



Coventry City Council

3.1.2

Public report

Report to Cabinet

8 February 2005

Report of Director of City Services

Title

Highway Maintenance Strategy

1 Purpose of the Report

- 1.1 To advise members of the proposals contained within the Highway Maintenance Strategy as appended to this report and to seek approval for adoption of the Strategy.

2 Recommendations

Cabinet is recommended to:

- 2.1 Approve the adoption of the Highway Maintenance Strategy.
- 2.2 Note the significant service improvements outlined in Section 3.0 (Executive Summary) of the Highway Maintenance Strategy.
- 2.3 Refer this report to Scrutiny Board 3 in view of the inclusion of highway maintenance issues in the Board's work programme.

3 Information/Background

- 3.1 In July 2004, the Highway Maintenance Programme 2004/05 and the provisional programme for 2005/06 was presented to Cabinet and noted the intention of officers to bring a future Highway Maintenance Strategy report for Members' consideration. A strategy for Highway Maintenance will support a longer-term approach to the development and programming of improvement works, improve strategic planning, allow better co-ordination of transportation and highway development and support opportunities for strategic partnering.
- 3.2 In July 2001 the Department of Transport and Regions (DETR) published "Delivering Best Value in Highway Maintenance – Code of Practice for Maintenance Management" which sought to provide a best practice delivery platform for authorities to undertake their highway maintenance obligations. This document is proposed to be adopted within the Highways Maintenance Strategy and is based on a logical and systematic approach to highway maintenance. The Code sets out quality and inspection criteria and details performance indicators and strategic priorities together with financial management and procurement strategies. Adoption of this Code will ensure that network quality standards and maintenance policies are clearly defined and consistently applied.

3.3 The revised inspection and responsive maintenance activities outlined within the strategy will be undertaken in line with Best Value principles and in accordance with the Code of Practice for Maintenance Management July 2001.

4 Further Information and Background

4.1 The City Council's responsibilities

4.1.1 As the local highway authority, the City Council has a duty to maintain the public highway in a safe condition in order to support the movement of people and goods. City Services responsibility for Highway Maintenance includes assessment, planning and delivery of the works necessary to maintain the integrity of the highway fabric and extends to all highways in the City except the M6, the A46 trunk road, the Stonebridge Highway section of the A45 and all private roads, footpaths and forecourts.

4.1.2 City Services' are responsible for the maintenance of public highway covering:-

784 Km	517 miles	Principal and non Principal roads
1,500 Km	990 miles	Footways
34,000		Streetlamps includes 28,000 Lighting columns
11,500		Trees
3,800		Illuminated signs
200 Km	132 miles	Road barriers
1,500		Keep Left Bollards
55,000		Gullies
350Km	231 miles	winter maintenance - road gritting

4.1.3 The Best Value Review of Highways 2001 identified the need for a co-ordinated and strategic approach to be taken for all highway activities. This Strategy meets those requirements and sets out a vision for the maintenance of the highway network City wide.

4.1.4 This Strategy requires close working between Council Directorates to ensure fully co-ordinated delivery of works across the highway network. The strategy requires an integrated approach to transport policy and highway maintenance to ensure complete integration of the wide variety of projects including Local and Perceived Safety, transport corridors and safety routes to school schemes. This reflects the recommendation of the Best Value Review of Highways – 2001 for improvement in communication and integration of works and ensures that stakeholders are subject to the least disruption during the delivery of multiple highway schemes.

4.1.5 A key element of the Strategy is defining the procedures for categorising maintenance priority and scheme selection and ensuring these judgements are appropriately consulted and communicated to our stakeholders. Information describing this process is contained in section 9 Asset Management, section 11.2 Maintenance Priorities and Scheme Selection and section 14 Communication and Consultation of the Strategy document.

4.2 Funding

4.2.1 Highway maintenance is generally funded by a combination of Capital and Revenue budgets. Capital allocations are made by Central Government through the Local Transport Plan (LTP) process taking into account factors such as road length, classification, traffic figures and road condition data derived from the BVPI's, National Road Maintenance Condition Surveys (NRMCS) and local condition surveys. Revenue allocations are generally funded from a combination of local council tax, business rate and other Central Government revenue support grants.

