

ECC ROADS COMPLAINT

To: Gavin Jones
ECC Chief Executive
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From : Peter Fox
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Note: Due to a very long history of failing to reply, delay, misdirection, ridiculous excuses and lies from the Highways department, I will deal with the Chief Executive and all replies will be treated as coming from his office.

Reference : ECC-ROADS-16-001

Reporting date : Feb 1st 2016

Location : East side of Kelvedon Level Crossing

Issue : (1) Failure to keep road in repair
(2) Compounded by risk assessment failure

Evidence: These photographs were taken on 24th January 2016.

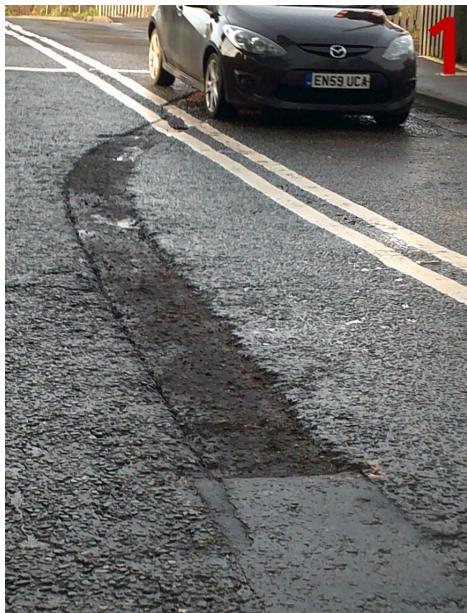


Photo 1 shows the obvious trap for two-wheeled vehicles. Photo 2 shows that this has been marked for repair twice. Photo 3 shows detail.

Discussion:

- 1 This is a shocking example of road neglect. This isn't a trivial nuisance but a serious safety hazard.
- 2 Double painting is the current norm. It costs more for less benefit.
- 3 Safety implications have not been recognised.

Actions to be taken:

- a Immediate repair to protect members of the public against obvious risk.
- b Please send a copy¹ of the records associated with the painting of the road, including
 - Date inspected.
 - Inspecting organisation/department.
 - Urgency/priority and what the expected timescale for repair or other actions was.
- c Please send a copy of the following¹
 - .1 Risk assessment procedure currently used by road inspectors. (Guidance materials, handbook, method statement etc.)
 - .2 Completed safety assessment for this location. (If not included in b above)
 - .3 Competency checking procedure for inspectors (If any.)

Advice to chief executive:

You have inherited a dysfunctional and incompetent Highways department which refuses to accept listen or responsibility for fixing issues, and also for one reason or another is anti-cycling. More hard evidence will be coming your way shortly.

The Kelvedon example is an opportunity to start fixing your organisation. Holes will keep appearing but failure to deal with them is an organisational issue. The issues raised here should be a simple fix for a competent Chief Executive.

¹ You can treat these requests as FOI if you like, but generally with safety matters, it is more prudent to set a shorter timescale so that remediation of safety procedures can be expedited.