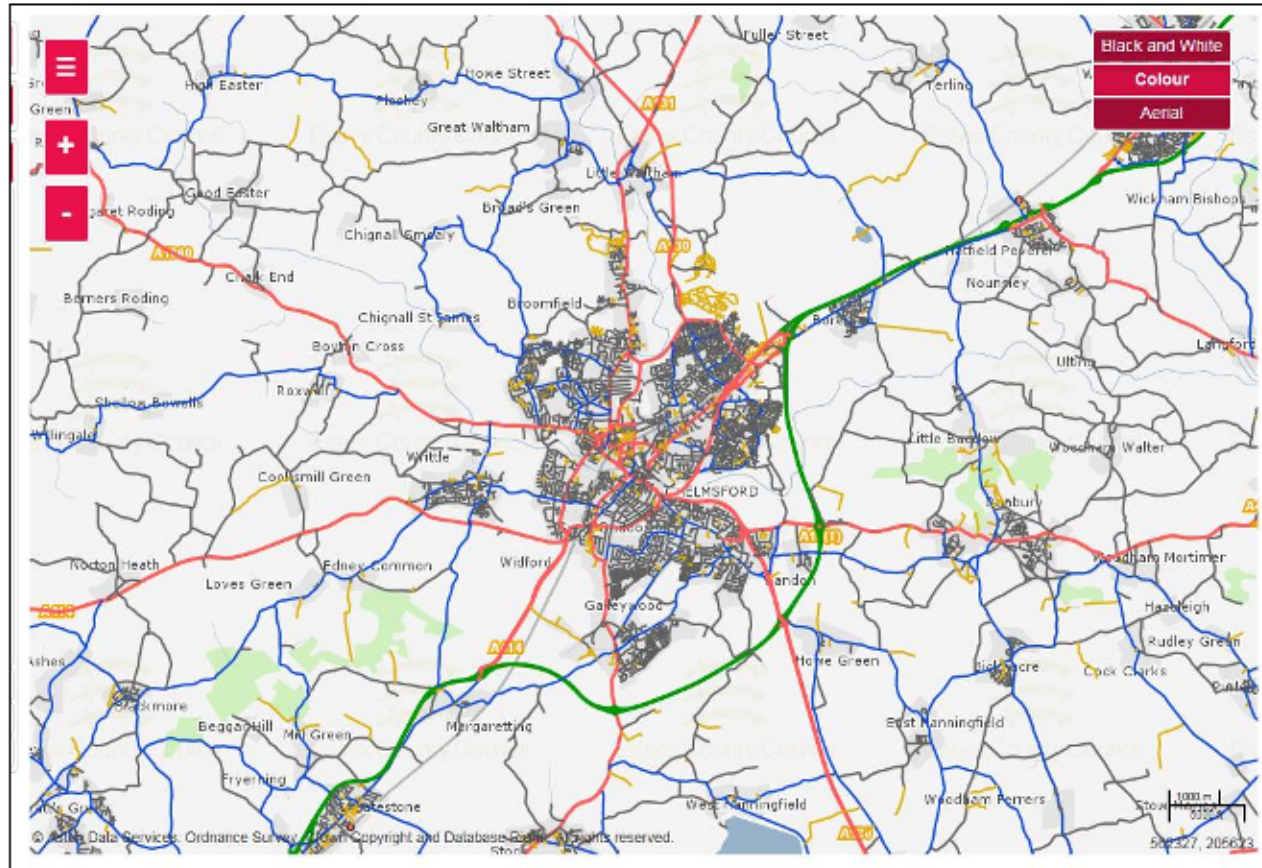
And all authorities have to appoint a 'Traffic Manager'



Essex Highways



Essex Roads Hierarchy



What causes delays?



