

Service Overview - Slough Borough Council

APSE Performance Networks Best Performer -
Roads, Highways and Winter Maintenance 2015



performance networks

www.slough.gov.uk
Slough
Borough Council

APSE performance networks

About Slough

Slough became a member of APSE in 2012

Awarded Best Performer in Roads, Highways and Winter Maintenance for year 17 (2014-15)

Highways Engineering is a division within the Regeneration, Housing and Resources Directorate, and are responsible primarily for keeping the highway network safe and unobstructed for all highway users.

Our vision statement is:

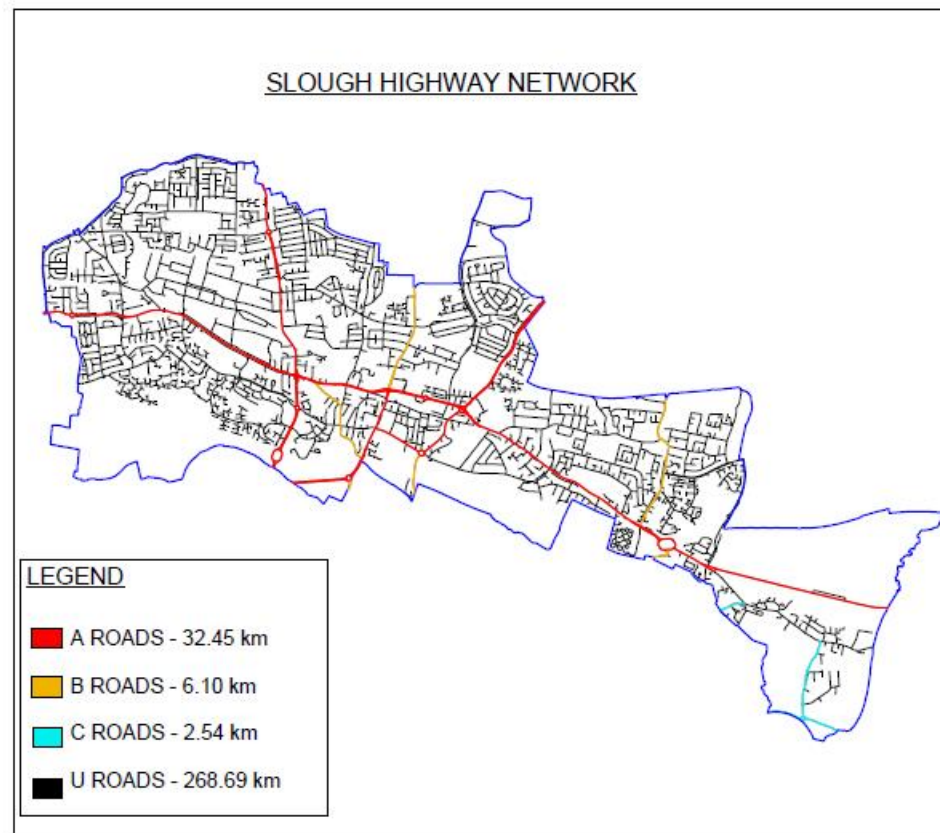
“To provide a safe well maintained highway minimising congestion delivered in the most efficient way adopting continual improvement and best practice principles to best serve the residents, business and visitors of Slough”

APSE performance networks

About Slough's network

Key Asset	Quantity
A, B & C Road Network	37 km
Unclassified Roads	270 km
Footways & Cycleways	647 km
Structures including culverts, gantries and large signage	65
Signalised Locations, including pedestrian crossings	130 nos
Street lighting columns	11,369 nos
Public Rights of Way	28 km

