

CHESC 6/03/23 – Proposal for Exceptional Revenue Funding for Highway Maintenance 2023/24

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Ben Whiffin – Highway Operations Manager
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Background (1)

Pressures on highways maintenance:

Focus on Safety

- Maintenance activities are largely focussed on safety critical activities – maintenance deficit in non essential areas of work.

Impact of Extreme Weather.

- Last year - long dry summer, followed by extremely wet November/December followed by prolonged freezing temperatures.
- Melting roads, wide-scale flooding, storm damage from high winds, and large numbers of potholes
- Resources diverted to deal with extreme events

Background (2)



Result – backlog in maintenance/increased volume of reactive safety work:

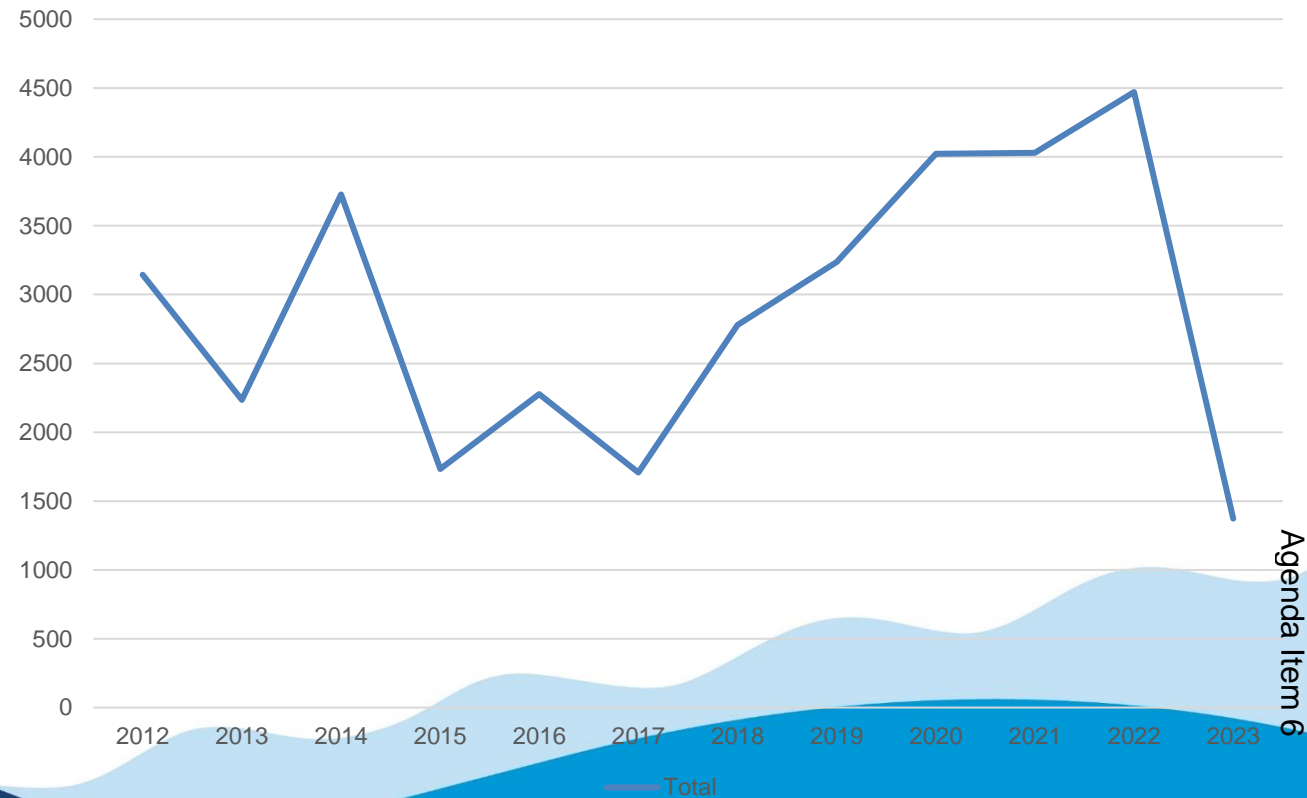
Safety Jobs - In January 2023, 7174 jobs were raised, the most ever on record and a 250% increase on January 2022.