Street works: a balanced approach

- Network management duties
- What is 'streetworks'?
- Why do we do it?
- How we make decisions – conflict management
- Risks in saying 'NO'
- Quality control
- How you can help



Streetworks



(As far as we know, photo is public domain)



Streetworks team aims

- **Protect the highway asset**
- **Enhance safety for the public**
- **Minimise delays, congestion and frustration**
- **Minimise clashes, encourage co-ordination**



The Essex County Council Permit Scheme

- Works promoters must seek permission for works
- We can charge for a permit
- We can place conditions on a permit
- We can fine those breaking those conditions
- We have to report a variety of KPIs to both the County Council and DfT



Permit increases since start of scheme

Increase of Permits by 13.6% over first two years of our scheme

Year 1	Year 2	Year 3
85050	89871	96650



Checks made on every Permit

- **Location-** check to see if the location is public or private
- **Discount** – 100% discount if working in collaboration, Work for Road Purposes, Works involving fire hydrants
- **15% discount** for working on our Traffic Sensitive network solely outside TSS times.
- **Traffic Management** – Traffic Management and having the table from the Red Book as a reference page.
- **Different types of permit:** Major, Standard or Minor.
- **Site Meeting** – one of the last checks that we do is to select if we are to Grant, PMR, Refuse and to send it for a site meeting
- **History** – we check the history in the permits





What do we inspect and why?

- **A Type - 10% of all works are inspected while being carried out.**
- **B Type – 10% of all completed sites - inspection taking place between 0 to 6 months following completion.**
- **C Type – 100% of all works are inspected between 21 and 24 months.**

A works promoter is permitted to complete a job to an interim standard and maintained for up to six months before a site is completed to a permanent standard.

Guarantee periods for standard work last for two years following completion. 100% inspections are carried out at the life cycle's end to both protect the asset and safeguard the public purse.

- **For standard openings of the highway up to 1.5m in depth, a two year guarantee period would apply.**
- **Openings exceeding 1.5m in depth are classed as 'deep excavations' and would give rise to a three year guarantee.**





What is a street works defect?

Any reinstatement or traffic management that does not reach the required standard as by the code of practice for the reinstatement in the highway and Safety at Street Works and Road Works(The Red Book).



Where does our income come from?

- **Samples** – These are randomly chosen by our computer program and pre-agreed by the Utility to a maximum of 30% of all works and create an income of £310,000 (£50 per inspection).
- **Permit charges** including variations create an income of over £2 million per year.
- **Section 74/over-running works** – works that have taken longer than reasonable with no valid reason creates an income of £400,000 per year on average.
- **Defects** – Defected works are generally works not completed the standard of the existing area and create an income of £120,000 per year.
- **Skip and Scaffolding Licencing** – Checking sites for suitability for a skip or scaffold to be positioned on the public highway creating an income of £81,000 per year.
- **Temporary traffic regulation orders/notices** create an income of over £1.2 million.





What you can do to help

Understand our limitations and explain them when appropriate

If essential utility replacement works are not carried out gas, electricity and water/sewerage may not be supplied and backlogs over services will grow. Help us explain this and reduce complaints.

If you see works in the highway and feel it shouldn't be there check roadworks.org before you call.



Managing Flooding in Essex

Dave Chapman
Project Delivery Manager
Infrastructure and Environment

David Forkin
Head of Maintenance and Operations
Essex Highways



Essex County Council

The causes of flooding

Flooding doesn't happen too often in Essex, but when it does it can happen quickly, threatening lives, homes and businesses.

Floods develop from:

- *Sudden, heavy, localised rainfall* – high water volumes - local drainage cannot cope
- *Longer, but less intense rainfall* - swelled watercourses eventually overflow
- *High coastal and river tides* – stops inland water flowing away
- *Broken pipes*, especially large water mains
- *Malfunctioning land drains; pumps; gullies; flood-gates etc* (all designed to mitigate flooding)

Multiple organisations, private landowners, and the public have a role in dealing with the causes and results of flooding



Essex County Council

The role of ECC in flooding

ECC has statutory obligations and powers, covering (broadly) two areas:

1. *ECC, as the ‘**Lead Local Flood Authority**’ (LLFA), has a strategic responsibility to oversee and manage flood risk from rainfall, surface water and groundwater.*
2. *Essex Highways, as the ‘**Highway Authority**’ (HA), is responsible for the highway drains and other assets maintainable at public expense. However Highways England are responsible for highways drains on their own network (A12; A120; M11; M25).*

Consequently, ECC has two teams, who manage each aspect

ECC role - acting as LLFA (1)

The Flood and Water Management Act 2010 sets out some things the LLFA **must do**:

- Produce a Local Flood Risk Management Strategy;
- Carry out flood investigations;
- Produce an Asset Register (mapping local routes for water); and
- Provide Planning Consultations



It is not an emergency response role - ECC become involved after incident has passed and a flood investigation can take place.

