

**CAMBRIDGESHIRE HIGHWAYS ANNUAL REPORT**

**To:** Highways and Community Infrastructure Committee

**Meeting Date:** 1<sup>st</sup> September 2015

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

**Electoral division(s):** All

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

**Purpose:** The attached report looks back at the last twelve months (2014/15) of the highways services contract and provides a summary of how the contract has performed.

**Recommendation:** That the performance of the highways contract is noted.

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## **1. BACKGROUND**

- 1.1** Cambridgeshire Highways is a partnership between Cambridgeshire County Council and Skanska. The work covered by the contract includes design and operational services for a variety of highway maintenance and major infrastructure work.

## **2. SUMMARY OF PERFORMANCE DURING 2014/15**

### **2.1 Routine Maintenance**

Cambridgeshire Highways processed and completed almost 10,000 orders during the 2014/15 period. These orders are for a variety of jobs, ranging from pothole repairs and gulley cleaning to tree maintenance and attendance at road traffic accidents.

Crews completed 100 gritting treatments to roads, footways, cycleways and bridges over the winter season. Brine tanks have now been installed at all of the County Council's depots, allowing for a more effective and efficient way of spreading salt.

We are constantly looking to innovate to improve service efficiencies and reduce costs. One example is the introduction of a pothole patching vehicle, which repairs potholes twice as fast as traditional methods and incurs substantially lower costs.

Cambridgeshire's Highway Infrastructure Asset Management Plan (HIAMP), which sets out how the public highway asset is to be managed and maintained, has been developed for implementation from April 2015. Together with the Highway Asset Management Policy and Strategy, the plan supports a more preventive approach to highway management, resulting in efficiency savings by maximising the lifecycle of highway assets. In addition, the asset management plan is essential to maximise funding from central government, i.e. our allocation would most likely be reduced without this long term approach.

### **2.3 Highway Fault Reporting**

Resource pressures combined with the existing highways fault reporting tool nearing the end of its life, presently result in concerns regarding the team's capacity to deal efficiently with reported faults. Work to provide a new fault reporting solution is currently ongoing, with a view to having a new tool in place by the end of 2015, as is further work to continue embedding the HIAMP and our new approach to dealing with defects.

### **2.4 Major Projects**

Throughout 2014/15, major projects have been designed and delivered. Examples include the Cambridge Guided Busway Extension, Cambridge arterial cycleways, and King's Dyke and Ely crossing schemes.

### **2.5 Performance**

Performance is measured across the service. The last twelve months has seen a significant increase in performance levels, with improvements made in several key areas, most notably health & safety

and programming of works. Measures of public satisfaction with our works and service have increased slightly with 97% of people satisfied with the finished job. KPIs have been reviewed to ensure we are continuing to measure appropriate and critical aspects of performance.

Integration is helping to deliver efficiencies and improve outcomes, e.g. co-location of Council / contractor teams.

## 2.6 Health & Safety

The health and safety of the public, employees and supply chain personnel remains an important area of focus. A number of initiatives throughout the year promote a health and safety culture, which in turn helps to create a safe working environment. Our health and safety statistics have improved over the course of the year and are better than the industry average.

## 2.7 Planning & Programming

A longer term approach has been developed for the Transport Delivery Plan, providing a three year programme containing all capital maintenance and improvement schemes. A number of improvements have been made to the way we plan and coordinate activities. A master programme has been developed, through collaborative planning with all stakeholders. The programme is being used to identify potential efficiencies through clashes between different types of work. Teams delivering cyclic works have been issued with hand held devices to record progress. A trial of a geographical representation of the programme has been held with a view to making real-time information on works activities available to the public.

## 2.8 Community Engagement

By engaging with communities through events and campaigns, we have promoted awareness of safety issues relating to use of the highway network. Examples include a radio campaign to highlight risks at road works, a driver education event to highlight dangers when driving and a cycle safety event aimed at University of Cambridge students.

Cambridgeshire Highways teams were heavily involved in preparing for the 2014 Tour de France, ensuring that challenges were overcome to ensure the event ran as smoothly as possible. The Integrated Highways Management Centre acted as the main point of contact on race day.

## 2.9 Efficiencies & Innovation

By continuously re-evaluating the way we work, just under £2 million of efficiency savings have been achieved during 2014/15; comprising £1,183,562 of revenue savings and £799,137 of capital savings. Savings have been made in a variety of ways, including combining multiple activities into fewer visits, introducing new methods and processes, bringing more activities in-house, making better use of plant and reusing materials.

### **3. ALIGNMENT WITH CORPORATE PRIORITIES**

#### **3.1 Developing the local economy for the benefit of all**

The Highway Services contract is a key vehicle for delivering many of the objectives of the Local Transport Plan, implementing road, footway, cycleway and public transport improvement projects to ensure that our communities can function efficiently and effectively.

#### **3.2 Helping people live healthy and independent lives**

Through the delivery of footway, cycleway and Rights of Way projects, this contract contributes to our communities being able to live healthy independent lives.

#### **3.3 Supporting and protecting vulnerable people**

Through the delivery of road safety improvements, this contract contributes to supporting and protecting vulnerable people.

### **4. SIGNIFICANT IMPLICATIONS**

#### **4.1 Resource Implications**

On average, we spend £5 million per year maintaining our highway network. This includes all repairs and maintenance from grass cutting to pothole filling. A further £10 million is typically spent each year on improving the network, covering activities such as major road resurfacing and bridge strengthening. Around £2 million is spent each winter on gritting roads and footways. When all of these activities are combined with the development and design of major projects, the annual spend over 2014/15 was £35 million.

#### **4.2 Statutory, Risk and Legal Implications**

There are no significant implications within this category.

#### **4.3 Equality and Diversity Implications**

There are no significant implications within this category.

#### **4.4 Engagement and Consultation Implications**

The teams within the Local Infrastructure and Street Management service actively ensure that engagement and consultation with communities is integral to our work. Recent initiatives such as highway drop in sessions at the local Community Hubs have proved a successful way of liaising with our communities on highway issues.

#### **4.5 Localism and Local Member Involvement**

This contract is the key method of developing and delivering Local Highway Improvements. This Initiative empowers communities to take forward highway improvements through contributing to the cost of locally important highway improvements. Through the contract we also work with communities who are active in volunteering – such as the highway warden scheme and the winter volunteers.

Members are actively involved with the contract on a day to day basis – be it through their District Highway Manager and Local Highway Officer

for everyday highway issues, or through the many other aspects covered by the contract (such as road safety, highway and bridge improvements, street works, development management, traffic management.)

#### **4.6 Public Health Implications**

Through the provision of infrastructure that encourages active travel, the contract contributes to the public health agenda. In addition, our road safety work contributes to ensuring that the number of people killed or seriously injured on our roads is reducing on an annual basis.

Source Documents	Location
Not applicable.	