



DERBY CITY COUNCIL

PLANNING & TRANSPORTATION
COMMISSION
9 MARCH 2010

ITEM 8

Report of the Corporate Director of
Regeneration and Community

Highways Maintenance Update; Derbyroads Partnership and Highways Asset Management Plan (HAMP)

RECOMMENDATION

1. To consider the information.

SUPPORTING INFORMATION

- 2.1 The purpose of this report is twofold:
 - To give Members a progress report on the Derbyroads Contract
 - To give Members information on the progress of creating a Highways Asset Management Plan (HAMP) for the Council

In addition Members will be advised of progress being made in taking forward some of the items covered by the Commission's Review of Highways and Footways, undertaken in 2008.

Derbyroads Contract

- 2.2 Considerable progress has been made in improving the performance of this contract, which commenced in 2007. The contractor was initially Alfred McAlpine, but they were subsequently taken over by Carillion in early 2008. The resulting Derbyroads partnership is now delivering a Transformational Route Plan, covering some 16 projects. More information on these projects and their progress will be given in a presentation at the meeting.
- 2.3 One of the key activities of the Partnership has been to undertake an action plan to reduce the amount of outstanding routine and reactive permanent repair work to defects on the road network to a background level. This commenced in July 2009 with a complete re inspection of the highway network to identify and mark out areas needing repair. The results of this were that there was considerably more work needed than anticipated and as a result costs have increased and the programme for completion has had to be extended.
- 2.4 The situation at the end of February was that over 55% of the work identified in inspections undertaken from July to December 2009 has now been done on site. The remainder should be done by July 2010. This timetable has been pushed back by the unusually severe winter

weather which stopped work for a period in January. Winter weather is one of the main causes of road deterioration but the amount of damage caused in Derby will only be established during the next six monthly inspection of our roads which started in January. However it is anticipated that it will inevitably add to the amount of repairs needed, probably to a value of around £500,000. The final revenue budget provision for 2010/11 therefore now includes a £500,000 'one-off' amount to this value for urgent reactive maintenance and a winter maintenance contingency.

- 2.5 The six month inspection, carried out last year, marked out around 85% of the city's busier roads for permanent repair. The remaining 15% will be marked out by July 2010. Prior to the severe winter it was anticipated that outstanding routine and reactive permanent repair work to defects on the road network to a background level would be complete by September 2010. This date is now more likely to be November 2010, taking into account the delay and additional defects caused by the recent winter weather.
- 2.6 When the previous contract with Morrison Highways Maintenance ended in 2007. Members will recall that there had been problems with the productivity of the workforce and the quality of their work. Carillion have since made substantial changes to their personnel and working methods. Some members of the Commission visited the contractor's depot and site works at the end of 2009 and saw first hand the improvements that have been made in these former problem areas. In addition the outstanding repair action plan includes an innovative "pain / gain" mechanism whereby any savings made in productivity, over a base model, are shared equally between the Council and the Contractor. Savings of around 5% are being shared for the work so far undertaken.

Creation of a Highways Asset Management Plan (HAMP)

- 2.7 As part of the Local Transport Plan Highway Authorities are now required to produce highway asset management plans. This has been a slowly evolving process nationally over the last few years and we are still in a position where there isn't any definitive national guidance on their content. They are complex in nature and require considerable input. The Council have engaged a consultant called EXP to assist it in this work. The Director of EXP is one of the most authoritative and respected voices on HAMPs in this country, having worked in Australia and New Zealand where HAMPs have been in operation for several years.

2.8 We are preparing a HAMP containing the following sections

- **Network Definition**
- **Goals and Objectives**
- **Highway Policies**
- **Levels of Service and Performance Management**
- **Lifecycle Plan Development**
- **Asset Lifecycle Planning (including Long Term Funding Needs)**
- **Risk Management and Option Appraisal**
- **Forward Works Programme**
- **Financial (asset investment plans)**
- **Works and Services Delivery**
- **Business Processes**
- **Plan Control and updating**

A presentation will be given at the meeting describing briefly what the purpose of each section is.

2.9 At present the Plan is being prepared to include the following highway assets:

- Carriageways
- Footways and cycle ways
- Structures
- Drainage
- Traffic Signals
- Pedestrian signals
- Electronic systems
- Arboricultural
- Street Lighting
- Safety Barriers
- Land

2.10 Some early data is now emerging from this HAMP development. A figure has now been calculated for the Gross Replacement value of the highway asset and this comes to £1,035,690,000. Appendix 2 shows how each asset value contributes to this total.

