



To: The Communities and Neighbourhoods Scrutiny Board (4)

Date: 7th March 2024

Subject: Highways Asset Management Programme

1 Purpose of the Note

- 1.1 To update the Communities and Neighbourhood Scrutiny Board (4) on the Highways Asset Management Programme
- 1.2 Provide an overview of the scoring mechanism, as well as delivery of the programme.
- 1.3 To look at how the effectiveness of the strategy is in managing potholes.
- 1.4 Performance on One Coventry Plan (OCP) indicator National Highways and Transport Network (NHT) resident satisfaction survey data

2 Recommendations

- 2.1 That the Communities and Neighbourhoods Scrutiny Board (4):
 - 1) Consider the content of the briefing note and appendices.
 - 2) Identify any further recommendations for the Cabinet Member

3 Background

- 3.1 In July 2022 the scheme assessment process was reviewed by the Communities and Neighbourhoods Scrutiny Boards. No additional comments or recommendations were made by the Board.
- 3.2 The use of asset management principles has been applied for many years in Coventry to ensure appropriate investment with longer term planning and this is set out in detail within the Highways Infrastructure Asset Management Plan which was also published in 2016.
- 3.3 Every year during December and January the Councils Highway Maintenance Technical Services engineers, working with the Asset Management Engineer prepare a draft programme of schemes for approval by senior highway managers which is then presented to Cabinet. The schemes are presented as part of the Transportation and Highway Maintenance Capital Programme in March each year.

4 Process

- 4.1 The Asset Management Engineer maintains a Forward Works Programme (FWP) holding information against every road and pavement in Coventry regardless of current need for treatment.
- 4.2 The FWP is the key tool in managing the process.
- 4.3 A summary of the process is as follows:
 - Condition data is collected by machine survey and externally supplied visual surveys annually.
 - The data is loaded into a software system called the Pavement Management System (PMS) which manages all of our Highway condition information.
 - The PMS generates treatment types from the data e.g. road resurfacing or surface treatment and generates a score.
 - The PMS data is transferred into the FWP where it is combined with Engineering information, Highway Inspectors Information, and reactive maintenance data e.g. the location and number of potholes and paving defects.
 - The Highway Inspectors record safety inspections in the Highway Management system, as well as raising jobs for defects during these inspections. The overall condition of the carriageway and footway is noted to identify potential preventative maintenance and renewal schemes. The frequency of the inspections is based on road hierarchy shown in Appendix 1
 - All schemes on the FWP are then run through the scoring matrix.
 - Ranked lists are then produced by road type and pavement type.
 - An engineering validation and check is carried out.
 - Cabinet Report scheme lists produced. The programme for 24-25 is due to be considered by Cabinet in March.
- 4.4 To meet the Councils key objectives in the One Coventry Plan to prioritise and tackle inequalities in our communities, the FWP now contains Indices of Multiple Deprivation (IMD) data which will contribute to the scheme score.
- 4.5 A Process Map of the process is shown in Appendix 2.

5 Managing Delivery

- 5.1 Potholes are identified through two primary methods: Highway safety inspections conducted by trained officers known as Highway Inspectors, and public enquiries. Once identified, all defects undergo assessment by a Highways Inspector who assigns them a priority based on the Highway Maintenance Strategy. All intervention level potholes are then input onto a handheld device by the Highway Inspectors, which enables real-time communication with the repair teams.
- 5.2 The Highways Operation Team (DLO) operates with 6 defect repair teams dedicated to addressing various types of reactive repairs, including potholes, paving defects, broken kerbs, defective manhole or gully covers, and broken or missing bollards. Each team comprises 2 operatives equipped with a 7.5-tonne pickup truck along with the necessary tools, barriers, and signs for repair tasks.

- 5.3 Four of the six teams are stationed in each quadrant (NE, NW, SE, SW). Footway repairs constitute 80% of the work and 20% being carriageway pothole repairs.
- 5.4 The remaining two teams specialise in minor carriageway pothole repairs, completing on average 30m² of potholes per day. These teams focus on smaller repairs, ranging from 0.5m² to 3m².
- 5.5 In addition to the two minor carriageway repair teams, we have a specialised machine called JCB Pothole Pro to tackle our larger defects above 3m². The Pothole Pro team complete on average 100m² of carriageway defects per day. Since its introduction in February 2022, we have repaired over 45,000m² of carriageway defects.
- 5.6 Due to the size of the Pothole Pro machine and associated vehicles we close the road to traffic for safety reasons. To ensure maximum efficiency of the Pothole Pro, we focus on carriageways with numerous larger defects, as opposed to the minor defect repair teams that focus on transient sites where traffic management isn't required in the main.

