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Highway Maintenance – Progress on £9million Investment

Purpose

- 1.1 In November 2019, Council Cabinet awarded Highway Maintenance an additional £9m capital investment to improve the city's road and footway assets and other associated infrastructure, over two years. This was in recognition of the adopted asset management approach, ensuring the right locations receive the right intervention at the right time in their lifecycle.
- 1.2 During 2020/21, in the height of the Covid pandemic and to date, the service has delivered a seamless programme of improvements across the city.
- 1.3 Scrutiny Board will receive a presentation providing an update on progress on delivery on this investment.

Recommendation(s)

- 2.1 To consider the presentation and note the delivery to date.
- 2.2 To note the ongoing work and the continued asset management approach to programmed and reactive highway maintenance.

Reason(s)

- 3.1 To demonstrate that with a systematic and logical process of scheme identification and prioritisation, which also identifies the optimum treatment (planned or preventative) to be used, the service has delivered full in-year programmes of capital improvements to the city's highway assets.
- 3.2 To allow the Board an opportunity to make any further comments or recommendations.

Supporting information

- 4.1 Since 2016, Derby City's knowledge and approach to effective highway asset management has grown exponentially. It takes a long-term view of how highways should be managed, focusing on outcomes and ensuring that funds are spent on activities that prevent expensive short-term repairs.

- 4.2 In September 2018, the Council adopted a new approach to managing the highway network, in response to the Well Managed Highway Infrastructure Code of Practice: October 2016. The Code recommended a risk-based approach should be adopted for all aspects of highway infrastructure maintenance, including setting levels of service, inspections, response times, resilience levels, priorities, and programmes. Since then, the service has seen marked efficiencies including the reduction of unnecessary 'emergency' call outs and defects identified as perceived 'risk'.
- 4.3 In June 2019, Council Cabinet were updated on progress towards implementing the Code of Practice, including developing suitable maintenance hierarchies, a resilient network and appropriate response times to defects. The work completed on lifecycle planning and condition modelling illustrated the current level of deterioration on the road/footway assets. This provided Cabinet an informed, intelligence led approach which led to an additional £9m capital investment awarded in November 2019 to improve the city's road and footway assets and other associated infrastructure. It provided a greater understanding of the future needs of the assets and assurance of a full in-year programme delivery of capital improvements.
- 4.4 A key aim for the service was to use the funding to invest in the local workforce, plant and operations and use more local supply chains to enhance our outputs. Since April 2020, the additional investment has given Streetpride Highway Maintenance the ability to deliver a huge programme of planned improvements with newly purchased plant and equipment, as well as developing their own skillsets and capabilities. Further locations have been completed by our Framework Contractors Thomas Bow Ltd and Kier Ltd
- 4.5 Along with the annual allocations provided by Department for Transport and Pothole Funding grant, the additional £9m investment has meant that since the start of the 2020/21, a total of £13.1million has been invested, to date, into the highway assets. Table 1.1 provides a breakdown. The presentation will provide key highlights of the types of initiatives completed.

2020/21	
Streetpride Inhouse road (across 57 locations)	£1,113,980.62
Streetpride Inhouse footway (across 27 locations)	£600,682.07
Framework Contractor - road (across 30 locations)	£5,677,727.71
Framework Contractor surface treatments - road	£434,599.87
Other initiatives	£1,173,000.00
Total	£8,999,990.27
2021/22 (to date)	
Streetpride Inhouse road (across 28 locations)	£847,304.26
Streetpride Inhouse footway (across 12 locations)	£279,274.32
Framework Contractor – road (across 19 locations)	£2,631,841.51
Framework Contractor surface treatments - road	£389,231.24
Other initiatives	-
Total	£4,147,651.33

- 4.6 Alongside the improvements has been the continual learning and building of the asset inventory and its condition. Most notably, two surveys to understand the highway gully network and the footway network. Both now completed have provided intelligent data which will allow us to reshape services that are based on local needs and that are

sustainable for the future. A risk-based approach will be applied to each asset to ensure locations are prioritised which provide the greatest impact.

- 4.7 Most notably in September 2021, the Highways Maintenance Service was also awarded the APSE Annual Service Award for Best Service Team in Highway Maintenance. This was in recognition of the efforts the team had made in delivering an ambitious programme of improvements, following a clear strategy.

Public/stakeholder engagement

- 5.1 As part of the on-going development of future works programmes it is intended that draft programmes will be compiled in November preceding the in-year delivery period. This will enable proposals to be shared with internal teams to allow for collaboration or identify clashes. It will also allow presentation to other works promoters i.e., utility companies and proposals to be presented to Neighbourhood Boards.

- 5.2 During Spring 2022, it is hoped pending covid restrictions, to re-establish our face-to-face customer feedback with the public on our performance on schemes completed, as well as how we are performing as a local authority on highway repairs.

Other options

- 6.1 An alternative option would be to not follow adopted asset management principles, i.e., carrying out work with all available budget on a 'worst first' basis or on request. This could mean optimum treatments such as preventative maintenance, e.g., surface dressing or micro asphalt (where intervening early delays significant deterioration and delays the need for significant costs, by applying whole life principles earlier in the life of the asset) are not prioritised. By undertaking a 'worst first' policy, the deterioration of assets would be quicker and would ultimately cost the authority greatly in the longer term.

Financial and value for money issues

- 7.1 An element of the £9m will need to be slipped to 22/23 to plan, design and deliver schemes that are season dependent, but this will be kept to a minimum.

Legal implications

- 8.1 All work on the highway continues to contribute to our statutory duty under the Highways Act 1980, plus a commitment to comply with the New Roads and Street Works Act 1991 in order to demonstrate parity with other works promoters.

Climate implications

- 9.1 Highway Asset Management is one of the themes in the Climate Change Action Plan and hosts a wide range of actions to ensure the Council are proactively considering, where practicable, low-carbon materials and alternative application processes or power options for vehicles and plant.
- 9.2 Preparation of forward programmes early in the preceding in-year delivery period allows for greater consideration and planning of alternative treatment types and allows

for the in-depth planning and preparation of innovative work where materials may be recycled and re-used or lower temperature materials specified. Programmes can be developed to allow for greater integration and sequencing further reducing on-going costs. Early intervention with preventative treatments will also provide the opportunity to reduce our carbon output.

Other significant implications

- 10.1 The £9m investment is acknowledged as a one-off initiative. The capital budget allocation for highway maintenance work will return to the region of £3.2million, plus any available pothole grant. The progress made on improving the network would lose momentum.

This report has been approved by the following people:

Role	Name	Date of sign-off
Legal Finance Service Director(s) Report sponsor	Samantha Dennis – Director of Public Protection and Streetpride	
Other(s)	David Kinsey – Head of Highway Asset Management, Grounds Maintenance and Arboriculture	
Background papers:		
List of appendices:	Powerpoint Presentation	