Flooding enquires increasing years on year:

Large number of Priority 1 and Priority 2 drainage jobs in the system (currently over 300)

Trees – 1,200 Priority 2 jobs in the system

Flood Related Enquiries



Approach

- Focus in 4 key areas: drainage; potholes and carriageway condition; signs & road markings; and vegetation maintenance
- Existing condition and live asset data will be used to formulate programmes for priority focus.
- Area teams and engineers have local knowledge and intelligence.
- Work will be programmed and optimised to ensure that we get the best value and efficiency.
- Performance reporting will be undertaken via the quarterly PRR
- Comms plan to update customers and stakeholders
- Beneficial impacts - may inform options for future service specifications

Resources

- Delivery will be through existing highway contracts.
- Additional plant and people resources – early discussions have indicated that existing contractors have capacity but there is a risk of delay due to mobilisation periods.
- Greater demand on roadspace and higher likelihood of conflicts.
- Local Highway Operations – identifying/raising works. Proposal includes support for the team.
- We currently run programmes of the work activities so extension of these means we are well placed to programme the work but does increase workload on Ops staff.

Risks/Issues (1)

- The funding is one-off and whilst it will have a positive impact, the expectations on what the additional funding will achieve are likely to be far higher than what can reasonably be achieved.
- Estimates are indicative and early engagement with contractors is needed to understand practical timescales for delivery and the costs.
- Reactive service –unforeseen weather events/issues on the network may impact delivery
- Staff availability/ resources

Drainage (1)

1.	Increased frequency on annual cleanse £410k	<ul style="list-style-type: none">• Initial data analysis shows the largest volume of reactive work this year has been on the gullies currently maintained on an annual basis.• The gullies and drainage systems on the annual cleanse programme are generally those on the higher speed network.• Cleansing frequency increased to 6 monthly on an experimental basis. Output can inform future cleansing regimes.
2.	Extra CCTV provision for investigations £55k	<ul style="list-style-type: none">• An additional CCTV unit would allow for an extra 60 days investigatory work over the year.• Help to resolve some longer standing drainage issues which draw on the revenue spend.
3.	Small Scale Drainage. preventative work & ad hoc reactive/ £640k	<ul style="list-style-type: none">• Three additional gangs to undertake pro-active small-scale drainage and preventative work such as freeing up gully grates, replacing grates, cutting grips, vegetation clearance.• Currently a backlog of 500 broken gullies and a considerable number of sites /hot-spots

Drainage (2)

4.	Temporary resource to support additional work/riparian responsibilities Approx. £120k	<ul style="list-style-type: none"> • Proactive approach to managing land-owner responsibilities associated with management of watercourses under riparian responsibility. • Will help resolve wider drainage issues that are the result of poorly maintained private watercourses. • Will include additional auditing and investigations.
5.	Mapping and data work Approx. £120k	<ul style="list-style-type: none"> • Mapping and data work – precise scope to be finalised. • Requirement for temporary resource to support digitisation of historic drainage records and improve data capture using frameworks.
6.	Sustainable Drainage Approving – scoping - £50k	<p>Need to understand the volume of work that is likely to be undertaken by the proposed SuDS Approval Body and to address the resource and other implications associated with its establishment.</p>
7	Ditches - Approx £150K	<p>Historically, were routinely maintained on a 3-year cycle. Some ditch clearance in 22/23 . 3,000 linear metres of ditches to be maintained.</p>

Potholes, Carriageway & Footway Maintenance (1)



