

Growth and Prosperity OSP  
Evidence Review

Highways Maintenance Task and Finish Group – 17 November 2010.

The Panel was informed that –

- (a) Amey worked in partnership with Plymouth City Council as an integrated team (Plymouth Transport & Highways); the partnership managed and maintained assets and services including 900 kilometres of roads, 1,530 kilometres of footways, 26,000 streetlights, 34,500 gullies and winter maintenance;
- (b) Plymouth City Council and Amey jointly planned and managed the delivery of services through an Annual Plan, Operations Board and Strategic Partnering Board;
- (c) a Capitalised Maintenance Team reviewed the maintenance budget to ensure that money was available for prioritised work;
- (d) a monthly report regarding the budget and current maintenance works was ratified and agreed by the Operations Board; this was then submitted to the Strategic Board which consisted of Amey and Plymouth City Council employees. The Cabinet Member was updated on a weekly basis as to the budget and maintenance works;
- (e) the current contract with amey was for a seven year period however this could be extended by a further three years; this contract was subject to annual review;
- (f) there was an overspend in the last year's maintenance budget for 2009/2010 which had been taken from the 2010/2011 budget;
- (g) the allocation of money for different maintenance budgets could be adapted in order to provide money where required; this was jointly determined by Plymouth City Council and Amey;
- (h) the current street lighting contract was up for renewal in 2013;
- (i) it was agreed with the City Centre Company where resources would be directed towards street furniture maintenance in the city centre;
- (j) there was a provision in the budget for insurance claims;
- (k) routine safety inspections were conducted by Plymouth Transport and Highways to identify defects; four routine maintenance gangs were available to perform repairs;
- (l) severe weather conditions had deteriorated the condition of the road network; this was also worsened by a reduction in maintenance spending in 2009/2010;

- (m) inspections in shopping areas were carried out on a monthly basis, main road inspections were carried out on a three monthly basis and districts were inspected on a 6-9 monthly basis;
- (n) Plymouth Transport and Highways had a 'priority list' for maintenance work – this was a live document which was continually added to as a result of inspections, the condition survey, Councillor feedback and complaints from members of the public;
- (o) work to be completed in the next five years would be in the Local Transport Plan 3;
- (p) within the Transport Department, Clive Perkin – Assistant Director for Transport, would make a decision on spending allocation;
- (q) the Transport Asset Management Plan was currently being developed and would highlight maintenance works, costs and future projects for the next 15 years;
- (r) vehicles known as Quick Change Bodies (QCB) were able to adapt to different types of work such as gulley cleaning and being used as a tipper lorry;
- (s) maintenance works carried out were audited by the British Standard Institute for Quality and Network Management;
- (t) auditors would check the operation on the network; this was an opportunity for improved working practice;
- (u) a new tracking system was installed on maintenance vehicles – this was a good audit tool as records were stored for 2 months and archived;
- (v) advice was currently sought from the Insurance team as to the number of maintenance inspections required.

Agreed that the following information be provided to the next meeting:

- 1) a breakdown of the Capital Programme;
- 2) a breakdown of maintenance works spent on Highways and Footways;
- 3) comparative information from other local authorities regarding maintenance budgets and benchmarking;
- 4) information on insurance costs and budget.