

Urban Environment

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Director of Urban Environment Niall Bolger



Haringey Council

Agenda item:

Report to Overview and Scrutiny Committee

on 22 October 2007

Report Title: **Progress Update on the Scrutiny Review of repairs to highways and footpaths.**

Report of: **Niall Bolger, Director of Urban Environment**

Wards(s) affected: **All**

Report for: **Non Key decision**

1. Purpose

1.1 To report on progress in achieving the recommendations of the March 2006 Scrutiny Report on repairs to highways and footpaths.

2. Recommendations

It is recommended that the Committee:

2.1 Notes progress to date in addressing the recommendations of the scrutiny report on repairs to highways and footpaths.

2.2 Notes the further action to be taken.

Report Authorised by: **Niall Bolger, Director of Urban Environment**

A handwritten signature in black ink, appearing to read 'N Bolger', written over a horizontal line.

Contact Officer: **Mike Tobin, Interim Head of Highways Services : Telephone: 0208 1777**

3. Local Government (Access to Information) Act 1985

Background documents:

3.1 Executive Responses to Scrutiny Review of Repairs to Highways – 25 July 2006

3.2 Streetscene Business Plan 2007/8

4. Strategic Implications

- 4.1 The Government's national target to resolve the current backlog of highways maintenance is 2010. Improving the condition of the road infrastructure is a priority in the Council Plan and measures of improving the condition of roads and pavements are key performance indicators. The recommendations of the Scrutiny Report can contribute to achieving this priority and improved performance.

5. Financial Implications

- 5.1 A number of recommendations of the Scrutiny Review relate to the development of a Highways Asset Management Plan and using this to secure additional investment for pavements and carriageways. This longer term investment needs have yet to be agreed by the Council.
- 5.2 The 2007/08 budget allocation for the planned maintenance of roads and pavements is £1.445m. This budget is currently been used to implement schemes approved in the Highways work plan and that will contribute towards improving the best value performance indicators for roads and pavements.

6. Legal Implications

- 6.1 The Highway Authority has a duty of care under The Highways Act 1980 to maintain the public highway for safe use by all.
- 6.2 The New Roads and Street Works Act 1991 (NRSWA) make Utility Companies entirely responsible for the management of their street works. The legislation empowers local highway authorities to improve co-ordination of road works to the benefit of road users and residents.
- 6.3 The Traffic Management Act 2004 places a statutory duty on all local authorities to expedite the movement of traffic (including pedestrians and cyclists) safely on its own and the networks of neighbouring boroughs and Transport for London's network.

7. Equalities Implications

- 7.1 The Council's Equal Opportunities Policy requires services to be provided to all stakeholders. It is therefore imperative that highway locations are adequately maintained to ensure safe use by all categories of highway users.
- 7.2 The Disability Discrimination Act also requires highway authorities to ensure that safe access is provided disabled users of the public highway. It is important that highway locations are adequately maintained to avoid contraventions of the stipulations of this Act

8. Consultation

8.1 N/A

9. Background

- 9.1 Overview and Scrutiny conducted a review of the council's process and procedures for repairs to highways and footpaths in March 2006. The purpose of the review was primarily to focus on repairs; maintenance and communication issues affecting the Highways Service.
- 9.2 A report containing the executive responses to the report's recommendations was presented to the Cabinet of the Council in July 2006. The Cabinet agreed the report's recommendations and requested that these are incorporated within the Streetscene Business Plan for 2007/08.
- 9.3 The 2007/08 Streetscene Business Plan was produced in April 2007 and contains actions to take forward these recommendations. An update of progress in implementing the recommendations and further action planned are detailed in Appendix 1 to this report.
- 9.4 Results of best value performance indicators generated from the annual condition survey conducted in 2006 are detailed Appendix 2. The best value indicators are the percentage lengths of highway that have exceeded the point where structural repairs must be considered.

10. Conclusion

- 10.1 Improving the condition of the road network and infrastructure is a key priority for the council and the recommendations detailed in the Scrutiny Report have provided a useful contribution towards improving our services delivered to achieve this aim.
- 10.2 It is recommended that the Committee notes progress on the recommendations of the scrutiny report and further action planned.

11. Use of Appendices / Tables / Photographs

Appendix 1 – Update on implementation of recommendations of the Scrutiny Review on repairs to highways and pavements in Haringey

Appendix 2 – Summary of 2006 Best Value Performance Indicators

APPENDIX ONE
Update on implementation of recommendations of the Scrutiny Review on repairs to highways and pavements in Haringey

