



Hampshire County Council

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Councillor S Wheale

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Date	13 May 2010	Email	melville.kendal@hants.gov.uk

Dear Councillor Wheale

Environment and Transportation Select Committee 6 April 2010 – Recommendation

In reply to your letter of 12 April 2010 and the Select Committee's recommendation following its discussion on Pothole Management, my response to the three points are set out below.

1. The release of funding needed for 'Operation Restore and Resilience', thus enabling the road network in Hampshire to be restored to its original condition previous to adverse weather experienced in 2009/10.

Response

I am pleased to confirm that I acted to redirect some funds from other maintenance programmes to support work on repairing potholes in the final quarter of the previous financial year. In the meantime, further work has been done to develop the Operation Restore Programme for 2010/11 and the planned Operation Resilience Project for 2011/12 onwards. A report on the funding aspects of these programmes, as part of an update on the Medium Term Financial Strategy, is due to be considered by Cabinet on 24 May 2010.

2. An investigation into the technology needed to capture data on repaired potholes, as well as the roll-out of the electronic data capture pilot to all road networks within Hampshire.



Certificate No FS 21845

Response

A trial, using basic hand-held GPS units, has proved that it is possible to electronically capture data on highway repairs, with locations, and to display this information on a map.



Director of Environment
Stuart Jarvis BSc DipTP FCIHT MRTPI

Further investigations to determine the most suitable equipment and software, to reliably deliver this function, are in progress and further trials will be undertaken to evaluate and test them prior to implementation of a system, across the network. This work links with the wider departmental project to deliver improved systems across the service to facilitate mobile working.

This scoping phase is nearing completion, however the outcomes, the system requirements and the corresponding needs of mobile working will influence the timeline for implementation. If a simple, stand alone solution is preferred or provides an interim solution then implementation could take place as early as autumn 2010 with useful data informing budget allocation decisions for 2011/12. However, an in-cab system with central control and associated hardware would be more complex, would need to go through a tender process and dovetail with Amey business practices, therefore taking considerably longer to implement fully.

3. The opportunity to work in partnership with Hampshire District and Borough Councils in order to expedite the clearing of debris left over from pothole reparation on the road network.

Response

There is an opportunity to work closely with District and Borough Councils to harmonise street cleansing and clear up after road works or activities that impact on the street environment. The Council attends the District Council Street Cleansing Officers' group and engages with the group to ensure that the division of responsibilities are understood, pragmatic and sensible in practice. There is a focus on identifying priority street cleansing issues and the cleanliness performance against the National Indicator set. A key input from the highways side is to harmonise the cyclic street cleansing operation to tie in with routine highway maintenance activities and rapid response where necessary to deal with detritus and debris left as a result of road works. There is also a strong emphasis on the contractor to ensure a full clean up of their own job before leaving any works site and this is part of the quality management monitoring.

I hope you will find these comments helpful.

Yours sincerely,

(Signed on original)

Councillor Melville Kendal
Executive Member for Environment