APSE performance networks



APSE performance networks

Approach to highway maintenance - Inspection regime

Slough is split into 3 areas – East, West and Central

Each road in Slough is inspected at least twice a year

Network is split into 3 categories

Cat 1, 2 and 3 – 1 most heavily used and 3 least heavily used

Cat 1 are inspected monthly – walked twice a year and driven ten times

Cat 2 – walked twice a year and driven twice

Cat 3 – walked twice a year

All shopping areas are walked once a month

High Street is walked weekly

APSE performance networks

Approach to highway maintenance - Condition surveys

Slough carry out the following annual condition surveys

CARRIAGEWAY

SCANNER – machine survey – 100% of the A, B and C road network surveyed annually

SCRIM – machine survey – 100% of A, B, C and D roads surveyed annually

CVI – manual survey – 100% of D and U roads surveyed annually

FOOTWAY

FNS – manual survey - $\frac{1}{3}$ of the network surveyed each year

APSE performance networks

Why we joined APSE

We wanted a way to benchmark our performance against other similar authorities

It would give us an indication of whether our overall service delivery was getting better or worse

We wanted to know which areas we were strong in and which areas required work

It would help us identify areas where we should attempt to get more funding

APSE performance networks

Highway Asset Management Policy and Strategy

As part of the governments drive towards promoting greater efficiency in the provision of local government services, authorities are being encouraged to implement better asset management.

One of the ways Slough has done this is by compiling Highway Asset Management Policy and Strategy documents (HAMP and HAMS). These documents have now been formally adopted by cabinet.

The documents provide us with a framework we can refer to, to ensure that our work is done according to good asset management principles.

APSE performance networks

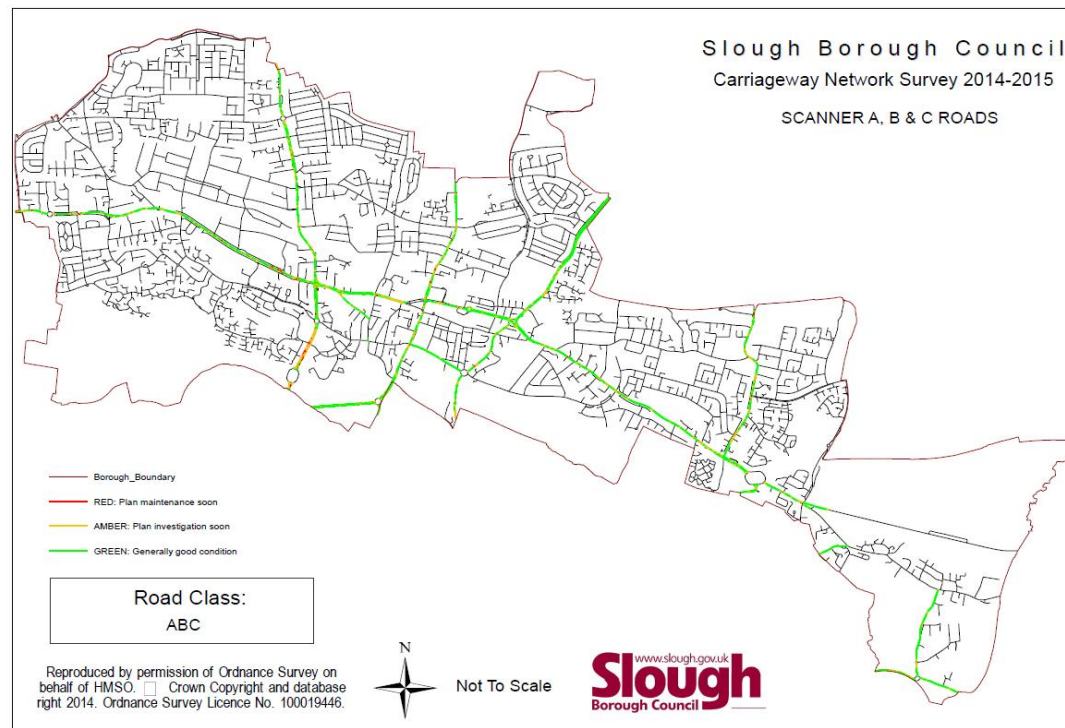
Programme of works

	SURVEYS	WORKS
January	Commission condition surveys	Engineers produce a priority list
March		Programme produced by resurfacing contractor
May		Works planned and organised
June		Works carried out on site
July	Surveys completed on site	First phase of programme complete
October	Survey data received	
November	Process survey data	
December	Produce survey plots	