- 2.11 Initial work on long term funding needs has also been completed and the results of this are shown in Appendix 3. This shows the amount of money calculated to be required in each of the years up to 2029 to maintain all of our highway assets to their current level of defects (assuming completion of the action plan to reduce the outstanding routine and reactive permanent repair work to defects on the road network to a background level) This is shown in graph form in Appendix 4 and demonstrates the increasing funding needed for planned maintenance if road conditions and associated infrastructure are not to deteriorate further.
- 2.12 The capital spend on planned maintenance within the Local Transport Plan over the last three years has been steadily increasing with figures of £1,258,000, £1,770,000 and £2,564,000. The amount available in the 2010/11 Plan is £ 2,930,000. Although the amount is increasing it can be seen that there is still a substantial gap between actual and required funding levels just to “stand still”. If highway conditions are to improve the gap obviously becomes greater still.
- 2.13 It should be stressed that the figures in Appendix 3 are based on a number of assumptions and will need refinement as the HAMP is developed. However there is confidence that the order of magnitude of the projected figures is correct. The difference in the level of funding that has been provided in recent years compared to that required is further evidenced by the current size of the “preparation pools” for carriageway and footway resurfacing and reconstruction schemes. The estimated value of works required in these pools is currently £14,000,000 for carriageways and £7,600,000 for footways.
- 2.14 With the forthcoming squeeze that’s expected in public spending the likelihood is that LTP funding could be reduced. The inference of this is that to maintain an increase in planned maintenance there will be less available for other transport improvements. An application has recently been submitted to seek additional funding, for planned maintenance, from the Council’s own Capital Funding Programme.

Commission’s Review of Highways and Footways

- 2.13 The Commission received a report in 2008, following an investigation into relative funding levels and performance for highways maintenance across some other similar highway authorities. The report also included the results of a public consultation exercise, by ward, on the levels of satisfaction with maintenance standards in the city.
- 2.14 For the first of these aspects results were inconclusive on budgets and performance comparison (via BVPIs) was hampered by changes being made nationally on data collection methods.

- 2.15 For satisfaction levels Members noted the significant differences between wards and asked that consideration be given to adjusting spending to reflect these differences.
- 2.16 As reported subsequently to Members in October 2009 the Council has now joined a national survey of public perceptions on road and transport services. The first results for Derby were received last November and Appendix 5 shows a summary of the results for the 26 areas studied. It will be seen that the lowest result for the city was for “Overall satisfaction with the condition of highways (roads and pavements)” The survey covers 30 other unitary authorities and the overall results for this indicator are included at Appendix 6. It will be seen that satisfaction is consistently low with no authorities reaching the “fairly satisfied” level.
- 2.17 It is proposed to contact some of the other authorities who have the highest satisfaction levels, across the various issue areas, to see if there are lessons to be learnt. Some of the increased satisfaction may simply be down to greater expenditure but it may also be as a result of better working methods which Derby could learn from.
- 2.17 The survey results can also be analysed by ward. The initial results of work being done to compare residents perceptions of road conditions with actual levels of deterioration will be described at the meeting

For more information contact:

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Background papers:

None

List of appendices:

Appendix 1 – Implications

Appendix 2 – Asset contribution to Gross Replacement Cost

Appendix 3 – Long Term Funding Needs – as at February 2010

Appendix 4 – Long Term Funding Needs – (graph form) as at February 2010

Appendix 5 – National Highways and Transport Public Satisfaction Survey 2009 – overall results for Derby City Council

Appendix 6 – National Highways and Transport Public Satisfaction Survey 2009 – overall satisfaction with the condition of highways

IMPLICATIONS

Financial

1. The initial results of the HAMP indicate that considerable extra funding needs to be applied to the planned maintenance of Derby's highway infrastructure in the future if levels of deterioration are not to increase.

Legal

2. None arising from this report.

Personnel

3. None arising from this report.

Equalities impact

4. Effective scrutiny will benefit all Derby people.

Corporate Priorities

The maintenance of the city's highways contributes to the Councils 2009-12 priorities and associated outcomes of:

- Creating a 21st Century city centre

The work on the HAMP contributes to:

- Giving you excellent services and value for money

Appendix 2 Asset contribution to Gross Replacement Cost

Please note: this is work in progress

Year	Carriageways	Footways and Cycleways	Bridges and other Structural Infrastructure	Drainage	Traffic Signals	Pedestrian and Cycle Signals	Electronic Systems	Arboriculture	Street Lighting	Safety Barrier, guardrail and street furniture	Total (Carriageway in steady state)
GRC	£458,987,000	£221,127,000	£261,000,000	£3,616,000	£5,700,000	£4,900,000	£3,300,000	£1,500,000	£49,600,000	£2,500,000	£1,012,230,000
									ha	£ per ha	Value
									Land 782	£30,000	£23,460,000
										TOTAL	£1,035,690,000

Note: Land value rate yet to be advised by CIPFA – the value used is for indicative purposes only.