Summary of Recommendation	Updated Comments (Oct. 2007)	Future Actions
<p>1. Utilise Asset Management Plan to secure appropriate investment in infrastructure.</p>	<p>A draft highway asset management plan has been produced. Key areas of the plan include;</p> <ul style="list-style-type: none"> • IT Systems • Procurement options • Survey information • Inventory Information 	<p>A report will be forwarded to the Cabinet of the council in the new year to detail financial implications of implementing actions proposed in the Asset Management Plan.</p>
<p>2. Explore alternative funding for maintenance of road network.</p>	<p>This is being explored as part of the development and implementation of the recommendations contained in Highways Asset Management Plan.</p>	<p>As above</p>
<p>3. Prioritise future budgets so that better value for money can assist the department's move towards robust system of maintenance.</p>	<p>A substantial bid has been submitted for budget allocation in the 2008/09 capital bid programme to implement an integrated programme of maintenance of the highway infrastructure.</p>	<p>If funding is successful we will utilise budget allocations from the successful capital funds to implement an integrated programme of planned maintenance of highways, pavements and drainage</p>

Summary of Recommendation	Updated Comments (Oct. 2007)	Future action
<p>4. Review practice of continual patching of defective surfaces just below intervention levels.</p>	<p>Current investments limit the amount of locations that can be treated annually. With the asset management plan and long term integrated works programme in place defective locations identified via actual deterioration models will be treated in accordance with best practice</p>	<p>As above</p>
<p>5. Consider how life spans of highway locations can be prolonged & financial implications of changes in materials or practice to achieve this.</p>	<p>Streetscene is considering this as part of the development of the Asset Management Plan. Life spans of highway can be prolonged by carrying out total reconstruction of roads and pavements. The cost of total reconstruction is about five times the cost of conventional surface replacement.</p>	<p>Future mitigation of highway deterioration will be addressed through implementing an integrated forward works programme that is linked to the recommendations contained in the Highways Asset Management Plan.</p>
<p>6. Ensure housing developers reimburse the council for costs incurred to repair damage they cause to highway locations.</p>	<p>Highways have been successful in ensuring that large scale developments secure approval to construct temporary footway crossings to during construction. A appropriate deposit is secured and costs incurred in repairing damaged sections is recovered from this amount.</p>	<p>Streetscene will continue to improve liaison and communication with Development and Building Control departments to ensure all small scale domestic developments are notified and appropriate deposits secured to cover repairs to damaged highway</p>

Summary of Recommendation	Updated Comments (Oct. 2007)	Future action
<p>7. The Arboricultural section should adopt best practices for tree management & maintenance</p>	<p>There is currently a Trees Management plan in place. Trees form part of the Asset Management Plan. Highway trees are inspected and maintained at specified intervals. Pro-active works to minimise nuisance issues are also undertaken as and when required. We are currently surveying the entire tree stock with a view to update the existing database.</p>	<p>Management of the trees will be improved through the tree survey and the actions identified as part of the Asset Management Plan.</p>
<p>8. Lobby TfL to secure additional budget allocations to finance damage caused by buses using minor residential roads.</p>	<p>The department actively pursues this at regular Traffic liaison meetings and this recommendation has been formally put to them for comments/action</p>	<p>Highways Services will continue to make representations to seek appropriate funding from TfL and if escalate the matter if necessary.</p>
<p>9. Explore strategies to involve Statutory Undertakers in agreeing co-ordinated approach to streetworks to ensure costs & disruptions are minimised.</p>	<p>We hold quarterly meetings for co-ordination of streetworks. This statutory requirement. Monthly or bi-monthly liaison meetings held for major schemes. LBH took part in TfL advance planning pilot with neighbouring boroughs and will use experience gained for future streetworks management.</p>	<p>We are arranging for future periodic meetings with Utilities to develop good working relationships and identify areas of mutual assistance.</p> <p>The most recent meeting was held on 09 October, one of the key actions agreed was for an annual meeting to be held to discuss longer term plans and the implications of the Traffic Management Act.</p>

Summary of Recommendation	Updated Comments (Oct. 2007)	Future action
<p>10. The Highways Services & Thames Water should undertake assessment of main drains to establish condition and long term implications of the borough's drainage system.</p> <p>11. All Statutory Undertakers undertaking work in the borough should leaflet all stakeholders with details of work, duration & contacts for emergencies.</p>	<p>This has been incorporated in proposals detailed in the council's highway Asset Management Plan.</p> <p>This practice is in place for major and planned works. Weekly leaders briefing also provided detailing ongoing/proposed works</p>	<p>Future condition surveys and assessments will be conducted as part of updating of inventory data with a view to identify areas for long term maintenance and upgrading.</p> <p>We have contacted all utility companies working in the borough to provide better information on project details on site, particularly and we will continue to monitor and enforce this rigorously.</p>
<p>12 Highways to review communication procedures involving stakeholders</p>	<p>Highways service is actively involved in Area based working which is also an initiative designed to improve communication links with stakeholders. 'A Road to improvement' survey has also been completed. This survey was designed to identify key areas for improvements as perceived by residents, over 3000 responses were received and this has helped to inform our PBPR submission.</p>	<p>We will be conducting future customer satisfaction surveys on some completed highway improvement schemes.</p> <p>We will also be looking at the Road to Improvement data survey in more detail.</p>