The aim is to protect properties at risk within our programme and projects.

ECC role - acting as LLFA (2)

The LLFA administers the Property Level Resilience Grant (PLR)

- 227 property level resilience schemes have been installed within Essex since the commencement of this grant scheme

Community Engagement and Volunteers

- Working with communities and volunteers to organise ditch clearance events

You can see more about ECC's role as LLFA online:

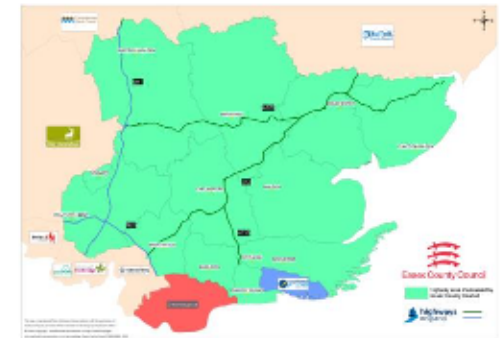
<https://flood.essex.gov.uk/our-strategies-and-responsibilities/our-duties-as-a-lead-local-flood-authority-llfa/>



ECC, acting as the Highway Authority, has duties and powers (Highways Act 1980), with respect to flood control on publicly maintainable highways that ECC is responsible for. This doesn't include the Highways England roads in Essex: A12; A120; M25; M11.

Each year Essex Highways and ECC agree the budget and produce service plans covering:

- Gully cleansing
- SWAS schemes (surface water alleviation schemes)
- Planned pre-surfacing jetting and investigation
- Highways flooding emergencies



We cover this in more detail later in this presentation

Other responsible organisations

Landowners

Landowners are responsible for ditches and watercourses and also piped watercourses and culverts

Water Companies

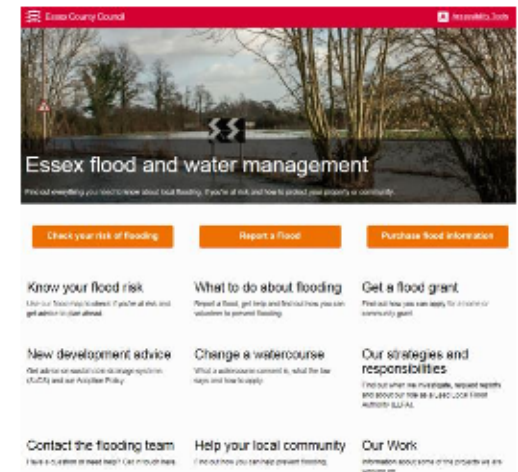
Water companies are responsible for public surface water sewers and foul sewers

Environment Agency

The Environment Agency is responsible for critical watercourses and main rivers and also emergency response.

It is not always easy for a resident to know where to go, so Essex Flood Management Team have a website providing guidance and contact details:

<https://flood.essex.gov.uk/>



Essex County Council

Flooding: working in partnership

Flooding issues are often complex and require different agencies to work together to tackle root causes.

These organisations meet quarterly as the **Essex Flood Partnership Board** to discuss local approaches.

- ECC – both services (flooding, and highways)
- Environment Agency
- Thames Water
- Anglian Water

Regional Flood and Coastal Committees

(led by the Environment Agency) meet to discuss allocation of grant funding and regional partnership projects.



Measures to reduce flood risk

Flooding is a key concern for many Essex communities

- Central Government encouraging more local investment in flood prevention.
- **Investment from ECC** forms a golden thread from national through regional to local level.

A programme has been put in place to provide flood management measures for the growing number of homes at risk from flooding in Essex.

The Flood Prevention Capital Programme aims to **reduce the level of flood risk to properties over a 5 year period.**



What has the programme delivered?