Appendix 3

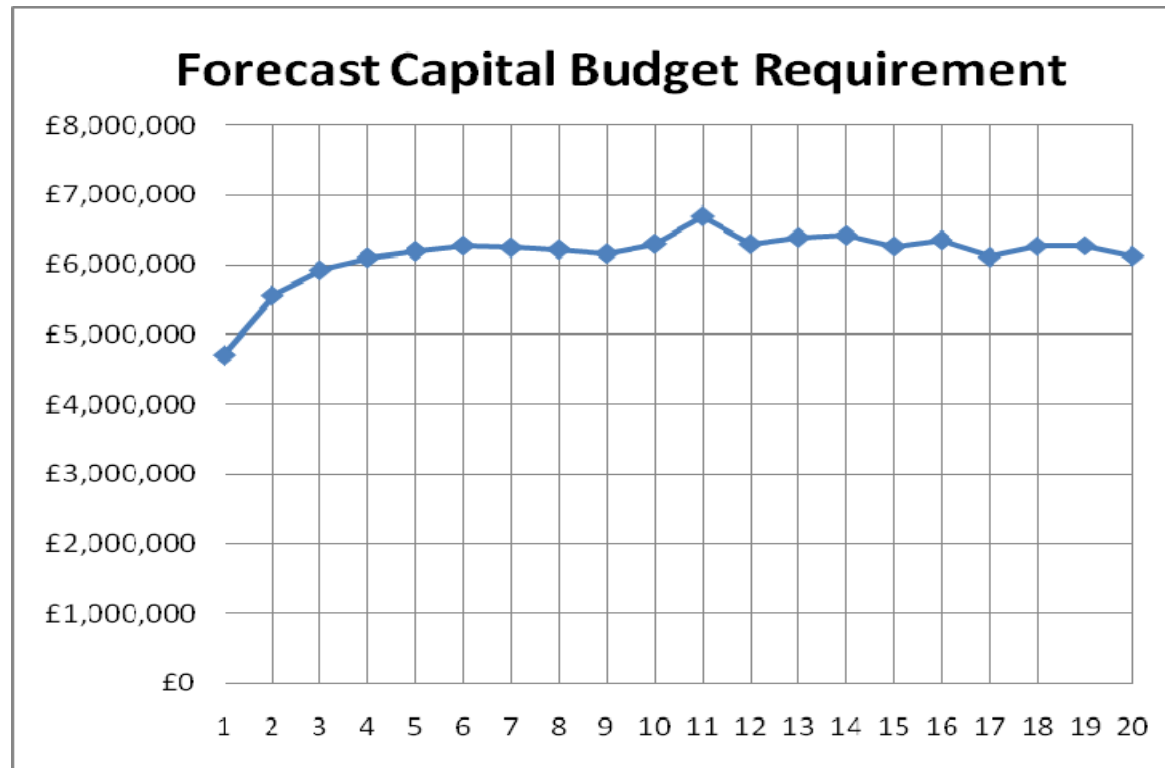
Highway Infrastructure – long term funding needs over next 20 years (as at February 2010)

