

Pothole Fund Application Form



Department
for Transport

Guidance is available at: <https://www.gov.uk/government/publications/pothole-fund-2014-to-2015-application>

Only one application form should be completed per local highway authority.

Applicant Information

Local authority name: Southend On Sea

Bid Manager Name and position: Zulfiqar Ali, Strategic Highways and Traffic Manager

Name and position of officer with day to day responsibility for delivering the proposed scheme.

Contact telephone number: 01702 225483

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Postal address: Civic Centre, Victoria Avenue, Southend –On- Sea, Essex SS2 6ER

When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published: [southend.gov.uk\highways](http://southend.gov.uk/highways)

SECTION A – Your Highway

The Department would like to understand more about the highway assets that fall under your statutory duties.

We already collect data from your authority in regards to road lengths but we would like to understand more about the other assets you are responsible for. Please answer the following in your application:

A1: What is the number of bridges owned by your authority with span over 1.5 metres?

There are 56 bridges with span over 1.5m

A2: What is the total number of street lighting columns under your authority's responsibility?

Total numbers of street lighting columns are 14384

A3: What is the total number of street lighting columns under your authority's responsibility over 40 years old?.

There are 7694 columns which are over 40 years old

A4: What is the total length of footways under the responsibility of your authority (in miles)? 543 miles??

A5: What is the total length of off road Cycleways under the responsibility of your authority (in miles)?

The total road lengths are 314.4 miles

A6: Please provide a weblink to your authority's statement of how the flood recovery funding, awarded in March 2014, has/will be spent:

The flood recovery funding awarded in is being spent on repairing damaged section of highways caused by the adverse weather conditions. Our statement in this regard is on <http://www.southend.gov.uk>.

SECTION B – Potholes

B1: Which of the recommendations arising from the Pothole Review Report has your authority adopted?

The report can be viewed here:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3995/pothole-review.pdf?

Please answer the following, including providing supporting information, where applicable:

Question	Yes/No	All 'yes' answers must be supported evidence. Please append supporting information, clearly marking the question number to which the information refers.
A. Has your authority aligned its maintenance programme to the Government's highways maintenance funding years (i.e. 2011-2015 and 2015-2021)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See appendix
B. Has your authority adopted the principle that 'prevention is better than cure' in determining the balance between structural, preventative and reactive maintenance activities in order to improve the resilience of the highway network and to minimise the occurrence of potholes in the future?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Part	See appendix
C. Has your authority ensured that appropriate competencies have been made available to make the right choices when designing and specifying techniques and materials for the maintenance and repair of highways? Note - these competencies can be secured through training, collaboration with neighbouring authorities or external advice.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See appendix
D. Does your authority co-ordinate with other parties working on the highway short and long term programmes of work activities for up to four years in advance?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See appendix
E. Has your authority considered the guidance provided in the ADEPT report Potholes and Repair Techniques for Local Highways and adopted as appropriate to your local circumstances?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See appendix
F. Has your authority developed a detailed highway inspection manual and have put	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See appendix

appropriate training in place for your Highway Inspectors?		
G. Does your authority use technology and systems for the effective identification and management of potholes?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See appendix
H. Does your authority have a public communications process in place that provides clarity and transparency in the policy and approach to repairing potholes? This should include a published policy and details of its implementation, including the prevention, identification, reporting, tracking and repair of potholes.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Being redeveloped	See appendix
I. Does your authority monitor public satisfaction with road, footway and cycleway condition and report annually through the National Highways and Transport Public Satisfaction Survey or their own surveys?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No partly	See appendix
J. Does your authority adopt permanent repairs as the first choice when repairing potholes?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See appendix
K. Has your authority adopted dimensional definitions for potholes based on best practice as part of its maintenance policy?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See appendix

B2: Does your authority adopt any innovative methods to help repair potholes? This could include, for example, specialist pothole maintenance crews.