8	Additional Velocity (Jet) Patcher £650k	<p>Procure one additional patcher, in addition to the 2 already scheduled to be deployed next year. This would allow for wider network coverage.</p> <p>Last year the patchers delivered approximately 9000 repairs, which equates to 20,000sqm.</p> <p>Whilst the Jet Patchers are deployed to focus on safety related defects, they also repair non-safety defects that are likely to become an issue at a point in the future, which is a longer-term benefit to the road network.</p>
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Potholes, Carriageway & Footway Maintenance (2)

9	Find and Fix Gangs £375k	<ul style="list-style-type: none">• 2 'Find and Fix Gangs' who will proactively undertake repairs to existing areas where potholes are present but also to areas of road and pavements where we are likely to see further deterioration.• Will use existing condition & live asset data and customer intelligence to inform locations to be treated.• Preventative approach will help manage significant spikes in volumes of safety defects on the network and reduce the number of customer enquiries.
10	Additional patching gang £375k	<ul style="list-style-type: none">• Patching areas of carriageway and footway that are too large to deliver through the reactive safety service.• The work will be identified by Area Highway Teams, focusing on structural patching – Asset Management Approach• It is anticipated that this will result in in approx. 4000 sqm of patching

Signs & Road Markings (1)

11	Road Markings £225k	<ul style="list-style-type: none">• The extra £225k additional budget would:• Increase in the amount of road marking maintenance that can be delivered .• Increase road stud (cat's eyes) maintenance where this is required on selected routes.
12	Sign Maintenance £225k	<ul style="list-style-type: none">• Propose to fund an additional sign gang for approximately 6 months of the year, which will include gang costs, traffic management and materials.• Delivers c. 750 signs (1% of overall total) being replaced/maintained• Area Highway Teams have identified more sites for maintenance than the base budget can deliver.• This will include maintenance on larger Advance Direction Signs along key routes that cannot be maintained by a traditional 2 person sign gang.

Signs & Road Markings (2)

13	Sign/Bollards Cleaning £415k	<ul style="list-style-type: none">• For 2022/23, there was a £100k budget for sign cleaning and vegetation clearance, the first time for a number of years there was a budget for proactive works of this nature.• Propose to provide two gangs to operate on the network and aim to clean and cut back obscuring vegetation on approximately 4000-5000 assets (i.e., 5%- 6% of all assets).• Focus on key routes across the county, based on a priority of higher speed roads and those routes where road signs are not legible or are obscured by vegetation.
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Vegetation Maintenance (1)

14	Additional Tree work £440,000	<p>With limited budgets, the focus over the past few years has been 'dead, diseased and dying'.</p> <p>Back log of over 1200 medium priority tree maintenance jobs.</p> <p>A programme of preventative maintenance will reduce the need for future, more costly reactive maintenance, and is likely to maintain the trees in a healthy condition for longer.</p> <p>he highest number of customer complaints are about the lack of this type of tree maintenance.</p>
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Vegetation Maintenance (1)

15	Footway siding £150,000	<ul style="list-style-type: none">• The width of many footways is becoming restricted by verge encroachment.• This is a particular issue in rural locations where the restricted width can make accessing essential services or public transport links difficult for pedestrians.• Estimate that budget would allow us to side up to 15 to 20 Km of footways.
16	Mapping Improvements – rural grass £100,000	<ul style="list-style-type: none">• To undertake more accurate mapping of the areas we cut grass.• Will help inform future cutting regimes; in particular, where we could reduce cutting to allow for increased biodiversity and also projects such as Live Labs 2 where we need to understand total yield of grass from cutting regimes.

Questions

The Committee is asked to consider:

- Whether the focus on drainage maintenance and investigations, proactive pothole repairs, signs and line maintenance, trees, ditches, and vegetation maintenance is justified.
- Whether the balance between reactive and proactive work is appropriate.
- Whether the County Council and its contractors have sufficient staff to deliver the work.