Please note: this is work in progress

Year	Carriageways	Footways and Cycleways	Bridges and other Structural Infrastructure	Drainage	Traffic Signals	Pedestrian and Cycle Signals	Electronic Systems	Arboriculture	Street Lighting	Safety Barrier, guardrail and street furniture	Total (Carriageway in steady state)
2010	£997,654	£1,341,800	£1,960,200	£83,400	£150,000	£120,000	£25,000	£6,500		£20,000	£4,704,554
2011	£1,864,211	£1,341,800	£1,960,200	£83,400	£90,000	£140,000	£55,000	£6,500		£20,000	£5,561,111
2012	£2,194,439	£1,341,800	£1,960,200	£83,400	£140,000	£140,000	£35,000	£6,500		£20,000	£5,921,339
2013	£2,422,112	£1,341,800	£1,960,200	£83,400	£140,000	£100,000	£25,000	£6,500		£20,000	£6,099,012
2014	£2,489,407	£1,341,800	£1,960,200	£83,400	£60,000	£180,000	£55,000	£6,500		£20,000	£6,196,307
2015	£2,496,063	£1,341,800	£1,960,200	£83,400	£140,000	£200,000	£25,000	£6,500		£20,000	£6,272,963
2016	£2,469,450	£1,341,800	£1,960,200	£83,400	£140,000	£200,000	£25,000	£6,500		£20,000	£6,246,350
2017	£2,413,731	£1,341,800	£1,960,200	£83,400	£150,000	£180,000	£65,000	£6,500		£20,000	£6,220,631
2018	£2,334,230	£1,341,800	£1,960,200	£83,400	£150,000	£200,000	£65,000	£6,500		£20,000	£6,161,130
2019	£2,292,199	£1,341,800	£1,960,200	£83,400	£320,000	£200,000	£75,000	£6,500		£20,000	£6,299,099
2020	£2,241,506	£1,341,800	£1,960,200	£383,000	£410,000	£280,000	£55,000	£6,500		£20,000	£6,698,006
2021	£2,168,934	£1,341,800	£1,960,200	£83,000	£370,000	£320,000	£25,000	£6,500		£20,000	£6,295,434
2022	£2,150,544	£1,341,800	£1,960,200	£83,000	£470,000	£320,000	£35,000	£6,500		£20,000	£6,387,044
2023	£2,110,723	£1,341,800	£1,960,200	£83,000	£560,000	£280,000	£55,000	£6,500		£20,000	£6,417,223
2024	£2,074,439	£1,341,800	£1,960,200	£83,000	£370,000	£380,000	£25,000	£6,500		£20,000	£6,260,939
2025	£2,054,153	£1,341,800	£1,960,200	£83,000	£460,000	£400,000	£25,000	£6,500		£20,000	£6,350,653
2026	£2,040,460	£1,341,800	£1,960,200	£83,000	£280,000	£320,000	£55,000	£6,500		£20,000	£6,106,960
2027	£2,027,675	£1,341,800	£1,960,200	£83,000	£470,000	£320,000	£35,000	£6,500		£20,000	£6,264,175
2028	£2,014,760	£1,341,800	£1,960,200	£83,000	£460,000	£320,000	£65,000	£6,500		£20,000	£6,271,260
2029	£2,006,340	£1,341,800	£1,960,200	£83,000	£320,000	£280,000	£105,000	£6,500		£20,000	£6,122,840

Highway Infrastructure – long term funding needs over next 20 years (as at February 2010)