Yes No

If yes, please provide details as an annex as part of your bid.
See appendix

B3: Does your authority use reporting tools to identify potholes in your local area including:

CTC Fill that Hole Yes No
Council's Own Web Reporting Yes No
Other Yes No

Please specify:

Customer queries through a system called LAGON, letters, emails and Members enquiries

B4: Does your authority regularly consult and seek feedback on its highways maintenance regime, including potholes, with key stakeholders?

Local Member(s) of Parliament Yes No
District, Borough and Parish Councils Yes No
Local Residents Yes No in part

(Including neighbourhood Forums)

Yes No

Business Community

Yes No

Emergency Services

Yes No

If yes, please provide details as an annex as part of your bid. See appendix

B5: Does your authority have an up-to-date vision and action plan to improve the walking environment and encourage walking?

Yes No

If yes, please provide a weblink: southend.gov.uk

B6: Please explain how you deliver your duty under NRSWA to 'co-ordinate the execution of works of all kinds', including for example permit schemes, noticing, co-ordination meetings?

See appendix

B7: What actions does your authority take to ensure road repairs undertaken by other parties (such as utilities companies) meet the standards in the specification?

- Inspections regime
- Scoring programme
- Performance bench-marking
- Meetings
- Other (please specify)

See appendix

SECTION C – Asset Management

C1: Has your authority adopted the recommendations arising from the Asset Management Strategy Guidance published in May 2013 –

<http://www.ukroadsliasongroup.org/en/utilities/document-summary.cfm?docid=5C49F48E-1CE0-477F-933ACBFA169AF8CB> ?

Yes No

Please answer the following, including providing supporting information, where applicable.

Question	Yes/No	All 'yes' answers must be supported evidence. Please append supporting information, clearly marking the question number to which the information refers.
Has your authority got an up to date asset management policy and strategy?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No In Part	In process See appendix
Does your authority communicate relevant information associated with asset management through engagement with your relevant stakeholders when you set requirements, make decisions and report performance?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No In Part	In process See appendix
Does your authority have an asset management register?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No In Part	See appendix
Does your authority follow lifecycle planning principles which are used to review the level of funding and which will help support investment decisions including long term investment in your assets?.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	In process now See appendix

C2: As part of your last L-Pack return for Whole Government Accounting requirements for the accounting period 2012/13, can you confirm you submitted the following return:

Carriageway and Footways Yes No
Lighting Yes No
Structures Yes No
Street Furniture Yes No

SECTION D – Efficiencies

D1: Is your authority actively engaged with securing efficiencies for highways maintenance?

Yes No

If yes, please provide additional information on what your authority has done since 2011 including what % efficiency savings (where efficiency savings are defined as delivering a similar or a better outcome at a lower cost) your authority has achieved year on year and what savings you hope to achieve by end of 2014/15.

See appendix

D2: Is your authority exploring or has it already joined with neighbouring local highway authorities or a Highways Maintenance Alliance to achieve economies of scale?

Yes No

If yes, please provide additional information. For example the names of other authorities or the Alliance.

See appendix

D3: Is your authority sharing its efficiency experience and/or case studies with other local highway authorities via the Highways Maintenance Efficiency Programme or other good practice networks?

Yes No

If yes, please provide state where. The authorities stated in D2 where we discuss common issues and share good practice.

See appendix

SECTION E – Other

E1: Please provide details on which of the following good practice activities your authority is undertaking for its highways management activities.

Invest to save Yes No
Cross boundary collaboration Yes No

Other (please specify):

Working with the Eastern Highways Alliance we are [part of cross boundary collaboration to achieve greater efficiencies through framework contracts.

E2: Do you consider your authority to be an exemplar authority in tackling potholes and undertaking highway maintenance?

Yes No

If yes, please explain why.

We acknowledge there are other authorities who may have done more than us in tackling the pothole and highway maintenance. However we believe our policies, operational plans and partnership with our suppliers and contractors has enabled us to be innovative and creative in dealing with our responsive workload as well as planned. The use of UKPMS data for planned maintenance, use of hand helds and shared systems with contractors, paperless back office and trying new materials, such as recycled materials and other new materials.

