

HIGHWAY MAINTENANCE MEMBER WORKING GROUP

To: **Highways and Community Infrastructure**

Meeting Date: **6th October 2015**

From: **Executive Director Economy, Transport and Environment**

Electoral division(s): **All**

Forward Plan ref: **N/a** *Key decision:* **No**

Purpose: **To consider establishing a working group to review the County Council's approach to highway maintenance.**

Recommendation: **The Committee is recommended to:**

- a) agree to establishing a working group with terms of reference as set out in Appendix 1**
- b) agree which members should be on the working group.**

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1. BACKGROUND

- 1.1 Highway maintenance presently sits within the Local Infrastructure & Street Management Service (LISM) and is split across two teams; Highway Management (reactive maintenance) and Network Management (cyclic maintenance). The majority of the highway maintenance is currently carried out through our highway services contract with Atkins-Skanska, which is due to finish in April 2017.
- 1.2 Cambridgeshire County Council currently spends just under £7 million on maintaining the public highway, including public rights of way. Approximately 55% of this budget is spent on reactive maintenance (e.g. potholes, minor drainage works, small scale lining and signing etc.), with the remaining 45% spent on cyclic maintenance (e.g. grass cutting and surface treatment programmes and winter maintenance operations).
- 1.3 The County Council is under significant pressure to make substantial savings against its revenue spend over the next five year period to 2020-21. In order to achieve the scale of savings required, the council is moving towards a new operating model based on outcomes. As part of this shift the current business planning process is taking a detailed look at those business areas reliant on large elements of revenue funding, of which highway maintenance is one.

2. PROPOSAL

- 2.1 Following discussion at Spokes, it is proposed to set up a Member working group, with the support of relevant officers, to take a detailed look at the County's approach to highway maintenance and in particular community involvement in that, with the aim of driving down costs, identifying and building community resilience and increasing understanding of where the money is spent (e.g. pot holes, grass cutting, lining etc.) and on what (materials, traffic management, process etc.).
- 2.2 It is anticipated that the working group will operate within the context of both the Council's approved Asset Management approach and it's links to future funding from Central Government; as well as the Council's outcomes based operating model. The proposed terms of reference for the working group are set out in **Appendix 1**.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

A well maintained highway helps provide efficient infrastructure to enable the local economy to prosper, facilitating people to gain access to skills and jobs. This proposal will help develop proposals for protecting as much of the Council's highway maintenance work despite the budget cuts.

3.2 Helping people live healthy and independent lives

A well maintained highway enables people to go about their daily lives in a safe and efficient manner, making it easier for people to access services.

3.3 Supporting and protecting vulnerable people

A well maintained highway improves accessibility for carers and support services to attend vulnerable people as required.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

Significant budget cuts will inevitably mean less resource for highways maintenance. This proposal seeks to secure ways of delivering more with less to ensure highways are as well maintained as possible within resource constraints.

4.2 Statutory, Risk and Legal Implications

There are no significant implications for this category at this stage, but implications may arise subject to the outcome of the Member working group discussions.

4.3 Equality and Diversity Implications

There are no significant implications within this category.

4.4 Engagement and Consultation Implications

There are no significant implications for this category at this stage, but implications may arise subject to the outcome of the Member working group discussions.

4.5 Localism and Local Member Involvement

Highway maintenance plays a key role in the vitality of a local community and its links to other areas and services. Local Member and community input and support is essential to agreeing a sustainable approach. Specific implications for this category are dependent on the outcome of the review.

4.6 Public Health Implications

There are no significant implications within this category.

Source Documents	Location
Draft Terms of Reference	Appendix 1