- 4.2.2 Best Value requires that authorities should review all potential sources of funding thereby maximizing the levels of funding available for highway maintenance. Although the sums involved in some instances are not large, (for example, in sponsorship of traffic islands and advertising on lamp columns), they can help build local pride and support for the service.
- 4.2.3 It will be particularly important to ensure that maximum benefit is obtained for highway maintenance from contributions in respect of new developments. Although such contributions will be primarily to provide new or improved transport infrastructure to support the development, there may be a need to modify or bring forward maintenance works, which could be incorporated into the agreement with the developer.
- 4.2.4 This Highway Maintenance Strategy seeks to identify a range of measures and opportunities to support the delivery of improvements across the Highway network.

5 Service Improvements

- 5.1 The below table illustrates the current status and what implementation of the Highway Maintenance Strategy will deliver by way of improvement.

Current Status	Service Improvements
Planning and Management	
Incomplete knowledge of assets, asset value and condition	Highways Asset Management Plan (HAMP) advising our delivery options
Currently work to 'Coventry' standards for highway maintenance reflecting the convenience of service providers.	Adopt the Code of Practice for Maintenance Management 2001 to bring the delivery of services within the principles of Best Value, the needs of users and the community and National Standards.
Limited control over congestion caused by both council and utilities road works	Adopt the requirements of the Traffic Management Act 2004
No development plans to fund Public Lighting infrastructure replacement and upgrading	Investigate a Private Finance Initiative (PFI), Prudential borrowing and other sources for funding public lighting improvements
No programme for public lighting bulk lamp changes	Create a programme for public lighting bulk lamps changes on a two or three year cycle, on an area basis
Operational Improvements	
Current highway inspection rate once every six months	Increase rates of inspections in line with Code of Practice between one month and three months.
Potholes repaired on a three tier priority system 24hrs, 10 days, 25 days	More responsive and better quality reinstatement of potholes through a two tier priority system 24hrs or 15 days.
Footway repairs to flagged and blocked areas undertaken using 'black top' resulting in a patchwork effect and poor visual appearance.	All footway repairs will be undertaken using the local material present at the particular site e.g. Flags repaired/replaced with flags, blocks with blocks and flexible materials e.g. 'black top' with the same
No policy for construction of new footways	Introduce a Footway Construction Policy that will allow flexible footway construction for all new schemes, developments and reconstructions other than areas of local, strategic or historical importance.

Monitoring	
Limited local performance indicators (LPI's)	New suite of LPI's matched to stakeholder requirements for delivery published on a quarterly basis.
Data base management utilising the UK Pavement Management System (UKPMS) not fully implemented.	Fully implement the nationally recognised UK Pavement Management System to advise on repair priority and monitor ongoing performance.
Lamp outages identified by monitoring public complaints and night time inspection surveys.	Introduce additional mechanism for monitoring of lamp outages utilising automatic telemetry systems for the identification of failed lamps as part of a citywide lamp column replacement programme.
Information	
Limited communication of work programmes and standards	All works programmes and operational standards to be published across a range of communication media including council website.
Limited management performance monitoring	Monitor performance via BVPI's, Local Performance Indicators, KPI's and relevant service plans and regularly report and publish results
Limited consultation process driving the delivery of work programmes	Deliver a customer focused highway maintenance service by the adoption of a structured programme of consultation on highway maintenance policies and work programmes and report quarterly to Area Forums.
No formal communication strategy for undertaking major/minor highway maintenance programmes	Develop a communication strategy that ensures that local stakeholders are fully informed of highway maintenance programmes and can contribute to the development of strategies and priorities for repair and maintenance work utilising access points such as City Services Advice Centre, free-phone, e-mail and internet services.

6 Proposals and other options to be considered.

- 6.1 As a Highway authority the city council has a statutory responsibility for the management and maintenance of the highway network. There is, therefore, no alternative but to develop, implement and adhere to a carefully considered and published strategy.