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A27 Worthing & Lancing Consultation: emerging WSCC response

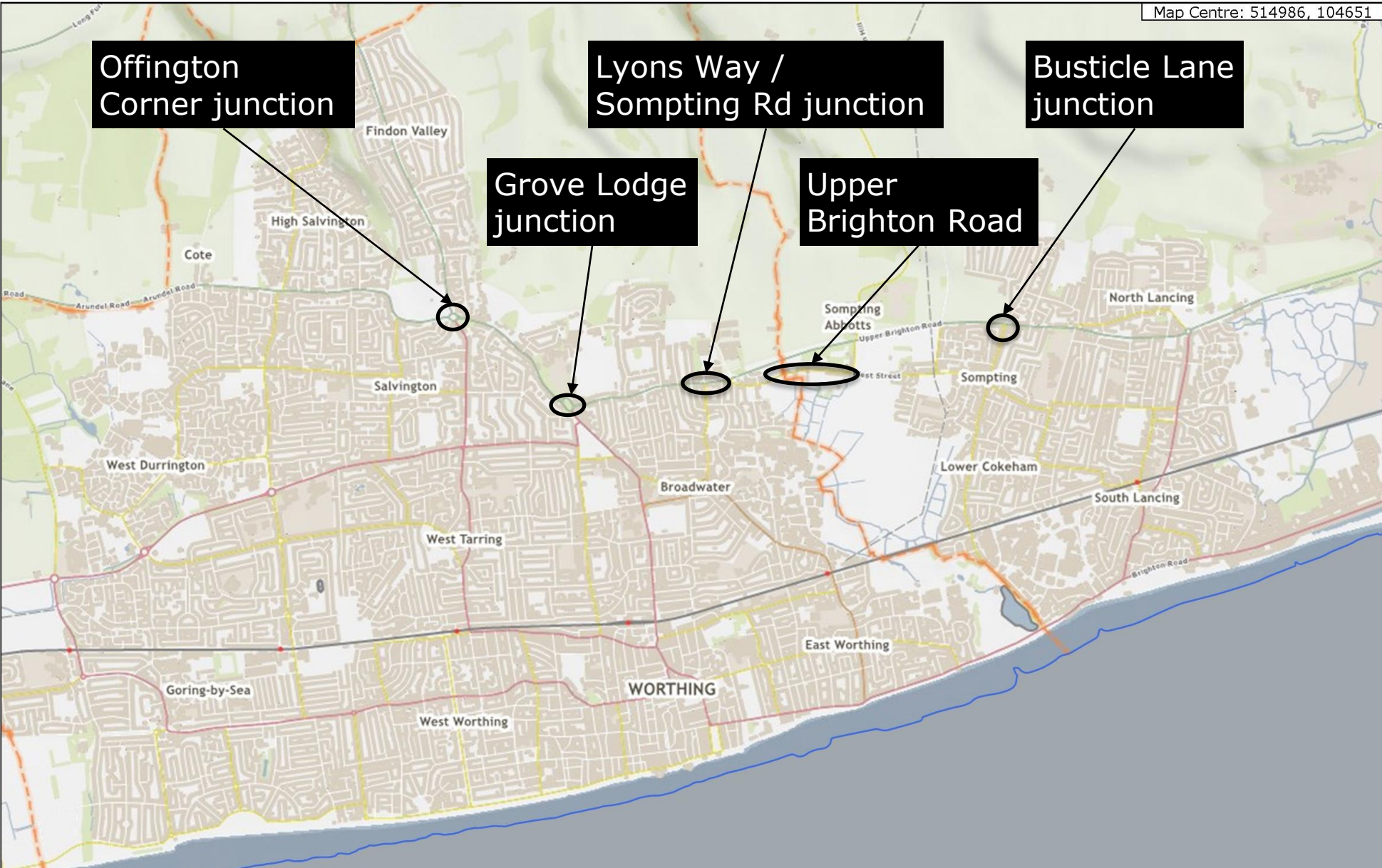
Darryl Hemmings | 6 March 2023 | County Hall, Chichester