Currently in the 4th year of a £19m funded 5 year programme

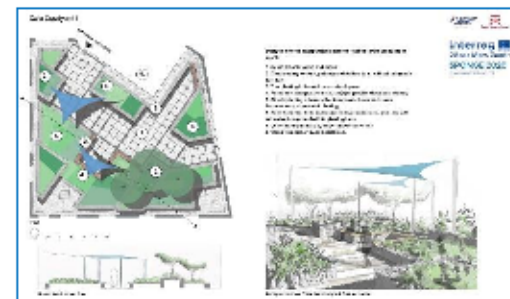
Made up of 3 areas

- Capital scheme
- Community Flood Improvement Fund
- Property Level Resilience

So far - reduced surface water flood risk to **over 700** residential properties in Essex

Generated **£2.3m** worth of external funding

- Environment Agency
- Other Local Authorities
- Anglian/Thames Water
- EU Interreg Project – ‘City as a Sponge’



Success measures and benefits

- Value for money – Schemes only progressed where Cost/Benefit Ratios are greater than 1.0. i.e. for every £1 invested more than £1 will be returned in benefits

Non-Financial Benefits: The Flood Prevention Capital Programme supports the delivery of Essex Strategic Priorities:

- Help to secure sustainable development and protect the environment.
- Help to secure stronger, safer and more neighbourly communities.

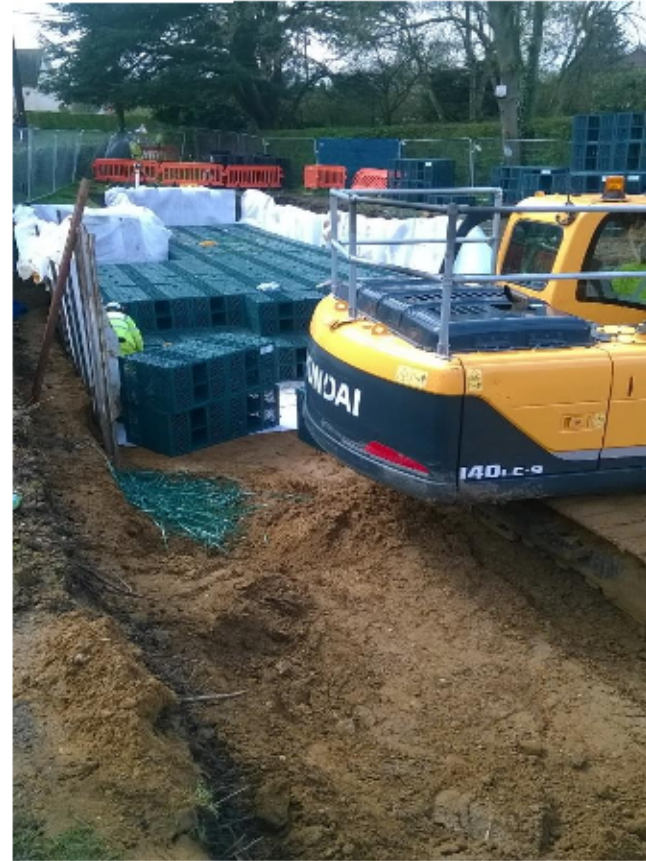
Scheme delivery examples



Messing, near Tiptree, suffered from surface water flooding to residential properties and the highway. A scheme was designed and delivered addressing both issues:

- Surface water was **diverted in to 2 separate systems**
- **Ditches** were **installed** on private land to intercept unregulated surface water flow
- Old ditches were reinstated
- Underground storage was provided
- New pipework and gullies installed
- The camber of the road was altered and new kerbs installed

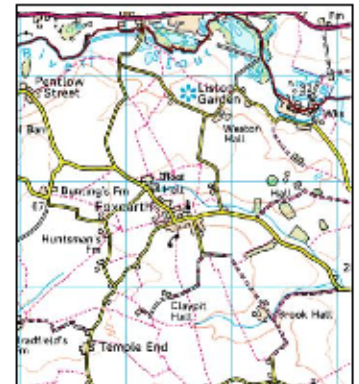
The Messing Scheme



The Foxearth Scheme

The village of Foxearth, near Sudbury, experienced internal flooding to residential property caused by excess surface water, the road was also affected.

- A new piped bypass system was introduced to cope with excess flows
- Old ditches were reinstated
- Existing highway drainage connected to the new bypass system
- Existing culvert cleaned and improved
- New pipework and gullies installed
- Road camber altered and new kerbs installed



The Foxearth Scheme



The Westwood Scheme



Customer/Member Enquiries

We have a few methods of communicating with our customers:

- Floods and SuDS Inbox dealing with general and member enquiries
 - (floods@essex.gov.uk and suds@essex.gov.uk)
- Website/Online Form
 - Links to partner online report/advice where necessary

Report a flood

Tell us about a flooding issue in your area. Depending on the type of flooding, you need to let different people know. If you would like to report a problem, please click on one of the following links to fill in a form.