We process the raw condition data from the surveys and produce the plots ourselves using our UKPMS

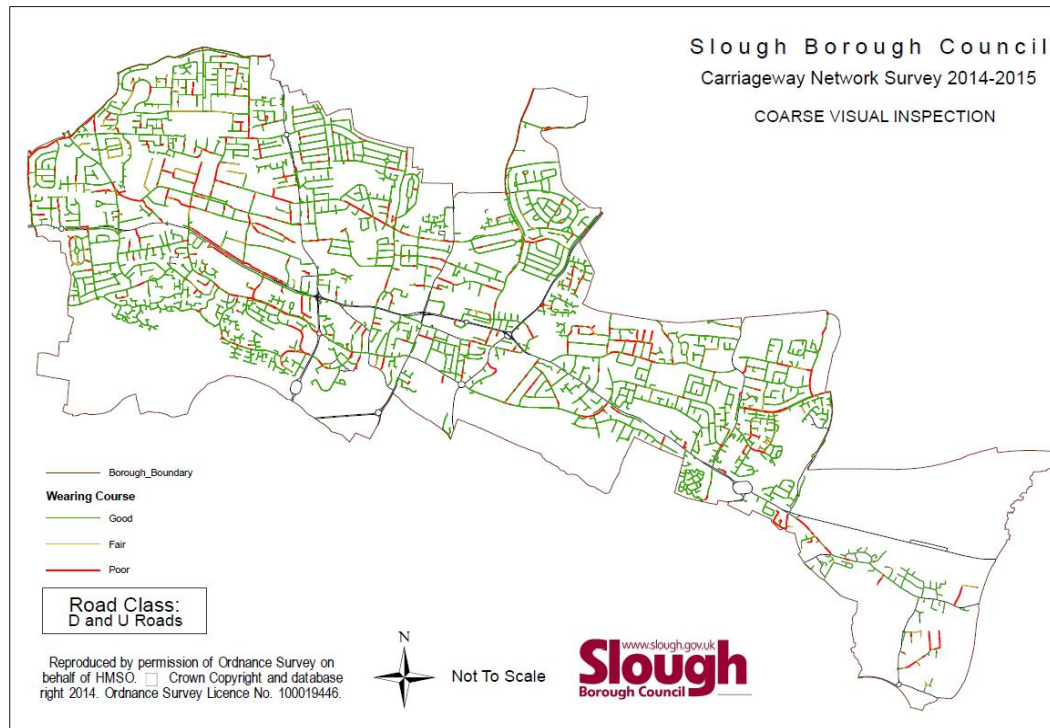
APSE performance networks

Condition surveys



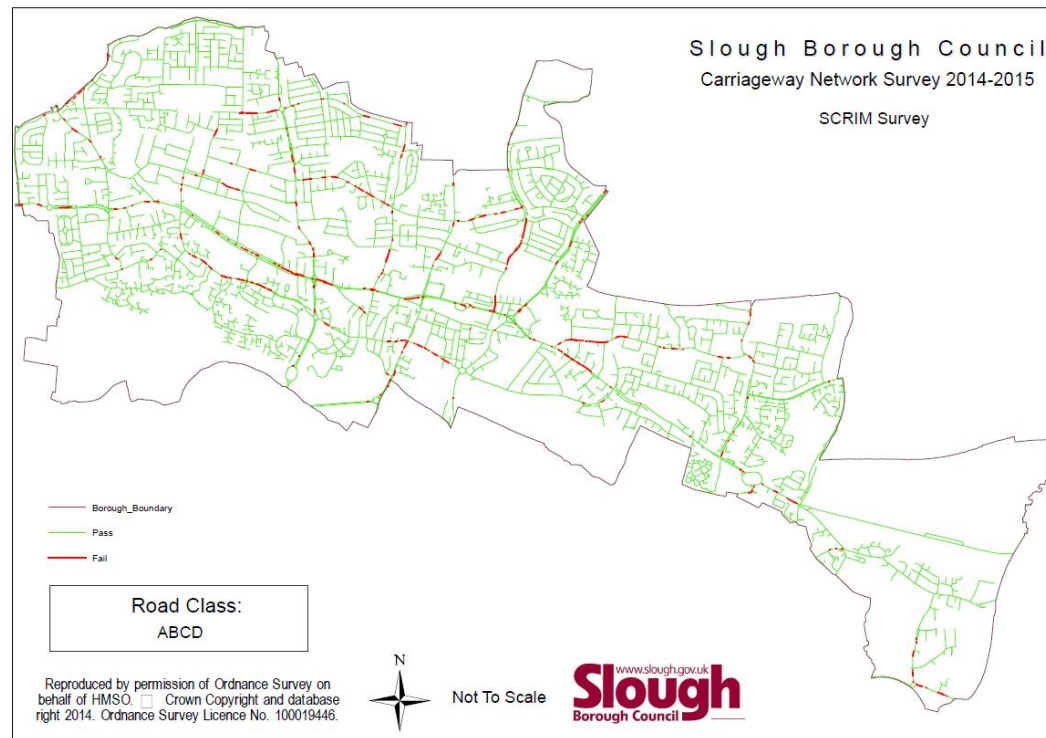
APSE performance networks

Condition surveys



APSE performance networks

Condition surveys



APSE performance networks

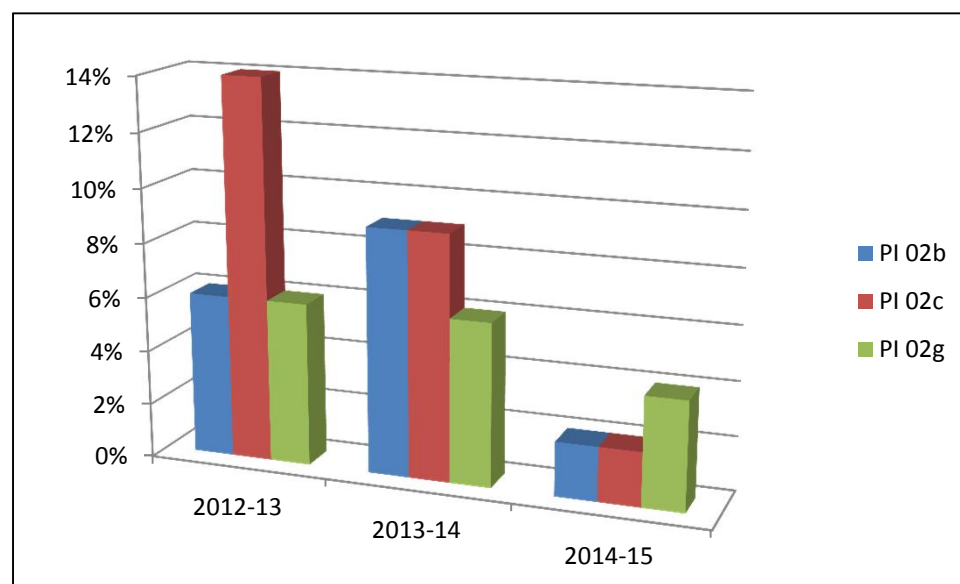
Recent innovations

- Slough made the transition to an electronic inspection record to ensure ease of data recollection and reporting, accuracy of data and ease of assess.
- Previously Slough used 3 priority levels when issuing a works order. We recently moved to 2.
- This simplified system has greatly improved value for money, for both the Council and our term maintenance contractor.

APSE performance networks

Summary of key indicators

	Condition of principal roads		Condition of all non principal roads		Condition of unclassified roads		Number of category one defects per km of maintained road	
	PI 02b		PI 02c		PI 02g		PI 28	
	SCANNER		SCANNER		CVI			
2012-13	6%	Q4	14%	Q3	6%		0.34	Q3
2013-14	9%	Q4	9%	Q2	6%	Q1	0.31	Q2
2014-15	2%	Q1	2%	Q1	4%	Q1	0.17	Q2



APSE performance networks Winners!!!