Please note: this is work in progress

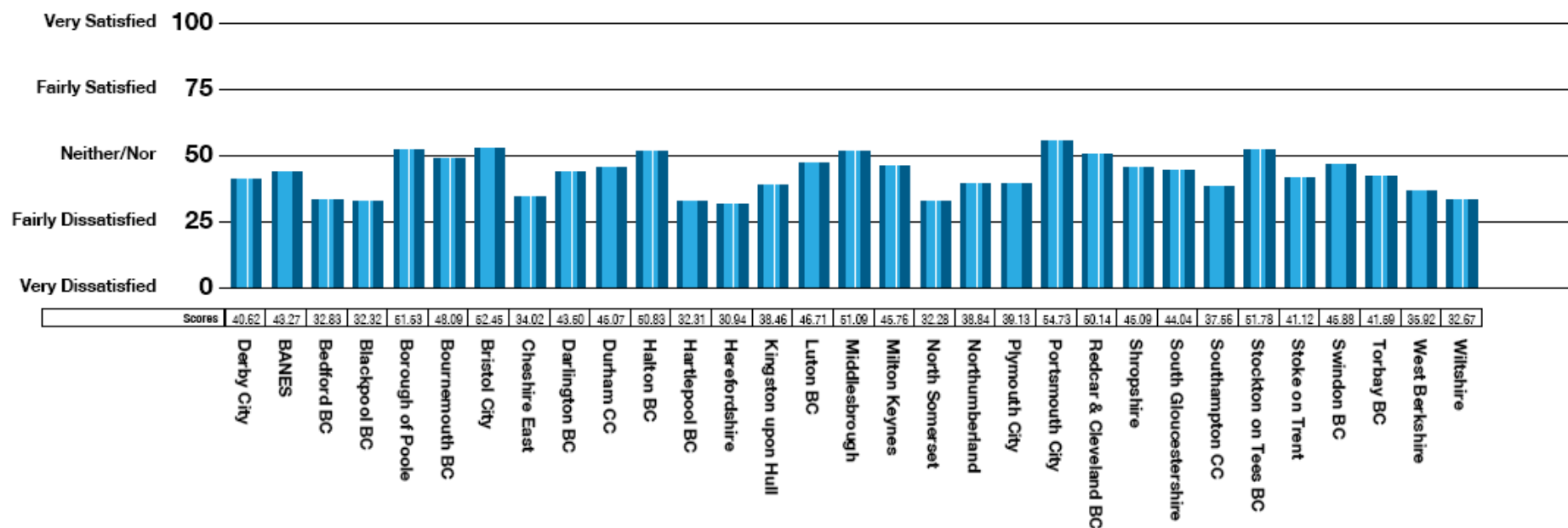


Appendix 5

National Highways and Transport Public Satisfaction Survey 2009 Overall results for Derby City Council

Indicator Reference	Benchmarking Indicator	Score (out of 100)	Ranking (of 76)	Scope to Improve	UA rank (of 31)	Year on Year
01. General KBI						
KBI 01	Overall Satisfaction with Highways and Transport (against local importance)	57.70	22	+4.14	11	
KBI 02	Overall Satisfaction with Highways and Transport (against national importance)	57.82	21	+4.00	11	
02. Accessibility KBI						
KBI 03	Ease of Access to Key Services (All People)	78.16	32	+4.84	15	
KBI 04	Ease of Access to Key Services (People with disabilities)	71.70	46	+8.22	19	
KBI 05	Ease of Access to Key Services (No car households)	76.99	22	+7.50	6	
03. Public Transport KBI						
KBI 06	Overall Satisfaction with Local Bus Services	68.10	9	+6.19	3	
KBI 07	Satisfaction with Local Bus Services (BVPI 104)	70.95	13	+5.73	3	
KBI 08	Satisfaction with Local PT Information (BVPI103)	54.84	23	+9.27	6	
KBI 09	Satisfaction with Local Taxi (or mini-cab) Services	71.18	14	+5.97	7	
KBI 10	Overall Satisfaction with Community Transport, eg Dial-a-Ride and volunteer cars.	59.93	21	+3.87	6	
04. Walking/ Cycling KBI						
KBI 11	Overall Satisfaction with Pavements and Footpaths	53.55	49	+16.19	20	
KBI 12	Satisfaction with specific aspects of Pavements and Footpaths	55.83	45	+10.28	20	
KBI 13	Overall Satisfaction with Cycle Routes and Facilities	54.81	17	+13.17	11	
KBI 14	Satisfaction with specific aspects of Cycle Routes and Facilities	50.08	22	+8.73	13	
KBI 15	Overall Satisfaction with The Local Rights of Way Network	59.15	31	+3.61	16	
KBI 16	Satisfaction with specific aspects of The Local Rights of Way Network	53.14	39	+5.76	15	
05. Tackling Congestion KBI						
KBI 17	Overall Satisfaction with Traffic Levels and Congestion ie. queues	42.31	59	+18.26	20	
KBI 18	Satisfaction with Management of Roadworks	51.79	14	+2.96	9	
KBI 19	Satisfaction with Traffic Management	55.42	20	+3.24	9	
06. Road Safety KBI						
KBI 20	Overall Satisfaction with Road Safety Locally	59.95	23	+6.41	13	
KBI 21	Satisfaction with Road Safety Environment	55.33	24	+6.96	15	
KBI 22	Satisfaction with Road Safety Education	47.04	58	+10.21	22	
07. Highway Maintenance/ Enforcement KBI						
KBI 23	Overall Satisfaction with the Condition of Highways ie. roads and pavements	40.82	49	+19.06	19	
KBI 24	Satisfaction with Highway Maintenance	52.11	42	+9.44	19	
KBI 25	Overall Satisfaction with Street lighting	71.85	11	+4.21	6	
KBI 26	Highway Enforcement/ Obstructions	47.73	65	+15.10	28	

National Highways and Transport Public Satisfaction Survey 2009 Overall satisfaction with the condition of highways, i.e. roads and pavements



Top 5 Authorities

1	RB Kensington & Chelsea	59.68
2	Gateshead Council	57.80
3	Portsmouth City	54.73
4	Leicestershire CC	53.86
5	Newcastle City	52.55

Top 5 County Councils

1	Leicestershire CC	53.86
2	Cornwall	49.66
3	Nottinghamshire CC	46.98
4	North Yorkshire CC	46.44
5	Suffolk CC	45.53

Top 5 Unitary Authorities

1	Portsmouth City	54.73
2	Bristol City	52.45
3	Stockton on Tees BC	51.78
4	Borough of Poole	51.53
5	Middlesbrough	51.09