Surface water

[Report an issue with surface water, groundwater or an ordinary water course](#)

Surface water flooding happens during heavy and long periods of rain when the ground becomes soaked and it is not able to deal with the amount of rain water. If the water rises to the surface, flooding happens.



Highway flooding

Usually caused by heavy rainfall, highway gullies and drains can become blocked and overflow. Debris such as material like mud and stones are carried onto the highway during heavy rain and flooding.



What to do about flooding

[Report a flood](#)

[Report other flooding issues](#)

[Volunteer to help reduce flooding](#)

[In an emergency](#)

<https://flood.essex.gov.uk/>

- Chargeable requests
 - Pre-app planning advice
 - Flood information requests
 - Watercourse regulation advice



Essex County Council

Highways drainage activities

As we stated earlier, Essex highways is funded by ECC to carry out a range of planned on-highway drainage and flooding related activities on the publicly maintainable roads and pavements it is responsible for.

River, stream and coastal area flooding is the responsibility of the Environmental Agency

Some drainage outlets are also the responsibility of the appropriate water company

Private land owners are responsible for the drainage from their land and have a duty to ensure drainage ditches on their land are kept clear to ensure roads and pavements do not become flooded.





Gully cleansing

'Gullies' are the roadside drains you see

- In 2012 we had records of more than 246,000 gullies. As new developments have been adopted, and new roads opened, the total has grown
- We also have more than 28000 'catch-pits'. These trap sediment before it enters pipe-runs
- We also know of more than 36 miles of drainage channels

We are currently funded to deliver a single annual cleanse to all county PR1 and PR2 roads.

Since 2014/15, assets on local roads do not receive a routine cleanse, however some receive a cleanse following our defect resolution requirements, or when flooding has occurred.



- We are not currently funded to cleanse 'beany blocks' nor 'oil interceptors'
- We deliver additional cleanses at known vulnerable locations/ flood hot spots e.g. Canvey Island; areas within Essex County Council approved Flood Management Plans etc.



Gully cleansing operations

Our programme involves:

- 1 visit per gully/catchpit/manhole
- 4 Essex Highways operated vehicles
- 1 Supply Chain Partner operated vehicle
- appropriate levels of temporary traffic management for short duration works- currently via a Supply Chain Partner

Increased safety-related traffic management requirements are having their greatest impact in rural areas of the network, resulting in a potential reduction in the number of gullies cleansed each day



SWAS (Surface Water Alleviation Schemes)

We deliver a small number of schemes where we have identified particular repetitive/serious flooding problems that need resolution through more than simple cleansing or jetting

These schemes typically need more thorough investigation, planning and more complex/intrusive engineering on the highway or adjacent, perhaps with new drainage pipework

We often need to collaborate with landowners to deliver this sort of work



Planned pre-surfacing jetting and investigation

As part of our annual capital surfacing works, in a number of locations we carry out, in advance, jetting work to clear gullies and pipe-runs

We may also investigate potential blockages and seek to resolve them

It's worth noting also that following surface dressing works we cleanse all gullies on the route, to remove loose materials that may have entered the drainage assets



Continuous improvement



- Investigate opportunities to capture information about locations of Beanie Blocks and Oil Interceptors. This would allow us to prepare for future cleansing if additional funding becomes available.
- Cross-referencing of in-house crews daily output against those achieved by supply chain partners, to ensure best value for money achieved.
- Improve knowledge of assets; better information will drive a more refined and focused programme of works to maximise the revenue funding available

‘Green Claims’ – help the service help you

Mark Godson
Head of Communications
Essex Highways

GREEN CLAIMS

How you can help us achieve
positives from negatives...



WHAT IS A GREEN CLAIM?

A Green Claim is any claim that the council makes against a third party who has caused damage to a highway asset - or if we have to attend to clear the highway



Quick quiz (1): Repair cost?

Gurnhams Bridge, Little Bentley: 2014



More than £8000 – including make-safe; design, TM and rebuild using matching bricks/mortar



Quick quiz (2): Repair cost?

Cherrydown East, Basildon: 2014

**More than £7000 – including make-safe;
TM; and supply, installation and
commissioning of new equipment**



Quick quiz (3): Repair cost?

