

Q. A schedule of resurfacing highways in the Borough

A. A schedule of the 18/19 surfacing programme was provided in July 2018

Q. What criteria is used to determine the frequency in which certain highways are inspected

“ Well-maintained Highways -Code of Practice for Highway Maintenance Management ” is the code of practice issued by the UK Roads Board that provides advice on how all Highway Authorities throughout the UK should undertake maintenance on the network. Within this document the frequency of inspections is set for the differing categories of highway. This document and the inspection frequency was adopted and trialled by the Council in 2005, and approved in cabinet report 12th December 2006.

This code has recently been reviewed/updated by the UK Roads Board and has been re-issued. “Well Manged Highway Infrastructure – A code of Practice” is the updated code and is to be implemented by October 2018. The main changes in the code for inspections is for them to be targeted as a risk based approach. As part of this update Bridgend County Borough Council, along with all 21 Highway Authorities in Wales have been working through the CSS(W) Engineering Group to create a standardised approach (which will include frequencies/intervention criteria/categorisation). Once process has been completed a report will be presented to cabinet to outline any changes and agree the use of the all wales approach.

Currently it is anticipated that there is likely to be some additional inspections on the higher category highways (A Roads/B Roads/C roads) which may require higher frequency of inspection than Bridgend currently undertakes. The resource implications of this are yet to be assessed.

Q. Copy of the report that went to the Audit Committee on Highways

Powerpoint attached

Q. Terms of Reference for the vehicle enforcement camera that patrols the schools

A. In accordance with the Civil Parking Enforcement powers granted to us in April 2013 we have recently obtained Welsh Government certification for use of our Mobile Enforcement Vehicle as an ‘approved device’ (Certification document attached). We will now be able to issue postal Penalty Charge Notices using the mobile enforcement vehicle in accordance with Regulation 10 of the Civil Enforcement of Road traffic Contraventions (General Provisions) (Wales) Regulations 2013.

Welsh legislation differs from English in that what we can enforce is not restricted. English legislation states that only bus lanes, bus stop clearway or bus stand

clearway, school keep clear zig zags and red route contraventions can be served by post. Welsh legislation does not specify this. However, notwithstanding this, practicalities mean that only certain restrictions can be enforced using a vehicle – those that can be issued instantly and also do not require a timed observation period or where exemptions may apply (such as blue badges or resident permits). We will therefore be able to enforce the following:

- School keep clears
- Pedestrian crossing zig zags
- Bus stops
- Taxi ranks
- Loading bans

As stated in the Welsh government 'Traffic Management Act 2004 Statutory Guidance to Local Authorities on the Civil Enforcement of Road Traffic Contraventions: Parking' *'The primary objective of any camera enforcement system is to ensure the safe and efficient operation of the road network by deterring motorists from breaking road traffic regulations and detecting those that do'*. (Section 56) 'Welsh Ministers recommend that approved devices are only used where CEO enforcement is not practical...' (Section 54).

Q. Criteria for sites to be considered essential for the need of a school crossing patrol

School Crossing Patrol Site Assessment Criteria

The following site assessment criteria is a precise of the process outlined in the Road Safety GB School Crossing Patrol Service Guidelines (2012). The criteria is based on what is known as the PV^2 formula.

The PV^2 formula is a well established calculation used to assess the justification for a pedestrian crossing as well as identifying a potential location to install a crossing. It is the calculation of the total number of pedestrians (P) multiplied total number of passenger car units (V^2) from the busiest consecutive 30 minute period.

The count is undertaken at the busiest periods for am and pm for a period of 30 minutes in 5 minute consecutive intervals.

The count records the number of pedestrians crossing the road at existing sites or within 50 metres of the site for new or unstaffed sites.

The total number of pedestrians (P) is multiplied by the total number of vehicles (V) to give the PV^2 value.

In accordance with the guidance, PV^2 has to reach $4 * 10^6$ for a SCP to be justified as shown in the chart below.