If yes, would your authority be willing to share its experiences more widely with other authorities / organisations?

Yes No

SECTION F: Declarations

F1. Senior Responsible Owner Declaration

As Senior Responsible Owner for [*scheme name*] I hereby submit this request for approval to DfT on behalf of [*name of authority*] and confirm that I have the necessary authority to do so.

I confirm that [*name of authority*] will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name: Zulfiqar Ali

Signed: **Z.Ali**

Position: Strategic Highways and Traffic Manager

Southend –On- Sea Borough Council – Appendix

Q no	Question	Response
	Section B	
A	Has your authority aligned its maintenance programme to the Government’s highways maintenance funding years (i.e. 2011-2015 and 2015-2021)?	We have made every effort within the limited resources to align our maintenance programme to the government’s highways maintenance funding years. We have resourced our reactive service to deal with urgent defects to improve public safety and planned maintenance approach as preventative maintenance to avoid deterioration and to extensive long terms costs on a priority basis. In doing so we bear in mind the safety issues around schools, priority is given to permanent reinstatement where possible. We have all trained and qualified staff to undertake this work. We have recently completed a comprehensive condition survey of all our highways assets which is forming the basis of our new approach in terms of life cycle planning and using the deterioration model to determine our future plans.
B	Has your authority adopted the principle that ‘prevention is better than cure’ in determining the balance between structural, preventative and reactive maintenance activities in order to improve the resilience of the highway network and to minimise the occurrence of potholes in the future?	The information gathered on asset condition forms the basis of our highways maintenance programme with greater emphasis and priorities to avoid heavy long term costs for structural repairs and to focus on preventative planned maintenance programme to sustain quality of our highways infrastructure with an aim to reduce the potholes. We utilise UKPMS, Gaist survey information, cyclical inspections and have annual capital planned maintenance programme, minor planned/patching and reactive repairs. Our inspection regime, repair strategies, responsiveness and management of utilities work has led to our ability to manage and minimise the occurrence of potholes.
C	Has your authority ensured that appropriate competencies have been made available to make the right choices when designing and specifying techniques and materials for the maintenance and repair of highways? Note - these competencies can be secured through training, collaboration with neighbouring authorities or external advice.	We are working within the spirit of the “Well Maintained Highways”, the Council’s priorities to deliver our maintenance programme in an appropriate and most cost effective manner utilising the latest techniques and materials available enables us to be creative in our approach. We have trained, competent and registered staff who have received external City & Guilds qualifications and IT related training to make them more effective in their roles. We are constantly reviewing the use of materials, trying new materials, for instance have used recycled material, tried different type of SMA’s for resurfacing works. We have Streetscape Design setting out standards for design and maintenance. We are using technology to capture defects, including handheld devices and progressing these through contractual actions in a speedy manner.
D	Does your authority co-ordinate with other parties working on the highway short and long term programmes of work activities for up to four years in advance?	As we are a permit authority, we liaise with neighbouring authorities in relation to planned maintenance on A class and roads on boundary, particularly Essex Highways. We also coordinate our works with those of statutory undertakers in the East of England Permit Scheme including provisional Advance Authorisation of major planned works.
E	Has your authority considered the guidance provided in the ADEPT	The ADEPT guidance forms a useful basis to complement our approach on repairing potholes. We consider the engineering selection of the repair materials appropriate to