7 Other specific implications

7.1

	Implications (See below)	No Implications
Area Co-ordination	✓	
Best Value	✓	
Children and Young People		✓
Comparable Benchmark Data	✓	
Coventry Community Plan	✓	
Corporate Parenting		✓
Crime and Disorder	✓	
Equal Opportunities		✓
Finance	✓	
Health & Safety	✓	
Human Resources		✓
Human Rights Act	✓	
Impact on Partner Organisations		✓
Information and Communications Technology		✓
Legal Implications	✓	
Property Implications		✓
Race Equality Scheme		✓
Risk Management	✓	
Sustainable Development	✓	
Trade Union Consultation		✓
Voluntary Sector – The Coventry Compact		✓

8 Area Co-ordination

- 8.1 This report will be circulated to Area Services Officers for information and dissemination. In addition Area Forums have been advised that feedback on progress of the Highway Strategy and the maintenance programmes it supports will be undertaken on a quarterly basis.

9 Best Value

- 9.1 The outcomes of the Best Value Reviews of Highways 2001 and Coventry's Street Scene 2004 are reflected in the Highway Maintenance Strategy.

10 Comparable Benchmark Data

- 10.1 There are a range of national and local performance indicators for highway maintenance included in the strategy, which are used for continuous improvements and comparisons. Coventry is also a member of the West Midlands and East Midlands benchmarking clubs for highway maintenance.

11 Coventry Community Plan

- 11.1 Delivery of the Highway Maintenance Strategy contributes to the Coventry Community Plan by creating safer communities and enhancing the local environment.

12 Crime and Disorder

- 12.1 A well maintained highway infrastructure can contribute to a safer environment within the City.

13 Finance

- 13.1 Highway maintenance activities are funded in a number of ways. The Highway Maintenance Strategy will to ensure maximum benefits are obtained from available resources.

14 Health & Safety

- 14.1 Health and Safety issues are considered as an integral part of the Highway Maintenance Strategy.

15 Human Rights Act

- 15.1 In determining how to allocate resources to the highway maintenance function, the Council should have due regard to the rights protected under the Act, notably the preservation of life and the right to enjoy private property, that may be engaged where a highway is in a dangerous state or where inadequate highway drains cause adjoining property to flood.

16 Legal Implications

- 16.1 The Council as the local Highway Authority is under a duty to maintain the City's adopted highway infrastructure (excluding trunk roads). Where a road is out of repair and this causes personal injury or damage to vehicles, the Council may be liable to pay compensation.

17 Risk Management

- 17.1 The implementation of the Highway Maintenance Strategy will help to mitigate the risk of claims resulting from pavement and carriageway related, trip and damage claims.

18 Sustainable Development

- 18.1 The Highway Maintenance Strategy supports the adoption of treatments and processes that contribute to the City Council's Agenda 21 Strategy.

19 Monitoring

- 19.1 City Services will carry out monitoring of the outcomes of the Highway Maintenance Strategy and report informally to the Cabinet Member City Services on a quarterly basis. An annual report will be presented to the Cabinet Member City Services on the development of the Strategy and will also be communicated to the local Area Forums.

20 Timetable

20.1 The adoption of the proposals contained within the Highway Strategy will be implemented from April 2005 with individual aspects programmed as part of the action plans for development over future years.

List of background papers

Proper officer: Director of City Services

Author:

Alex Brown, Directorate Special Projects Manager

Telephone 02476 832698

(Any enquiries should be directed to the above)

Other contributors:

Stephen Pickering	(City Services Directorate)	x3964
Shirley Young	(City Services Directorate)	x2632
Cath Crosby	(City Services Directorate)	x2268
John Bedford	(City Services Directorate)	x2115
Zulf Darr	(City Services)	x4005
Marion O'Brien	(City Services Directorate)	x2450
James Russell	(City Development Directorate)	x1230
Mark Smith	(Legal and Democratic Services Directorate)	x3037
Martin Sockett	(City Services Directorate)	x3297
Malcolm Spandley	(City Services Directorate)	x2061
Richard Brankowski	(Legal and Democratic Services Directorate)	x3077

Papers open to Public Inspection

Description of paper

Highway Maintenance Programme 2004/06

Best Value Review Highways 2001

Best Value Review Coventry Street Scene 2004

Location – Floor 8 CC4 Much Park Street