APSE performance networks

Analysis of 2014-15 performance

Total number of indicators – 38

First in service - 11 out of 38 - 29%

Top Quartile achieved - 21 out of 38 - 55%

INSPECTIONS/ REPAIRS - On top of ad-hoc maintenance

ROAD CONDITION - Road network is in good condition (all categories)

INSURANCE CLAIMS - Network is in a safe state versus money being spent on it

BRIDGES – No bridges failing European standards

WINTER MAINTENANCE – High percentage of network treated

MISC – Good standard of customer service and low employee absence

APSE performance networks

Post 2014-15

- Pressures to reduce budgets whilst maintaining the standard of service
- £1.2m saved throughout 2015-16 primarily through cuts in service budgets
- No major changes in Highways structure from 2014-15 to 2015-16
- Planned to merge with Transport by start of 2016-17 FY
- What was the effect on our performance as measured by APSE following these changes?

APSE performance networks

Projected performance in 2015-16

INSPECTIONS/ REPAIRS – Performance still good

BRIDGES – only drop is in Principal Inspections done on time – this is due to Third Party issues out of our control

WINTER MAINTENANCE - Performance still good

MISC - Performance still good

INSURANCE CLAIMS – Slight increase in number of claims on the footway that were settled

ROAD CONDITION

Slightly worse A road condition – possibly due to cut in maintenance budgets.

Unclassified roads significantly worse. We have raised this with our survey contractor and will be auditing the survey data.

APSE performance networks

Projected performance in 2015-16

HOW DID WE PERFORM ON INDICATORS WHERE WE DID BADLY LAST TIME?

PRO-ACTIVE MAINTENANCE – we are still spending too much on reactive and not enough on planned

KM INSPECTED PER SAFETY INSPECTOR – seems to be an issue possibly with how other authorities are reporting their figures – in the process of querying this

BRIDGE CONDITION – in the process of getting Capital funding from the DfT for an ‘Invest to save’ project

PERCENTAGE OF FW’S TREATED – consistently only treat a small percentage of footway – due to budget constraints

APSE performance networks

2016-17 and beyond

- Highways and Transport Teams successfully merged
- Rationalisation of management structure
- £1m saved in first 6 months of 2016-17 from cuts in posts and service budgets
- Further budget cuts still needed

APSE performance networks

2016-17 and beyond

LED project

- We put together a joint bid for the DfT Challenge Fund (1st Tranche) late Dec 2014/ early Jan 2015
- Received the grant approval Feb 2015
- Slough is the lead authority for this collaborative project. Our partner authorities are Wokingham and Reading Borough Councils.

APSE performance networks

2016-17 and beyond

LED project

Began project in April 2016 – to be completed by March 2018

- Installing 1,500+ new columns 12,000+ new lanterns, energy savings and a new CMS by 2018
- Partnership working - managing decision making between three authorities
- Main benefits will be a reduction in energy costs via the new lanterns and maintenance costs via the CMS
- What have we learnt and what are the next steps?

As the project is only in its initial stage we have only encountered a minor admin issue with regards to Inter Borough cross charging

APSE performance networks

2016-17 and beyond

DfT Challenge Fund bid for Capital structural works Tranche 2

- We anticipate that the bid will be made in Jan 2017 – a joint bid with other Berkshire authorities
- Total number of bridges / structures owned or maintained by Slough - 65 (53 bridges and 12 gateway signs)

APSE performance networks

Future performance

- Due to our successful Street Lighting LED bid we have managed to do a bulk overhaul of the entire inventory. This will lead to significant cost savings in the medium to long term at minimal cost to us.
- If we are successful in the Tranche 2 Structures bid we will be able to follow a similar strategy for them.

APSE performance networks

Future performance

- Our main objective is to move towards a pro-active approach to maintenance.
- We aim to do this by introducing Lifecycle Planning mechanisms.
- We have adopted Highway Asset Management Policy and Strategy documents (HAMP and HAMS) as part of our organisational culture as mentioned before – we now need to focus on their implementation.
- This will be part of the process which includes revising our maintenance policy based on the new guidance document ‘Well-managed Highway Infrastructure’.

APSE performance networks

End of presentation

Questions?