	<p>report Potholes and Repair Techniques for Local Highways and adopted as appropriate to your local circumstances?</p>	<p>the local conditions and use applicable installation to ensure continued compatibility with the surrounding road structure and surface. Care in the preparation of the pothole (blending edges, level surface etc)repairs is as important as it is the repair of the potholes. Hot mix asphalt is the material that is mostly used in our pothole repairs due to its relative ease of compaction and durability. We have a system called “Insight” where all records of inspections, repair works undertaken are automated and recorded including payments to the contractors. The survey information from asset condition survey, outcome of the cyclical inspections are used to determine the course of action we take and used to balance reactive and planned maintenance activities.</p>
<p>F</p>	<p>Has your authority developed a detailed highway inspection manual and have put appropriate training in place for your Highway Inspectors?</p>	<p>We have detailed inspection programme for every road in the borough. The level of inspections reflects the road classification and is within the spirit of the National Highways Inspections Code of Practice, using risk based approach. As mentioned above, we have recently completed a major comprehensive asset management survey of all our highways assets and this information not only helps us to plan our reactive, preventative maintenance programme, also gives us an opportunity to look at long term highway maintenance plans based on a life cycle approach. The information available can be used to model deteriorations based on various scenarios. This will help the Council to determine its future direction in considering level of investment in future.</p> <p>All our Environmental Care Officers who carry out highway statutory safety inspections and condition surveys are trained, qualified and competent in the identification and assessment of defects, including potholes, through practices accredited through City & Guilds.</p> <p>We are ensuring that appropriate competencies are available to our staff through their training programme so that they can make the right choices when designing and specifying techniques and materials for the maintenance and repair of highways. Furthermore these competencies are picked up form ongoing raining, collaboration with neighbouring authorities and being aware of the research and development in this area and sharing of good practice through HMEP and through our membership of the East of England Highways and Transport Board and representation on the Maintenance Group.</p>
<p>G</p>	<p>Does your authority use technology and systems for the effective identification and management of potholes?</p>	<p>We have a system called SymologyInsight which is used for highway inspections, ordering works and managing the entire reactive maintenance programme. The Environmental Care Officers, undertaking highway inspections use handhelds synchronised with the Insight enabling them to speedily resolve the repair issues. Permits to work on the highway and works orders are raised automatically via the handhelds on site. For greater efficiency and improved communication, we have enabled our term contractors to have access to the relevant module of the system so that the entire task of undertaking remedial works is seamless and efficient.</p>

		<p>We are currently looking at a mobile phone application called ABAVAS which can be used by customers to report potholes. It is expected that this will be launched by Autumn, enabling residents to report such highway defects through mobile devices which can be dealt with quickly through IT systems integrations with CRM.</p>
H	<p>Does your authority have a public communications process in place that provides clarity and transparency in the policy and approach to repairing potholes? This should include a published policy and details of its implementation, including the prevention, identification, reporting, tracking and repair of potholes.</p>	<p>The Council's website did have details of the process and the approach that we take in terms of repairing potholes. This is being reviewed and arrangements are currently in hand to place the latest policies and approaches in terms of general highway maintenance, potholes and ABAVAS Portal, in light of the latest condition survey. We are also in the design stages of introducing a mobile application to enable residents to report potholes and other highway defects.</p> <p>A detailed statement on policy, approach, its implementation will be placed on the council's website and the CRM Portal upon its review resulting from the Gaist condition survey.</p>
I	<p>Does your authority monitor public satisfaction with road, footway and cycleway condition and report annually through the National Highways and Transport Public Satisfaction Survey or their own surveys?</p>	<p>The Council conducts biannual "Residents Satisfaction Survey". The last one was conducted in 2013. This showed as follows:-</p> <ul style="list-style-type: none"> a) Overall satisfaction with the Council services was 56% b) 22% of the residents felt roads and pavement repairs are most important. c) 53% said roads and pavement need most improving d) Roads and pavements were in top 5 priorities <p>The next survey is due in 2014 and it is intended to add a question to seek satisfaction with the council's efforts in improving roads and pavements.</p> <p>We will consider taking part in National Highways and Transport Public Satisfaction Surveys in future.</p>
J	<p>Does your authority adopt permanent repairs as the first choice when repairing potholes?</p>	<p>Our policy is to undertake permanent repairs as the first choice. Temporary repairs are only be used where safety cannot be managed using alternative approaches and in emergency circumstances, such as on the strategic road network where temporary road closures need to be organised.</p> <p>We follow this policy and attempt all first time repairs during normal working hours i.e. cut and filled using hot material.</p> <p>During emergency callouts, we use repair material such as 'Perma Patch' or 'Instarmac' when filling a pothole which is then followed up within a set timescale with a proper cut and patch approach.</p>
K	<p>Has your authority adopted dimensional definitions for potholes based on best practice as part of its maintenance policy?</p>	<p>The current policy of the council is to regard a 40mm pothole in carriageway and 20mm in footway using a risk based approach as an urgent priority defect that is repaired with 2 hours.</p>
B2	<p>Does your authority adopt</p>	<p>As stated above, we do use innovative first time fix</p>