Context

- Roads Investment Strategy 2020-25 (RIS2) commitment
- West Sussex Transport Plan (WSTP)
 - short term tactical improvements
 - larger scale improvements in the long term
- Local Plans only likely to deliver small scale mitigation
- £20m budget
- RIS1 scheme paused due to lack of support
- Larger scale options can only happen in the long term

Scheme Objectives

- Improve road safety
 - Reduce delays and improve reliability
 - Create facilities for other travel modes
 - Safeguard potential future improvements
 - Wherever possible, seek to enhance the local environment
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- RIS schemes are to address pre-existing issues, not mitigate development



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Option Summary



Location	1	2	3
Offington Corner junction	Widen all arms and circulatory Add signal controls Close Goodwood Rd access	As option 1	As option 1
Grove Lodge junction	Widen A27 arms and circulatory	Minor amendments (i.e. signal & road marking replacement) to optimise operations	As option 2
Lyons Way / Sompting Road junction	No changes	Widen selected A27 arms Close Hadley Ave access	No changes
Upper Brighton Road	No changes	One way eastbound (The Templars to Church Lane)	As option 2
Busticle Lane junction	No changes	No changes	Widen A27 eastbound arms Close Hillbarn Parade access
Cost	£27.4m	£31.1m	£28.7m

Additional Opportunities

- Subject to securing additional funding
- Variable message signing
- CCTV
- Speed enforcement
- Shared use (i.e. walk/cycle) line-segregated path between Durrington Hill Grove Lodge junctions

Performance Against Scheme Objectives



Objective	Option		
	1	2	3
Road safety	<ul style="list-style-type: none"> Increase in collisions on A27 due to attracting traffic from local roads 		
Capacity & reliability	<ul style="list-style-type: none"> Reduction in peak period journey times and delay in the eastbound direction 		<ul style="list-style-type: none"> Reduction in peak period journey times and delay in the eastbound direction Benefits eroded by lack of improvements at Lyons Way / Sompting Rd junction
Non-Motorised Users	<ul style="list-style-type: none"> Increase in community severance offset by additional crossings 		
Safeguarding larger scale options	<ul style="list-style-type: none"> Improvements will not preclude larger scale options in the future 		
Environment	<ul style="list-style-type: none"> Minor adverse impacts on air quality, noise due to increased traffic flows Moderate adverse visual impacts due to loss of verge/vegetation during construction Carbon impacts of construction vary (ranked best to worst; Option 3, Option 1, Option 2) Slight adverse impact on properties and businesses during construction 		<ul style="list-style-type: none"> As options 1 and 2 Slight adverse impact on SDNP

Emerging Conclusions

- Scheme objectives are in line with WSTP
- Journey time and delay savings are largely eastbound in the AM peak which should attract traffic from local roads
- Further information is needed on traffic and road safety impacts, particularly on local roads
- Environmental impacts of the options are similar but adverse, so mitigation is required and at least 10% biodiversity net gain
- The scheme has potential to fit with WSTP objectives

Emerging Conclusions cont...



- Further development of the scheme should seek to address road safety concerns, impacts on environment, NMUs and buses
- NH should seek additional funding before selecting a preferred option
- If additional funding is available, NH should deliver elements of all options
- NH should consider integrating the 'additional opportunities' into the scheme

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Dawn Smith

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Worthing

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Date 28th February 2023

Dear CHESC Committee Members

RE: A27 Proposed National Highways consultation on proposals for the A27 improvements in Worthing and Lancing.

I would be grateful if you would read and consider the points I make below as the division member for Broadwater, Worthing whose resident's will be impacted by any adaptations made to the A27.

It is disappointing that one of the worst pinch points for congestion and traffic – between Lyons Farm and Offington Corner roundabout is receiving a token £20 million for small, low benefit options included in this consultation.

After decades of proposals, little to no major improvements have been seen on this stretch of the A27, despite the number of journeys increasing to unbearable and unacceptable levels for many local people.