Canvey Way, Bowers Gifford: 2016. Damage to VRS (crash barrier)



**More than £10000 –
including make-safe; TM
(high-speed road); stats
work and replacement**

**DID YOU
KNOW?**

Every year we write off in excess of £500,000 because of damage to highway assets - either replacing the asset or in costs associated with clearing the highway.



**WHY DO
WE PROCESS
GREEN
CLAIMS?**

To charge individuals/companies or their insurers for any works/repairs undertaken.



**WHY DO
WE PROCESS
GREEN
CLAIMS?**

To return monies to Essex County Council budget for reuse.

To help Essex County Council save taxpayers' money by charging those responsible for repairs.



TYPES OF DAMAGE



**WE CAN
ALL HELP TO
INCREASE
SUCCESSFUL
GREEN
CLAIMS**

If you see an incident, gathering the right information is vital... to recharge our costs, we need to identify those responsible for highway asset damage and provide evidence of their involvement.



WHAT DETAILS DO WE NEED?

- Vehicle Registration
- Vehicle make, model and colour
- Time stamped photos of the damage, preferably with the vehicle still in location
- Police Incident Number/
Fire Brigade reference if applicable

- **Witness names/contact details for a statement**
- **Ask witnesses to confirm in writing what happened**
- **We will contact them if they are agreeable**



- If Emergency Services are on scene, ask them for details (but only if it is appropriate to do so - don't prevent them from doing their job)
- Always report what you can
- It's better being told something six times than not at all!





Send your evidence to:
Green.claims@essex.gov.uk



Local Highway Panels – Update

David Gollop
Design Manager

Improvements to the Service

- **Terms of Reference**
- **Direct Delivery function**
- **HLO role**
- **Casualty Reduction Schemes**
- **Updated Members Guide**
- **Website**



Terms of Reference

- **Membership – All county members can attend and have voting rights**
- **4 District/City/Borough Councillors**
- **Removal of the political balance**
- **Parish representation on all panels**



Direct Delivery Gang

Introduced this year to provide more cost effective and Improve service delivery

A dedicated gang delivering small scale simple highway improvements



Direct Delivery Timescale Efficiency

Direct Delivery



Supply Chain



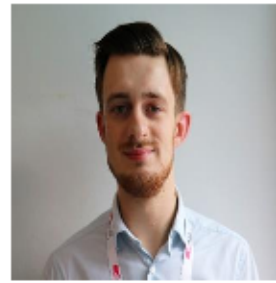
Highways Liaison Team



Sarah Alcock
Castle Point / Epping Forest



Sonia Church
Manager/ Colchester



Thomas Eng
Tendring



Rissa Long
Harlow / Uttlesford



Dan Maclean
Brentwood / Rochford



Jon Simmons
Chelmsford / Maldon



Jasmine Wiles
Braintree / Basildon



Casualty Reduction Schemes

- ECC have a statutory responsibility in respect of Road safety
- Target 40% reduction in KSI by 2020
- Cluster sites for 2019/20 have been identified
- Road safety team will be engaging with Councillors at both county and local to gain local knowledge of sites