	any innovative methods to help repair potholes? This could include, for example, specialist pothole maintenance crews?	materials such as 'Instamac Permanent Pothole Repair' material and also we have been using 'Ultra Crack' manufactured by Meon Marketing which is a cold lay plastic material used for fretting and cracks to prevent potholes appearing. We have been trialling this on various roads in the borough recently.
B4	Does your authority regularly consult and seek feedback on its highways maintenance regime, including potholes, with key stakeholder?	We consult Ward Members and discuss our works with utilities and neighbouring authorities as part of the Permit Scheme before implementation of the scheme. However we acknowledge more needs to be done to improve upon this situation to consult and inform more widely.
B5	Does your authority have an up to date vision and action plan to improve wakening environment and encourage walking?	This is part of our Local Transport Plan and a great deal of road safety staff efforts are focussed on encouraging walking in the borough. Initiatives such as walking bus and walking to school etc, are geared to assist in meeting this policy objective.
B6	Please explain how you deliver your duty under NRSWA to 'co-ordinate the execution of works of all kinds', including for example permit schemes, noticing, co-ordination meetings?	<p>Southend on Sea Borough Council delivers its duties under NRSWA 1991 and the TMA 2004 by operating a Permit Scheme and undertaking routine A,B & C Inspections. The borough introduced its scheme in November 2012. It is part of a common scheme launched with its partner authorities Bedfordshire BC, Hertfordshire CC and Luton BC as part of the East of England Permit Scheme (EEPS). The borough feeds into regional bodies through Anglian HAUC and holds Co-ordination meetings alongside Essex County Council. The introduction of the Permit Scheme has enabled better co-ordination of all road works, internally and externally and played a major part in improving safety on network, bus journey time reliability and maintaining traffic flows as well as reducing disruptions and improved public information. All street works are published on Roadworks.org (ELGIN).</p> <p>All parties undertaking works on the highway share and co-ordinate short and long term programmes of work as far in advance as possible based on good asset management practice. At the same time those involved in reinstatement consider the need to minimise long term damage from the installation, renewal, maintenance and repair of utility and highway apparatus through alternative and innovative ways of working. There are regular discussions on the usefulness and appropriateness of techniques and 'Trenchless Technology' is considered as part of this decision making process. For instance National Grid are using this technique currently in the borough as agreed with the Traffic Manager.</p>
B7	What actions does your authority take to ensure road repairs undertaken by other parties (such as utilities companies) meet the standards in the specification	The borough ensures that road repairs undertaken by statutory undertakers are compliant by employing two Street Works Inspectors who adhere to the Code of Practice for inspections and the Specification of Reinstatement of Openings in the Highway. Inspection results are recorded and fed back to utilities through regular individual performance meetings with each utility. The borough also feeds into a scoring programme through AHAUC. The evidence since the introduction of the permit scheme shows that there is much better compliance with the Code of Practice and specification. There is now

