

Report for Lavenham PC 3 May 2018 – Robert Lindsay county councillor

Water Street Weight Restriction

I am told work will begin on this at the end of May but it would be wise not to put too much reliance on this date, given slippage of earlier dates.

Meeting with Highways officer Lower Road

I met with Cllrs Reeve and Panton and the highways warden for the area to obtain some ideas about traffic calming on Lower Road. The officer undertook to provide the parish council with some costings for “unsuitable for HGV” signage and a “priority” system. He explained that SCC has no funds for this sort of project, so any funds will have to come from parish council and my highways locality budget.

Potholes

At the last meeting you asked me about the deadlines highways has for repairing potholes before it must pay out on an insurance claim. This is obviously ultimately up to the courts, but I understand courts would likely take into consideration the county’s own self-imposed deadlines with are 2 hours, 3 days, 5, 10, 20 days and 14 weeks depending on the category of pothole. ie whether on A road etc and how deep. To even become a priority under the county’s criteria they must be at least 2.5cm deep and 40cm diameter. Highways has a similar matrix for prioritising sign replacement. Both matrices are on the council website <https://www.suffolk.gov.uk/assets/Roads-andtransport/how-we-manage-highway-maintenance/Suffolk-Highway-Maintenance-OperationalPlan.pdf>

Leader challenge

You may have read that County Councillor Colin Noble is being challenged for leadership of the Conservative group – and therefore of Suffolk County Council - by Matthew Hicks (Cabinet member for Environment and Public Protection) and Mary Evans. Mr Hicks told fellow Conservative councillors: “The leader’s role is not to dominate but to motivate; and to work collaboratively with the group, and even on occasion with the opposition.” I welcome that comment and there is no doubt Cllr Hicks does have a very different, more inclusive style to Cllr Noble. But at this stage I do not know if there is any significant difference in their policies.

Matrix C - Potholes

		SEVERITY					
		Extreme	Major	Moderate	Minor	Minor	Negligible
		Road Type 2	Road Type 3a	Road Type 3b	Road Type 3b	Road Type 4a	Road Type 4b
		Strategic 'A' rd Routes	Main Distributer - Major Urban Network and Inter Strategic routes	Main rural secondary distributor roads	Main urban secondary distributor roads	Local Roads	Minor rural roads and urban culs-de-sac
		400mm dia	400mm dia	400mm dia	400mm dia	400mm dia	400mm dia
LIKELIHOOD	Very likely >100mm	Cat 1 2 hours	Cat 1 2 hours	Cat 2 2 working days	Cat 3 5 working days	Cat 3 5 working days	Cat 4 10 working days
	Likely 75-100mm	Cat 2 2 working days	Cat 2 2 working days	Cat 3 5 working days	Cat 4 10 working days	Cat 4 10 working days	Cat 5 20 working days
	Possible 50-74mm	Cat 3 5 working days	Cat 3 5 working days	Cat 3 5 working days	Cat 4 10 working days	Cat 5 20 working days	Cat 6 14 calendar weeks
	Unlikely 25-49mm	Cat 5 20 working days	Cat 6 14 calendar weeks	Cat 6 14 calendar weeks	Cat 7 Potential future works	Cat 7 Potential future works	Cat 7 Potential future works
	Rare <25mm	Cat 7 Potential future works	Cat 7 Potential future works	Cat 7 Potential future works	Cat 7 Potential future works	Cat 7 Potential future works	Cat 7 Potential future works

Notes

If the diameter is between 300 and 399mm drop down one category (e.g. Cat 2 becomes Cat 3), if the diameter is between 200 and 299mm drop down 2 categories. If less than 199mm drop down 3 categories.
 Defects under 25mm in depth do not need to be recorded.
 Please note whether joint sealing is required.