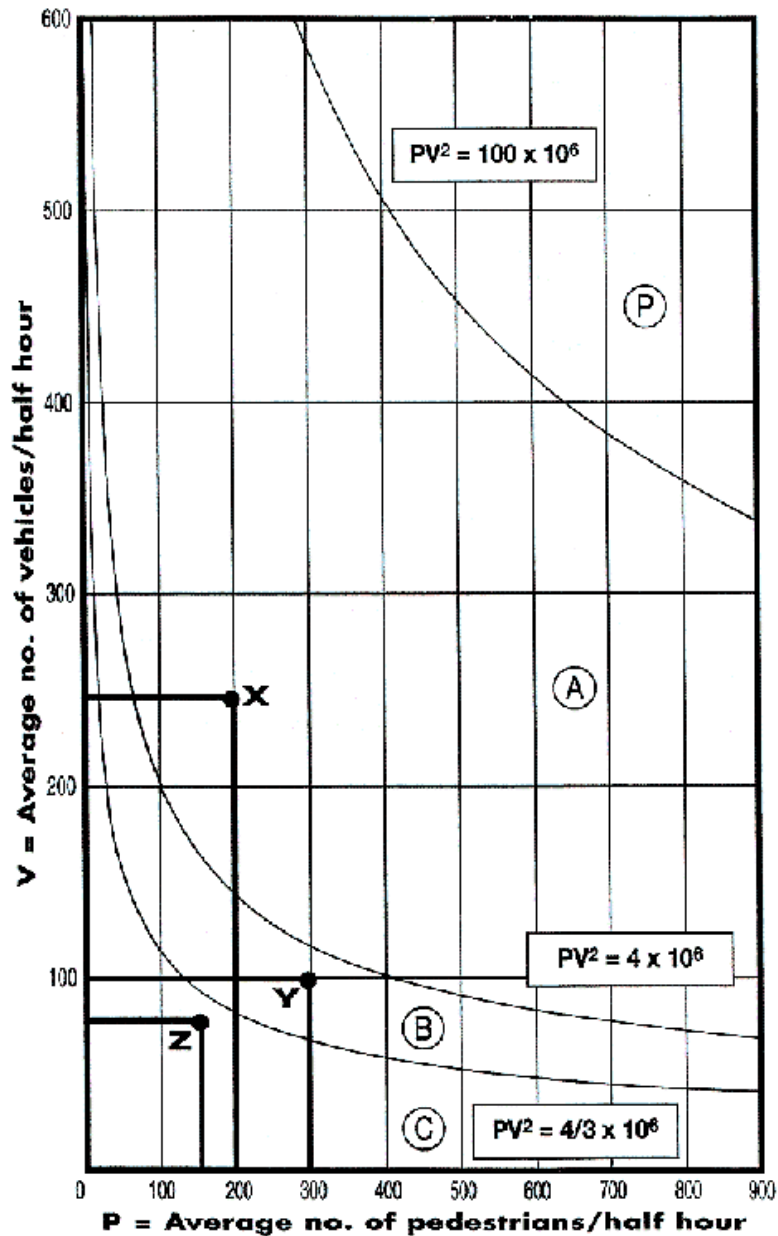
If the figure is less than $4 * 10^6$ then additional factors shall be considered and scored as follows.

These additional factors are as follows;

- Junctions- proximity to junctions from crossing point
- Accidents - Child pedestrian injury within 50 meters of site/proposed site on weekday based on the yearly average over three years – one factor per child pedestrian injury .
- Speed of Traffic – estimated 85 percentile of traffic at time of the count.
- Visibility – along the road from crossing point
- Parking – cars habitually parked
- Age Factor - average age of pedestrians crossing within 50m

The number of factors are added together and the PV^2 is multiplied by the appropriate figure in the table below.

These additional factors are taken into account in the PV^2 formula along with any “risk assessment” reports that have been carried out on school sites. However, the guidance recommends that sites with less than 15 unaccompanied children crossing the road in the busiest 30 minute period should not be considered for establishing a SCP.



Action Chart – Checking SCP Site Viability (using Graph)

Position of Point	Action to be taken
Area 'P'	Crossing facilities justified (It is recommended a light controlled crossing be considered)
Area 'A'	SCP site justified (Recommended establishment of SCP site)
Area 'B'	SCP site not justified at initial assessment (Apply Part 4 of the procedure to verify the position)
Area 'C'	SCP site definitely not justified at initial assessment (Apply Part 4 of the procedure if exceptional circumstances exist)

Q. Show the Highways budget savings as a % of that of the whole Directorate

Excel Spreadsheet attached

Q. Provide APSE data from the report electronically if possible

APSE data Attached