

HIGHWAYS

1. Cabinet decisions since the last Executive Report to the County Council

- 1.1 There will have been 4 Cabinet meetings (14 December 2015, 18 January 2016, 22 February 2016 and 14 March 2016) since the last Executive Report to County Council. The items of business specifically attributed to this portfolio were:-

Cabinet 18 January 2016 – Revised intervention levels for the Highways Category 1 Service

Decision

Cabinet approved the proposals for:-

- (a) revising the Defect Intervention Level for carriageway defects (i.e. depth of pothole) as detailed within the report, but retaining the 40mm intervention to designated cycle routes on carriageways; and
- (b) reclassifying the severity of missing illuminated traffic bollard shells as set out in the report.

Cabinet 22 February 2016 – Proposed Reclassification of the A4146

Decision

Cabinet approved the reclassification of the Leighton Buzzard Road from 'A' road to 'B' road status

Cabinet 14 March 2016 – Consideration of the Highways Integrated Works Programme for 2016/17 and the Forward Works programme for 2017/18.

Cabinet will be invited to:-

- (a) adopt the proposed Final Integrated Works Programme (IWP) as Hertfordshire's highway works programme for 2016 / 17, Appendices A, B, C and D to the report; and
- (b) adopt the 2017 / 18 Forward Works Programme (FWP), Appendix E to the report as the basis for development of the 2017 / 18 highways works programme.

2. Consequences of Cabinet decisions before the last meeting of the County Council on 22 February 2016

- 2.1 At the Cabinet meeting on 12 October 2015, completion of the agreements necessary to effect the transfer of the Croxley Rail Link scheme to London Underground Limited was authorised. The transfer was successfully completed on 20 November 2015.

3. Anticipated/ future decisions to be made by Cabinet

- 3.1 At its meeting on 18 April 2016 Cabinet will consider proposals for a programme of Highways works aimed at improving the appearance of the Highway asset.

4. Key Partnerships

- 4.1 Nothing to report.

5. Other comments

5.1 Heavy Goods Vehicles and Satellite Navigation Systems

I have written to the Freight organisations encouraging them to promote the fitting and use of commercial Truckers SatNav units in HGV vehicles. These units direct vehicles to the routes which are most appropriate for vehicles of that size, weight etc. It is to be hoped that Hertfordshire's action may prompt a recognition of the problems which occur when large vehicle using car designed SatNav use roads which are simply not suitable.

5.2 Rush Green Roundabout Bridges

Hertfordshire is making great strides in enhancing the management of bridges within the County. A comprehensive inspection programme allows us to identify priority maintenance work, analyse funding scenarios using a Structures Asset Management Toolkit, developed by the County Council to identify cost effective strategies for maintaining our bridges. Officers work with national groups to keep abreast of latest innovations, and to share our initiatives. Furthermore, we are developing collaborative opportunities with the Cambridge University.

With increasing pressure on the network and increasing customer and stakeholder expectations, we have evolved our communication methods. Napsbury Lane (St Albans) Bridge Refurbishment was a potentially disruptive project to carry out essential safety repairs to a deteriorating structure over the A414. Close collaboration between the engineering team, members, communications team and network management allowed a tailored communications strategy to be developed. The use of web and Twitter communication kept the public informed, and allowed increased engagement. The works were completed on time, with traffic restrictions removed early, and no complaints received. On other schemes the team has conducted school safety days to teach children about site safety and inspire the next generation in engineering.

Our most recent bridge refurbishment recent scheme, Rush Green in Hertford, was identified following a review of the bridge stock using the toolkit, supported by additional testing. The scheme is now on site and is on programme for completion on time. Following implementation of another enhanced media and engagement campaign, this scheme has seen, to date, an impressive 110,000 impressions on twitter and 9,000 hits on our website.

As part of our role, we strive to use innovative new construction techniques to reduce construction time, improve health and safety, and provide more durable maintenance repairs. We are currently using hydro-demolition, high pressure water jetting, for demolition and removal of deteriorated concrete, and sprayed

concrete for repair. We are also installing the latest cathodic protection systems to increase the life of the structure, and minimise future maintenance works.

5.3 Street Lighting

Members will recall that this time last year I was reporting the poor performance of the operational street lighting service and committed to ensure that it was turned around. I am pleased to report that the operational street lighting service has been transformed and has consistently been in the performing zone over this winter.

Phase 2 of the LED street lighting project, which is converting all of those lights in full night lighting, is well underway and is almost 30% complete. Phase 3, which will see the conversion of lights on remote footpaths and lights in isolated villages has now been funded in the 2016/17 Integrated Plan and will be integrated with Phase 2.

Officers are also investigating the potential to further reduce energy consumption and carbon emissions using the Central Management System technology on the LED units.

This is being carried out through a structured pilot study, and will consider further dimming options (over and above the existing dimming regime), trimming (reducing the hours of operation by delaying the dusk switch-on by a few minutes and advancing the dawn switch-off by a few minutes) and full switch off. Further part night lighting will be considered on A-roads.

There are a total of 13 sites included within the pilot study in East Herts, North Herts, Stevenage, Three Rivers, Dacorum and Watford.

5.4 Highways Winter Service

The winter service runs from 1 October to the 30 April and is divided into three main periods:

Low Risk	October and April
Medium Risk	November and March
High Risk	December, January and February

In an average winter the first gritting run of the season isn't normally carried out until November and we tend not to undertake any runs in April. Over the past 5 years we have carried out on average 54 runs, although there has been significant variance between years with 79 runs in 2012/13 and only 34 runs the following year.

The weather conditions so far this winter have been relatively mild, with fewer gritting runs compared to the average. By the end of February the average number of runs (last 5 years) was 48. For this year, so far (up to the 25 February) there have only been 32 runs. With a lower number of runs there is potentially a nominal budget saving, but this would be relatively small as most of the cost is associated with the provision of plant and equipment to deliver the service.

So far overall delivery of this year's winter service has very much been in accordance with the Winter Service Operational Plan, which was recommended by Panel in September 2015. Routes have been treated within the target timeframes and there have been no issues with salt supplies or deliveries.

5.5 District/Borough Council Visits to the Highways Integrated Traffic Control Centre

Over the past Months Hertfordshire's ITCC (Integrated Transport Control Centre) has welcomed visitors from several District and Borough Councils including:

Watford BC
North Herts
Welwyn Hatfield Tour
East Herts District
Dacorum Borough Council

The visits, hosted by Daniel Anderton, Hertfordshire's ITCC manager from Ringway, have demonstrated how our Network Management teams use technology to manage Hertfordshire's road network and keep customers informed of highway incidents. District and Borough councillors were also shown how the ITCC or "HUB" is also used to deploy maintenance crews for Category1 emergencies.

Feedback from those shown round include:

"We would like to put on record how interesting we found our visit to Hertfordshire County Council yesterday.

The Chairman and staff were very welcoming, and a behind the scenes look at the Integrated Transport System and Hertfordshire Archives Section was fascinating".

Our planned schedule of visits continued with Stevenage Borough visiting on 2 March 2016.

6. Cabinet Panels

- 6.1 Since the last Executive Report to Council, the Highways Cabinet Panel has met on 8 December 2015, 9 February 2016 and 10 March 2016. The matters discussed can be found at the following locations:

[8 December 2015](#)

[9 February 2016](#)

[10 March 2016](#)

Terry Douris
Executive Member for Highways
March 2016