According to National Highways, the three options presented seek to :

- improve road safety for everyone on the A27 and the local road network
- reduce delays and improve journey reliability
- create facilities for other travel modes such as walking and cycling alongside and crossing the A27
- make sure potential future improvements to transport in the Worthing and Lancing area can still happen
- wherever possible, seek to enhance the local environment and biodiversity

The main focus of all three proposals do little to support the least impactful, sustainable means of travel or transport, nor do they enhance the local environment or biodiversity and they lack integration. One of the key issues for residents is the North South divide caused by the A27 – there are few suitable crossing points for active travel and transport users and the local equestrian community has been left out of plans altogether, meaning access to our beautiful south downs is still a dangerous and intolerable situation for most local people.

The main benefits for Worthing are stated as reduced travel times yet the cost/benefit ratios don't seem to reflect this. For example, between the key junctions on the A27 – option 1 seeks to improve journeys by around 4 minutes, in return for a yearlong construction time, which will cause even more chaos, congestion and delay for residents and highways users.

All three proposals aren't ambitious enough with regards to local cycling and walking and it is unclear how they would fit with Worthing's own adopted Local Walking and

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Cycling Improvement Plan (LCWIP), along with almost no benefit for active travel options.

The proposals reference walking and cycling improvements yet offer no solutions – funding has not been identified for these improvements at this stage, and there doesn't seem to be a full assessment for this mode of travel and transport along the corridor in a joined-up way.

The impact for air quality and noise pollution remains neutral, which is disappointing and extremely concerning as the route falls within Defra's designated AQMA (Air Quality Management Area) status, from Lyons Farm to the eastern end of Crockhurst Hill.

With further housing developments planned or underway between Lancing and Broadwater, the increase in traffic can only have a negative impact by increasing the number of journeys being taken along this section of the A27. It is difficult to find adequate mitigation or address within these proposals other than to support increased capacity.

All three options will cause increased congestion and pollution during construction. On a cost benefit basis, it is difficult to see enough benefits for local people to fully support any at this stage. They are all interim packages designed to support increased road capacity.

- Option 1 causes the least displacement and impact on surrounding roads.
- Option 2 has slightly less benefits at higher cost
- Option 3 seeks to accommodate more traffic and could negatively increase congestion at additional points by causing further displacement onto surrounding residential roads. Reduced levels of traffic for residents in Goodwood Road, Sompting Road, Upper Brighton Road and Hadley Avenue would be welcome. However, there is a concern that directing Sompting Road traffic through the Lyons Farm retail park prior to re-joining the A27 at the Lyons Farm junction could cause considerable congestion in the retail park area.

As the local member for Broadwater, I feel the plans lack ambition or a commitment to improving air quality and pollution along this section of the A27. It is disappointing that the Department for Transport is still tinkering around the edges of the worsening issues for local people, only seeing fit to allocate £20 million. We need to see real commitment and allocation of a fully funded solution for the A27 that supports active, sustainable travel and transport modes and addresses one of the key issues of the North/South divide the road causes for local people.

Yours sincerely,

Dawn Smith
County Councillor for Broadwater, Worthing

Future Meetings

Agenda Item 8 (Appendix A)

