Future Service Changes

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Outline

Update on Touch Choices

What next..

Highways Safety Defects Case Study
Tough Choices decisions made..

[APPROVED]

• Reduction of gritting and snow-clearing fleet
• Closure of picnic sites
• Stopping grass cutting (except for visibility areas)
• Stopping weed treatment
• Remodelling of the parish lengthsmen service
• Reduction in Neighbourhood Highway Team staffing

[DEFERRED]

• Change of criteria for gritting and snow-clearing routes – cuts deferred until 2016/17

[REJECTED]

• Stop maintaining grit bins
What next...

We anticipate more cuts BUT trying to lessen blow by:

- Responding to changes in National Code eg Highways Safety Defects
- Switching spend where we can eg Revenue - Capital
- More efficient working practices eg Standby, Civil Parking Enforcement & Winter service
- Cost recovery eg Recharge
- Income generation eg Work for third parties
- Stronger emphasis on risk based decision making
- We need your continued support eg Snow Warden & Road Wardens
Highways Safety Defects

We have a Statutory Duty to maintain the highway as safely as is reasonably practicable

- Review of current approach in light of challenges and changes in National Code
- Consistency with our neighbours
- More risk based approach
- Trials to inform future ways of working
- Any amendment to policy next Year
The Problem

- Current Safety Defect Budget £6,576m
- 23% of HM Revenue Budget
- Further £3m saving required 2016/17
- 106,000 defects recorded 2014/15
- Of which 69,500 were potholes
But it isn’t all about pot holes...

Top Safety Defects 2014/15
[DH & CSS excluding potholes at over 50,000]

Safety Defect Net Expenditure 2014/15
Insurance Claims Analysis

Insurance claims by category
Jan13 - Aug 14

Settled Highway Claims
Jan13 to Aug 14
What Next?

• Time to change
• A new approach is needed
• Funding is running out
• So what direction
What are others doing?

• Many Authorities are using a different approach to Devon.....

• Less prescriptive

• More risk based
How Might it Work

Principles of Risk Assessment

- Identify the risk
- Evaluate the risk
- What is the impact?
- What is the probability?
What this could mean in reality?

• Considering our response in terms of likely impact eg traffic flow & location in highway
• Use of different methods and materials
• Increased emphasis on right first time BUT...
• Some defects may take longer to be dealt with
• Some defects may be dealt with quicker
• Linking up with capital schemes eg if resurfacing scheme on the horizon
• Batching jobs of similar type and more effective programming
Risk Approach

Possible evaluation of a footway defect

Level of risk (4 high, 1 low)
Over to You

your views