		<p>greater consistency and better information sharing as well as good practice amongst the utilities and their contractors.</p> <p>In order to drive up standards, we tightly monitor compliance with the Code of Practice(CoP) by our contractors as well as the utilities and their contractors covering all aspects of surfacing operations, patching repairs and pothole repairs and reinstatements. SROH sets out the standard specification that we have provided to utilities and is also being followed by all our internal works.</p> <p>Since issuing the defect notices non- compliance with the CoP has improved across all works promoters. The evidence suggests that the defects failure rates have reduced despite considerable increase in our inspection levels. There has been an overall reduction of 12% in failure rates</p>
	SECTION C	
C1	Has your authority got an up to date asset management policy and strategy?	<p>A draft Asset Management Policy and strategy is being development following the completion of our comprehensive asset management survey. This survey has been undertaken by Gaist, the company that is part of the Highways Asset Renewal Partnership that has been working within the HMEP guidance resulting from the Blackpool 30 Project and the sharing of the learning from this to other local authorities. This is being used to develop an asset management policy and strategy which will form the basis of all future highway maintenance and improvements.</p>
C1	Does your authority communicate relevant information associated with asset management through engagement with your relevant stakeholders when you set requirements, make decisions and report performance?	<p>The Council's highways capital programme is discussed with Ward Councillors, other organisations such as the Forum for the Elderlys, Rate Payers Forum and indeed subject of discussions with the neighbouring authorities and utilities where appropriate. The Capital Programme is presented to the Council's Cabinet and the performance is reported to the Council through KPI reports as part of the corporate plan update reports.</p>
C1	Does your authority have an asset management register?	<p>The collection and maintenance of an appropriate, fit-for-purpose and up to date asset inventory is an important priority for the implementation of the Asset Management Plan, and a key action for the HAMP phase 1 was the collection of an asset inventory. This commenced in September 2013 and completed in January 2014. The company undertaking these survey was Gaist Limited who are partners in Highways Asset Renewal Partnership and been part of the HMEP best practice case study involved in Blackpool 30 Project.</p> <p>The integration with GIS and Insight system of the collected data in respect of data on the location, type and, where required, condition of the assets on the public highway is currently under way.</p> <p>Data has also been collected for Public Rights of Ways</p>

		<p>and private roads on areas outside of that shown on the highway register. This data may be used to identify and agree the boundaries between the public and private areas</p> <p>As part of the work of Gaist considerable effort was made in validating and enhancing inventory data and in collecting new data to ensure that the assessment of the extent and condition of our highway asset is as accurate as possible.</p> <p>Arrangements are now under way to produce an implementation plan in terms of the use of the collected data to assess investment options using the life cycle planning and the deterioration model that Gaist has produced following our surveys. It is also under consideration to ensure adequate internal IT an resource arrangements are in place to ensure addition asset condition data and upgrades continues to be updated, highway inspections and other surveys of the carriageways and footways in excess of the frequencies required for performance reporting and to assess the impact of the current capital investment and the case for future investment.</p> <p>We are in the process of retendering our exiting highways and waste management contracts and the data collected is being provided to bidders in order to ensure they price their bids based on a sound information base. A video survey of the whole network that will allow Council staff and potential bidders to validate inventory and network condition has also been undertaken.</p> <p>The data will also be used to complete Whole Government Accounting Returns later this year as we now have much better information about our asset valuation.</p> <p>We will use the information to develop our Highways Asset Management Plans, to establish gaps in the level of service and performance of the networks. Associated with this would be a need to measure, monitor and manage Improvements to levels of service, at network level, by predicting outcomes of decisions on the level and allocation of investment and on maintenance policy and standards. The implementation plan will include options appraisal for additional investment to bring up the network to an adequate standard and then maintain it steadily. Furthermore the Asset Register will set out what exists within Southend's Highway network and the condition that it is in, and is an essential prerequisite for carrying out an Asset Valuation. The Asset Register is as yet incomplete. However. the completion of our asset inventory has enabled us to make considerable progress and the Improvement Plan will set out the process for completing and maintaining an effective asset register.</p>
C1	<p>Does your authority follow lifecycle planning principles which are used to review the level of</p>	<p>The move towards lifecycle management and long-term investment planning will enable a 'right place, right time' approach to Investment that will reduce costs over the life of the asset, and promote the long-term preservation of the</p>

