

# Sustainable Transport - Detailed Report - Apr 10

DATE: 10/12/2007

SERVICE: Sustainable Transport

Risk	Current Impact	Current Likelihood	Current Risk Rating	Underlying issues	Target Impact	Target Likelihood	Target Risk Rating	Risk Owner
<b>E&amp;T ST0004 - Threat</b> Old/unsafe streetlights - The risk that failure to identify and replace old/unsafe streetlighting and traffic signal columns in a timely manner will result in one falling down causing damage to property, injury or even death	Moderate  3	Unlikely  2	Medium  6	A small number of old concrete columns have actually now fallen down, one has landed on a car. Fortunately, to date no-one has been hurt. Some old traffic signal columns are also in danger.				Andrew Guttridge

Control Measure	Control Measure Details	Status	Control Owner
Structural testing - Emergency Response - Replacement	- Programme of structural testing to identify weak columns. - Emergency procedures in place in order to quickly remove any dangerous columns. - Planned programme of investment to replace concrete columns.	Implemented	Nigel Panting

# Sustainable Transport - Detailed Report - Apr 10

DATE: 25/02/2010

SERVICE: Sustainable Transport

Risk	Current Impact	Current Likelihood	Current Risk Rating	Underlying issues	Target Impact	Target Likelihood	Target Risk Rating	Risk Owner
<b>E&amp;T ST0008 - Threat</b> Higher incidence of extreme weather events and severe flooding will threaten the structural of bridges. This will result in reduced council budgets , a reduced impact service delivery and loss of reputation for SCC.	Major 4	Moderate 3	High 12	An increase in flooding will lead to: 1.Scouring of structural foundations 2. Water & debris pressure leading to structural damage and possible collapse, 3. Possible fatalities, disruption to the transport system and possible disconnection of services. 4. Restrictions caused by bridges and an increase in debris could block culverts exasperating flooding upstream resulting in increased legal claims and against the council 5. Increased in blockage call outs  A increase in extreme temperatures & storms will lead to:  1. Greater thermal movement of structures leading to increased stresses and failure particularly at joints. 2. Increased frequent of salting resulting in acceleration of freeze/ thaw maintenance problems. 3. Changes in the water table resulting to subsidence and subsoil heave resulting in structural damage. 4. Greater stresses on wind influences elements of structures leading to damage.	Minor 2	Moderate 3	Medium 6	Andrew Guttridge

Control Measure	Control Measure Details	Status	Control Owner
Reduce the effect of flooding on bridges	1. Locate and review at risk sites 2. Increase scour protection measures at vulnerable sites	Proposed	Nigel Burrows
Reduce the impact of extreme weather events	1. Review and improve contingency planning	Proposed	Nigel Burrows

# Sustainable Transport - Detailed Report - Apr 10

DATE: 26/02/2010

SERVICE: Sustainable Transport

Risk	Current Impact	Current Likelihood	Current Risk Rating	Underlying issues	Target Impact	Target Likelihood	Target Risk Rating	Risk Owner
<p><b>E&amp;T ST0009 - Threat</b> Higher incidence of extreme weather events will result in service disruption for Area Highways, Network improvements and Suffolk Highways. This will result in reduced council budgets and consequent impact on the councils ability to deliver services, maintain capacity and a loss of reputation to SCC.</p>	Major 4	Moderate 3	High 12	<p>High winds causing closure of Felix. Docks &amp; trees &amp; branches on highways leading to increased:</p> <ol style="list-style-type: none"> <li>1. Insurance claims</li> <li>2. Disruption to road users</li> <li>3. Costs in managing displaced traffic/ tree inspections / maintenance / emergency service</li> </ol> <p>Changes in rainfall patterns causing increased risk of subsidence / heave, highway debris &amp; overloading of existing drainage systems leading to increased:</p> <ol style="list-style-type: none"> <li>1. Costs of structural maintenance &amp; reactive repairs</li> <li>2. Road flooding &amp; surrounding properties</li> <li>4. Road closures &amp; accidents</li> <li>3. Insurance claims</li> </ol> <p>Higher summer temperatures causing more frequent melting of surfacing materials; malfunction of survey equipment; Increased heat stress, dehydration, skin cancer, cataracts and sun exposure to outdoor workers &amp; disruption to construction activity leading to</p> <ol style="list-style-type: none"> <li>1. Potential future law suits against SCC for failing to adequately warn and protect staff of the risks.</li> <li>2. Increased project costs / road closures / frequency of maintenance requirements</li> </ol>	Moderate 3	Moderate 3	Medium 9	Andrew Guttridge

Control Measure	Control Measure Details	Status	Control Owner
To reduce the negative impact from predicted increases in high winds & storms	<ol style="list-style-type: none"> <li>1. Proposal to construct off highway lorry stack area to manage disruption caused from closure of Felixstowe Docks.</li> <li>2. Undertake regular inspections of trees within falling distance of highways alongside planned maintenance.</li> <li>3. Review Highways Inspection Standards with regard to Section 58.</li> </ol>	Proposed	Peter Ingram
To reduce the negative impact from predicted changes in rainfall patterns	<ol style="list-style-type: none"> <li>1. Identify high risk locations with a view to implementing flood alleviation measures.</li> <li>2. Amend design standards of drainage and flood relief systems in agreement with the EA.</li> <li>3. Review expenditure on structural maintenance of roads and pavements.</li> <li>4. Review expenditure on highways drainage.</li> </ol>	Proposed	Peter Ingram
To take advantage of predicted milder winters	<ol style="list-style-type: none"> <li>1. Monitor climate change &amp; weather predictions and adapt winter service plan to suit.</li> <li>2. To consider whether Extreme Weather Service is required rather than Winter Service.</li> </ol>	Proposed	Peter Ingram

