



AGENDA ITEM NO:6

CABOT, CLIFTON AND CLIFTON EAST NEIGHBOURHOOD PARTNERSHIP

31 March 2015

Title: Highways Maintenance Budgets Decision Making

Officer presenting report: Neil Terry – Area Manager

RECOMMENDATION

- To note the new process for Highways Maintenance Budgets Decision Making.

1.1 What has happened?

BCC Cabinet on the 3 March 2015 decided to return the decision making responsibility on how to spend the annual carriageway surface dressing budget and the annual footway resurfacing budget to Officers from April 2015 onwards.

1.2 Why is this change necessary?

We have developed a new Transport Asset Management Plan (TAMP) which will use survey data to make best use of the money available by working out what repairs need to be carried out and when.

This is particularly important as less money will be available to us from 2015 onwards, so we need to change the way that we work to spend the money that we do have as efficiently as possible. This will also provide us with more flexibility to co-ordinate with utilities and other works.

The previous system led to some instances where significant footway resurfacing works had to be funded from elsewhere as they cost more than the total budget held by individual Partnerships. Not carrying out works when they are needed increases the cost of managing problems as we have to

carry out response works to ensure that the area is safe. It is the footways budget that will benefit most from the new approach.

1.3 How will the new process work?

The new approach will involve a technical Footway Network Survey being undertaken. The findings from this survey will be fed into the new TAMP system alongside reported defects and feedback from Neighbourhood Partnerships. Highways will ensure that ward members and Neighbourhood Partnerships are asked to provide feedback at an appropriate time to ensure that it is included.

Once this has taken place, each Neighbourhood Partnership will be provided with clear information that explains whether their suggestions are included in the final citywide work programme and if not, the reason for this. This will enable the local community to gain a greater understanding of how maintenance decisions are made.

Overall, the level of meaningful involvement that each community has is expected to increase whilst Highways are given the flexibility needed to set the budgets and decide how the money is spent.

2 Update on Local Traffic Scheme Delivery

2.1 What has happened?

Full Council on the 17 February 2015 approved £500,000 to pay for the delivery of outstanding Neighbourhood Partnership, S106 and grant funded schemes.

2.2 What does this mean?

This funding is to get us up to date over the 18 months from April 2015 in terms of our Local Traffic Schemes work programme. We will be using agency staff and a new delivery model to make sure that we do not continue to have a backlog of commitments in future. Progress will be reported through the Traffic Choices website Tracker pages.