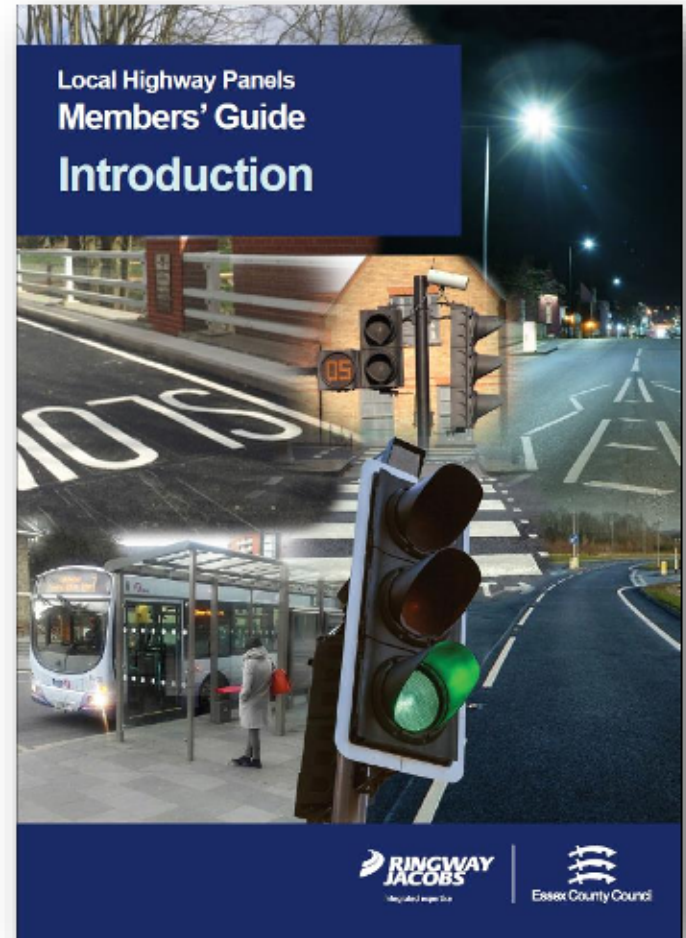


Updated Members' Guide

Available to use by all members

Highlights the ongoing maintenance costs of some improvements

Document for you all so please feed in comments if it could be improved, as we will review annually to ensure it is kept up to date



LHP website



Local Highway Panels

- All 17 Boroughs, City and Districts across Essex have Local Highway Panels (LHP). They are responsible for making recommendations and setting priorities for highway schemes in their areas.
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Local Highway Panels (LHP)

Local Highway Panels (LHP) are responsible for making recommendations and setting priorities for highway schemes in their areas.

- Barking LHP
- Basildon LHP
- Brentwood LHP
- Chesham Valley LHP
- Chingford LHP
- Chorleywood LHP
- Colchester Town LHP
- Colchester Rural LHP
- Harlow LHP
- Midland LHP
- Rochford LHP
- Tendring LHP
- Uttlesford LHP



Terms of Reference

Local Highway Panels (LHP) have been set up in all 17 Essex Local Highway Panels (LHP) to advise on highway schemes in their areas.

Panel members are responsible for making recommendations and setting priorities for highway schemes in their areas.



Meetings and Paperwork

Members meet on a quarterly basis to discuss and resolve any highway issues that arise within the City boundaries.

The LHP meetings are not open to the public or other stakeholders. The Panel members are responsible for making recommendations and setting priorities for highway schemes in their areas.

The public may access certain documents to the LHP. These documents will be made available in writing to the Chair of the Panel if the Panel members are unable to attend the meeting to receive the documents.

- Panel of Members and Executive Committee Terms of Reference

Approved Works Programme and Potential Schemes Lists

Download Current Potential Schemes List PDF 30/07/2019

Download Current Approved Works Programme PDF 30/07/2019

Panel Members

Each County Councils will be appointed by the Cabinet Member for the responsible division of the Council as of the LHP.

Four City Councils will be appointed by the Council of the City of Southend.

The LHP Chair will be appointed by the Cabinet Member for the responsible division of the Council as of the LHP. The Chair will also be a County Council Member.

The LHP Chair will appoint a sub-chair of the LHP to be the Vice-Chairman. The sub-chair will be either a County or a City Council Member.

- List of Members
- Panel Chair Members contact details
- List City Members and Chair Contact Information

Scheme Requests

The scope of the Local Highway Panel funding is set out in the [Detailed Budgeting](#). The funding is intended for two purposes:

- The delivery of road safety measures as set out in the [Road Safety Strategy](#). This is a statutory duty for the County Council.
- The delivery of locally requested measures that are not able to be prioritised for funding through other dedicated highways budgets, but need the attention of the road network.

Locally requested schemes will be identified and prioritised by the Road Safety Team and other relevant departments will be involved. These will be presented to the LHP for discussion. It may a small prioritised programme.

Other LHP schemes will be developed to address the issues that are raised by you if local communities. Community schemes tend to be of a certain category and it is hoped will guide you through the process and the completion, and also if necessary of other relevant schemes.

[Request a scheme](#)

[MEMBERSHIP PAGE](#)

[CONTACT LOCAL HIGHWAY PANELS](#)

Members' Guide

Information about the Local Highway Panel funding is set out in the [Detailed Budgeting](#). The funding is intended for two purposes:

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Questions

Please remember that we can't reply to local location-specific defect questions today