# Sustainable Transport - Detailed Report - Apr 10

DATE: 26/02/2010

SERVICE: Sustainable Transport

Risk	Current Impact	Current Likelihood	Current Risk Rating	Underlying issues	Target Impact	Target Likelihood	Target Risk Rating	Risk Owner
<p><b>E&amp;T ST0009 - Threat</b> Higher incidence of extreme weather events will result in service disruption for Area Highways, Network improvements and Suffolk Highways. This will result in reduced council budgets and consequent impact on the councils ability to deliver services, maintain capacity and a loss of reputation to SCC.</p>	Major 4	Moderate 3	High 12	<p>High winds causing closure of Felix. Docks &amp; trees &amp; branches on highways leading to increased:</p> <ol style="list-style-type: none"> <li>1. Insurance claims</li> <li>2. Disruption to road users</li> <li>3. Costs in managing displaced traffic/ tree inspections / maintenance / emergency service</li> </ol> <p>Changes in rainfall patterns causing increased risk of subsidence / heave, highway debris &amp; overloading of existing drainage systems leading to increased:</p> <ol style="list-style-type: none"> <li>1. Costs of structural maintenance &amp; reactive repairs</li> <li>2. Road flooding &amp; surrounding properties</li> <li>4. Road closures &amp; accidents</li> <li>3. Insurance claims</li> </ol> <p>Higher summer temperatures causing more frequent melting of surfacing materials; malfunction of survey equipment; Increased heat stress, dehydration, skin cancer, cataracts and sun exposure to outdoor workers &amp; disruption to construction activity leading to</p> <ol style="list-style-type: none"> <li>1. Potential future law suits against SCC for failing to adequately warn and protect staff of the risks.</li> <li>2. Increased project costs / road closures / frequency of maintenance requirements</li> </ol>	Moderate 3	Moderate 3	Medium 9	Andrew Guttridge

Control Measure	Control Measure Details	Status	Control Owner
To reduce the impact of higher temperatures on roadside surveys	<ol style="list-style-type: none"> <li>1. Review guidance for use of instruments in higher temperatures</li> <li>2. Ensure all staff are made aware of the risks of excessive heat, during induction and in subsequent training</li> <li>3. Ensure all staff adopt the necessary precautions;</li> </ol>	Proposed	Andy Wooden
To prepare service delivery areas for the increase in heatwaves and hotter summers	<ol style="list-style-type: none"> <li>1. Ensure all staff are made aware of the risks of excessive heat, during induction and in subsequent training</li> <li>2. Ensure all staff adopt the necessary precautions;</li> <li>3. Contingency plans for alternative construction times / suspension of works to avoid hottest periods.</li> <li>4. Monitor national research by TRL into use of stiffer asphalt mixes</li> </ol>	Proposed	Peter Ingram

# Sustainable Transport - Detailed Report - Apr 10

DATE: 24/04/2006

SERVICE: Sustainable Transport

Risk	Current Impact	Current Likelihood	Current Risk Rating	Underlying issues	Target Impact	Target Likelihood	Target Risk Rating	Risk Owner
<b>E&amp;T ST0007 - Threat</b> Business Continuity -  The risk that a loss of critical system(s), site or personnel or denial of access to systems and/or premises could lead to staff unable to carry out their usual functions resulting in significant disruption to the business.	Moderate  3	Moderate  3	Medium  9		Minor  2	Moderate  3	Medium  6	Andrew Guttridge

Control Measure	Control Measure Details	Status	Control Owner
Identify Service Critical Functions	Identify service critical functions for directorate. Step 1 - Business impact analysis Step 2 - Risk Identification, assessment & impact analysis	Implemented	Graeme Lewin
AD(HM) to produce business continuity strategies for his division	Business continuity strategy has been developed for maintenance, winter maintenance service and emergencies.	Implemented	Peter Turner
Review plans & arrangements	A group is to be set up to review the business impact assessment and action cards. The intention would then be to carry out an exercise to test the plan early in 2010	In Progress	Graeme Lewin
Exercising, maintenance & audit	Exercise carried out and completed and wash up meeting held. Further development through group activity	Proposed	Graeme Lewin
AD(ES) to produce business continuity strategy for his division	High risk and very high risk services to have continuity strategies by end of March 2006	Withdrawn	Bryn Griffiths
AD(SD) to produce business continuity strategy for her division	High risk and very high risk services to have continuity strategies by end of March 2006	Withdrawn	Fran Toomey
AD(HSI) to produce business continuity strategy for his division	High risk and very high risk services to have continuity strategies by end of March 2006	Withdrawn	Mike Manning
AD(PT) to produce business continuity strategy for his division	High risk and very high risk services to have continuity strategies by end of March 2006	Withdrawn	Andrew Guttridge

# Sustainable Transport - Detailed Report - Apr 10

DATE: 24/04/2006

SERVICE: Sustainable Transport

Risk	Current Impact	Current Likelihood	Current Risk Rating	Underlying issues	Target Impact	Target Likelihood	Target Risk Rating	Risk Owner
<b>E&amp;T ST0007 - Threat</b> Business Continuity -  The risk that a loss of critical system(s), site or personnel or denial of access to systems and/or premises could lead to staff unable to carry out their usual functions resulting in significant disruption to the business.	Moderate  3	Moderate  3	Medium  9		Minor  2	Moderate  3	Medium  6	Andrew Guttridge

Control Measure	Control Measure Details	Status	Control Owner
Disaster recovery plan for critical services to be produced by working group.	High risk and very high risk services have been identified and a plan produced. The plans have been tested and some work is required to update and complete some information. The directorate restructure requires a significant review of the work done so far and this should be complete by end 2009	In Progress	Graeme Lewin