Select Committee Meeting date	Subject/Theme	Objectives/Comments	Category
06/03/23	Q3 Performance and Resources Report	Quarterly scrutiny of portfolio performance	Performance
	Proposals for Additional Highways Revenue Funding 23/24	The County Council has allocated an additional one-off £4.5m into highways maintenance and repairs, including flooding and drainage.	Preview
	Emerging views on the National Highways Consultation on Options for the A27 at Worthing and Lancing	An opportunity for the Committee to submit views ahead of the Cabinet Member for Highways and Transport approving the Council's consultation response	Preview
09/06/23	Active Travel Strategy (formerly Walking and Cycling Strategy)	Post-Consultation, Key Decision Scrutiny. To include how best the fragmented nature of the rights of way network can be addressed (raised at CHESC 18 Nov 2022). Also, provision of cycleways and whether they have any impact/influence on take-up of cycling (PFSC 28/11/22). Chairman of the Active Travel Group Sean McDonald to attend to inform the Committee of its work	Preview
	Q4 PRR		Performance
	Road Safety Strategy	Following the work undertaken by the Exec TFG	Preview
	Highways Contract Procurement		Performance Management
	Corporate Policy on Offsetting Emissions and Renewable Energy Guarantees of Origin (REGOs)	In time to act as a early steer to the Cabinet Member in the development of a offsetting delivery plan. To address implications of County operations and decisions on Scope 3 emissions in the County.	Policy Review
20/09/23	Bus Network Review	Following the network review, Committee to scrutinise the proposed tendering process for supported bus services. To also consider performance of the enhanced partnership arrangements in delivering bus services	Policy Review
	Asset Management Strategy	Following the early maturity assessment, to scrutinise the scoping of the Asset Mngement Strategy review	Policy Review
	Major Schemes - Lessons Learned	To review how major completed schemes (such as the A2300 and A259) were completed, and whether there is any learning which can be applied to such schemes in future.	Policy Review
	New Process for Traffic Regulation Orders and Community Highways Schemes	Scrutiny of the new arrangements for delivering the respective objectives. Could potentially be split into two items. To include consideration of any impact of the new Speed Limit Policy	Policy Review
17/11/23	Ash Dieback	An update on performance against the Ash Dieback Action Plan	Performance Management
	Savings Proposals 2024/25	In the event any are forthcoming	
22/01/24			
04/03/24			

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Date to Committee or BPG	Subject/Theme	Objectives/Comments - is item linked to corporate priorities?
TBC	Review of the Climate Change Strategy	
TBC	Impact of Changes to Planning Policy	
Spring 2024	Local Flood Risk Management Strategy	Currently paused. Preparation scheduled to commence in spring 2023 with approval in spring/summer 2024 following public consultation. So, scrutiny in Q1/Q2 2024 - tbc.
TBC	Joint Waste Strategy	Awaiting government guidance around food waste
TBC	Network Management Policy	(formerly Streetworks Policy)
TBC	New TRO Process	To consider performance under the new process
TBC	A27 Chichester	Scrutiny of draft consultation responses
TBC	CPZ Policy	To review how well the new process has bedded in, after at least one scheme has been delivered. To include consideration of whether the consultation response threshold is appropriate (as raised at CHESC Nov 2022)
TBC	Safer School Streets Pilots	To consider how the pilot schemes have performed, and if/how future schemes will be rolled out.

Issues yet to be timetabled

Agenda Item No 8 (Appendix B)

Date to Committee or BPG	Subject/Theme	Objectives/Comments - is item linked to corporate priorities?
BPG TBC	A27 Arundel Bypass Progress	Progress report, to identify where value could be added through to scrutiny
BPG TBC	West Sussex History and/or Heritage Centre	Record Office Expansion - at such time as a feasibility study is completed, and plans are forthcoming
Feb-24	Asset Management Strategy	To preview the draft Strategy, prior to adoption. To include consideration of how well the intervention criteria serves those with mobility needs
BPG Spring 2023	Joint Minerals Local Plan	To discuss opportunities for scrutiny engagement, in the event assessment of the JMLP triggers a formal review
Summer 2023	On Street Parking Management Strategy - Progress Report	Arising from discussion of TFG findings at CHESC 19/1/22
TBC (2024)	Vehicle Removals	Changes to the Council's policy towards abandoned vehicles
Mar-24	Lane Rental	Progress report of a policy due for implementation in April 2022 to allow the authority to charge works promoters for the time that street and road works occupy the highway. To include detail on how Innovation Fund is being distributed and spent
Jan-24	Local Nature Recovery Strategy	Following consultation. Updates to be emailed to BPG members periodically
BPG April 2023	Highways Resilience	Following recommendation at Jan 2023 CHESC - BPG to be updated on work looking at how to improve the resilience of the highway network with the challenges of climate change and major rainfall events.
BPG April 2023	Highways Contract Re-Procurement	To shape the item coming to June CHESC