6 Performance indicators

- 6.1 Coventry participates in the National Highways and Transport Network (NHT) annual survey. In the One Coventry Annual Performance Plan 2022/23, the NHT indicator for accessibility dropped 3% below the national average (Appendix 3).
- 6.2 The Council will be increasing its investment in footway maintenance and improvement schemes, with the aim of improving local accessibility for all members of the community including those with mobility difficulties.

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Appendices

Appendix 1 – Frequency of Highway Safety Inspection

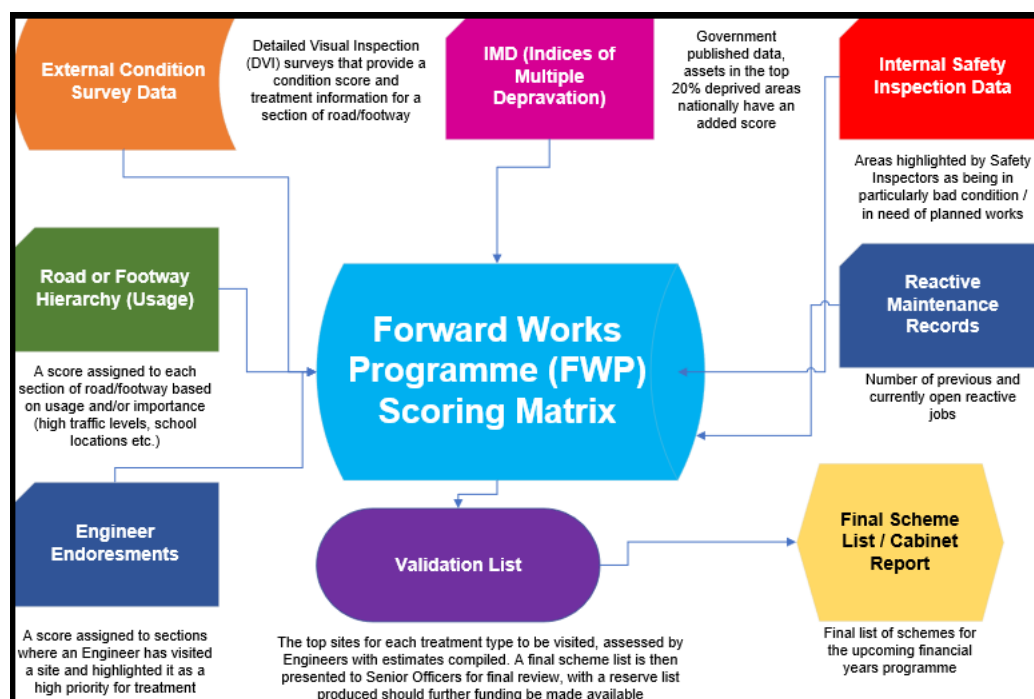
Appendix 2 – Scheme Selection Process Map

Appendix 3 – One Coventry Plan Performance Indicator


Appendix 1 – Frequency of Highway Safety Inspection

Feature	Description	Category	Frequency of Inspection
Roads	Strategic Route	2	1 month
	Main Distributor	3(a)	1 month
	Secondary Distributor	3(b)	1 month
	Link Road	4(a)	3 months
	Local Access	4(b)	1 year
Footways	Prestige Area	1(a)	1 month
	Primary Walking Route	1	1 month
	Secondary Walking Route	2	3 months
	Link Footway	3	6 months
	Local Access Footway	4	1 year
Shopping Areas, Schools	Main Shopping Centre Roads	Mixed	1 month
	Footways		3 months
Cycle Routes	Part of Carriageway		As for Roads
	Part of Footway		As for Footways

Appendix 2 – Scheme Selection Process Map



Appendix 3 – One Coventry Plan Performance Indicator

One Coventry Annual Performance Report 2022-2023						
Reducing inequalities						
Metric	Previous	Current	Comparators	Progress	Target	Status
NHT resident satisfaction surveys - accessibility :a - For Ease of Access overall b - For Ease of Access (for those with disabilities)	a-76% b69% (2021)	a-69% b62% (2022)	England a72% b-63% (2022)		To increase	