
To: The Communities and Neighbourhoods Scrutiny Board (4)

Date: 5th April 2017

Subject: Progress on Highway Infrastructure Asset Management Policy & Strategy, Incentive Funding Allocation & Pothole Repair Actions

1 Purpose of the Note

- 1.1 To inform the Communities and Neighbourhoods Scrutiny Board (4) on the progress and implementation of the Highway Infrastructure Asset Management Policy and the Transport Infrastructure Asset Management Strategy.
- 1.2 To update the Communities and Neighbourhoods Scrutiny Board (4) on the Department for Transport Incentive funding allocation and progress towards achieving band 3 status.
- 1.3 To inform the Communities and Neighbourhoods Scrutiny Board (4) on pothole repair actions.

2 Recommendations

- 2.1 The Communities and Neighbourhoods Scrutiny Board (4) are recommended to:
 - 1) Note the progress and actions with regard to the implementation of Policy & Strategy.
 - 2) Note the progress towards achievement of band 3 status in relation to the Department for Transport Incentive Funding award.
 - 3) Note the progress and latest statistics with regard to reported potholes and achievement of service level repair times.
 - 4) Identify any further recommendations for the Cabinet Member

3 Update on Policy & Strategy Implementation.

- 3.1 The Asset Management Policy is a high level document and aligns our asset management processes and procedures with our corporate goals and objectives. The Asset Management Strategy sets out how the Asset Management Policy will be delivered.
- 3.2 Since the approval and publication of both Policy & Strategy the Highways group has continued to work with and been supported by Atkins consultants to produce a draft Highways Infrastructure Asset Management Plan (HIAMP). The HIAMP is designed to aid the implementation of improvement actions. These will enable the Authority to build on existing practices and procedures to form a continuous improvement framework. These in turn will help us to meet strategic goals in the most effective manner having regard to statutory requirements.

- 3.3 The draft HIAMP is currently being reviewed and will be circulated to key internal stakeholders for comment. Following this it is intended to present the plan to cabinet for approval and sign off.

4 Department for Transport (DfT) Incentive fund

- 4.1 This funding is for local authorities to ensure they are following an asset management approach and adopting efficiency and best practice principles for local highway maintenance.
- 4.2 Each year all local authorities in England have to complete a self-assessment questionnaire, in order to establish the share of the incentive fund they will be eligible for. Each authority scores themselves against 22 questions, and the total achieved places them into one of the 3 bands on the basis of the available evidence. Band 3 being the highest and attracting 100% of the grant available, band 2 attracts 90% & band 1 attracts 60% for 2017/18
- 4.3 In 2016/17 Coventry City Council were automatically awarded band 3 status as a member of the West Midlands Combined Authority and the ensuing devolution deal.
- 4.4 In real terms we achieved a band 2 based on our current practices and evidence which in 2016/17 still attracted 100% funding. Our latest self-assessment for 2017/18 places us in band 2. Going forward the DfT have indicated that they still expect those authorities in the devolution deal areas to ensure they are following good practice and applying sound asset management principles.
- 4.5 Therefore we are continuing with the implementation of the improvement actions contained within the HIAMP to ensure that we are able to achieve a 'stand-alone' band 3 status for the next self-assessment submission in 2018/19.

5 Pot Hole actions and service improvements.

- 5.1 As part of good Highway Infrastructure Asset Management and as part of our Statutory Duty under the Highways Act 1980 we keep the highway safe by repairing 'pot holes' against a set service level criteria in terms of both depth of defect and time taken for repair. This function was subject to review and the bullet points below set out the sequence of events:
- In 2014 Coventry City Councils reactive highway maintenance service underwent a 'Lean' review carried out by an independent consultant. The recommendations and subsequent ways of working have included.
 - Majority 1st time permanent defect fixes.
 - Gang resource working in dedicated geographical ward areas.
 - Improved and better contact between the street inspection team and the gangs including ability to send photographic information and emails via 'handheld to handheld' device providing clear and confirmed information.
 - Street inspection team use handhelds & 'confirm mobile' software to raise and record jobs and send in 'real time' for repair and operative gangs also have their jobs allocated via handheld device.
 - Monthly reported performance management figures including numbers of public enquiries, jobs raised/completed & outstanding jobs. End to end repair times for the different priority defects & the age of all outstanding jobs ensures there is clarity and confirmation of what is being achieved.

5.2 The outcome of this review and subsequent sustained 2 year on-going methods of working and good practice has resulted in:

- An improvement in public satisfaction for the speed and quality of repair to damaged roads and pavements, as measured and evidenced by the results from customer feedback via the National Highways & Transport (NHT) Survey 2016.
- When compared and benchmarked against the other 84 participating local authorities Coventry received the 'most improved' award for customer satisfaction with regard to speed of repairs, dealing with potholes and information on the gritting service. The number of public enquiries about potholes has been consistently decreasing over a 3 year period. In 2013/14 for the 52 week period we had 1984 priority 1 potholes reported compared with 875 for the same period in 2015/16 so a decrease of 1109.

Currently the latest pothole and patching report figures (Week commencing 23rd January 2017) show that we have 188 outstanding jobs across both the footway and carriageway network which are identified as requiring a repair.

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Place Directorate

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