	<p>funding and which will help support investment decisions including long term investment in your assets?.</p>	<p>asset.</p> <p>The Council’s highway infrastructure is required to meet the needs of residents for many years to come. It is appropriate therefore that the foreseeable future costs of managing the asset are identified, reported and appropriately considered.</p> <p>The principles of the Life Cycle planning are an integral part of our philosophy and we apply these principles in our implementation plan to introduces the concept of whole life costing; and how these techniques will be applied to target optimisation of investment. It will assist by:</p> <ul style="list-style-type: none"> <input type="checkbox"/> prediction of long term costs; <input type="checkbox"/> analysis of lifecycle costs; <input type="checkbox"/> investigation of ways of optimising future investments; <input type="checkbox"/> the development of business case proposals. <p>The implementation of Life Cycle Planning will put the council in a much better position to assess funding requirements and to make informed choices about which asset groups to invest in and when. This will in turn enable the highway to be managed at optimum cost for standards chosen for the whole of its working life.</p>
	<p>Section D</p>	
<p>D1</p>	<p>Is your authority actively engaged with securing efficiencies for highways maintenance</p>	<p>The Council has been instrumental in working with its partners in the delivery of highway contracts to identify savings through changes in working methods, operational arrangements, material choice and different ways of undertaking the works,i.e. moving away from the traditional approaches. A number of initiatives have been undertaken over the last few years to achieve greater efficiencies. Few examples are as follows:-</p> <ul style="list-style-type: none"> • Introduction of a system called Insight- This along with the introduction of hand-helds for mobile staff as well as a terminal access to contractors has made our inspections, works order, monitoring and payments much faster. The “paper less” approach has enabled greater efficiencies where back -office and front line staff time lost in paper work and chasing contractors manually is now better invested in proactive engagement in workload, overseeing works and dealing with forward planning, • We have worked with various highways contractors and agreed efficiency measures/savings which contributed to the Council’s contract rationalisation savings target. These savings came from reviewing operational working arrangements to packaging works together, reviewing operational needs, making traffic management more efficient and effective, reducing delays in works and assessing timing of the works for savings. The contract rationalisation Board’s target of 10% efficiency savings for highways related contract has been achieved year

		<p>on year since 2011 and we expect to achieve these during 2014/15.</p> <ul style="list-style-type: none"> • We renegotiated few contracts for greater efficiencies. • Currently we are in the process of procurement of highways contracts which have now been put together under 4 lots. The aim is to achieve greater efficiencies through the tendering process by encouraging greater competition and packaging similar contracts within it. It is expected that the new contractual arrangements will be in place in April 2015. It is expected that the amalgamated contract will lead to substantial savings post new contractual arrangements.
D2	Is your authority exploring or has it already joined with neighbouring local highway authorities or a Highways Maintenance Alliance to achieve economies of scale?	We are part of Eastern Highways Alliance and play our part both in sharing good practice, looking at innovative and creative ways to improve our maintenance programmes to achieve better quality, cost effectiveness and have a common framework contract in place which we share with Luton, Essex County Council, Hertfordshire County Council, Peterborough, Cambridge County Council and Central Bedfordshire.
D3	Is your authority sharing its efficiency experience and/or case studies with other local highway authorities via Highways Maintenance Efficiency Programme or other good practice networks?	We are part of the Highways Asset Renewal Partnership which includes Blackpool, Gaist and Tarmac as well as the Local Council's Highways Investment Group which is made up of Blackpool, Manchester, Stockport and Plymouth. As part of this project we are working with other partners to disseminate good practice and approach adopted for future asset management plans framework based on life cycle and deterioration modelling framework consistent with the HMEP. Southend is part of this group and we intend to share good practice through this channel based on our shared experience. Clearly we will also be doing this through Eastern Alliance as well.
	SECTION E	
E1	Details of good practice activities?	<p>We have embarked upon a number of good initiatives to "invest to Save" and to achieve economies of scale. A few examples are:</p> <ul style="list-style-type: none"> • Improvements in highways inspections and accident management resulting in substantial reduction in claims • Introduction of IT systems to reduce delays in repairs, improve communication and achieve operational efficiencies. • First time permanent repairs • Efficiencies through generic inspection roles • Greater focus on contract management to drive efficiencies through effective management of works and negotiations with contractors resulting in financial savings. •