

Public Document Pack

Executive Member Decisions

Friday, 14th June, 2019

AGENDA

- 1. Highway Maintenance Gully Cleaning Strategy**
EMD - Gully cleaning strategy **2 - 11**
Appendix 1 - Gully Cleaning Strategy
EIA - Gully Cleaning Strategy

Date Published: 14th June 2019
Denise Park, Chief Executive

EXECUTIVE MEMBER DECISION



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| REPORT OF: | Executive Member for Growth and Development |
| LEAD OFFICERS: | Director of Environment and Operations |
| DATE: | 03/06/2019 |

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| PORTFOLIO/S AFFECTED: | Growth and Development |
|------------------------------|------------------------|

| | |
|-------------------------|-----|
| WARD/S AFFECTED: | All |
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|---|
| SUBJECT: Highway Maintenance Gully Cleaning Strategy |
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1. EXECUTIVE SUMMARY

The Gully Cleaning Strategy has been developed to reflect the authority's commitment and focus to maintain the Highway in a safe condition, and to ensure it operates in an efficient manner to minimise the effects of surface water flooding. Approval of this document will allow and require the authority to continue to improve the manner in which it manages the highway drainage system.

2. RECOMMENDATIONS

That the Executive Member:

1. Approves the Highway Maintenance Gully Cleaning Strategy.
2. Authorises its publication on the authority's website.
3. Authorises that the strategy is reviewed and updated, if necessary, within 24 months.

3. BACKGROUND

The Gully Cleaning Strategy provides the method of the Council's approach to the maintenance of the drainage system within the Borough. A systematic approach to the maintenance is increasingly seen as being vital to ensure that issues are resolved on a risk-priority basis and that all adopted gullies within the borough are attended on a 5-year cycle.

4. KEY ISSUES & RISKS

As a unitary authority, the Council is not only the highway authority, but also the Lead Local Flood Authority (LLFA). As highway authority, the Council currently maintains approximately 31000 gullies, 52 trash screens and all highway drainage pipes.

Over the years, revenue budgets have been insufficient to adequately maintain the existing drainage network and develop an accurate highway drainage asset record database. Efficient use of these limited and, at times, reducing budgets has been impaired by the lack of adequate drainage asset records.

This strategy aims to achieve a risk based approach and effective use of available recourses.

5. POLICY IMPLICATIONS

The strategy complements the existing highway management policy and allows improvements to the Council's management of the adopted highway network.

6. FINANCIAL IMPLICATIONS

There are no direct financial implications of this updated strategy. This strategy is updated to provide the gully cleaning service within the existing budget constraints.

7. LEGAL IMPLICATIONS

The Council has a duty under section 41 of the Highway Act 1980 to maintain the highway in a condition that is safe and fit for purpose. An important part of that maintenance relates to highway drainage systems and in particular the road gullies in the vehicular highways.

8. RESOURCE IMPLICATIONS

No additional resources are required to comply with the strategy.

9. EQUALITY AND HEALTH IMPLICATIONS

Please select one of the options below. Where appropriate please include the hyperlink to the EIA.

Option 1 Equality Impact Assessment (EIA) not required – the EIA checklist has been completed.

Option 2 In determining this matter the Executive Member needs to consider the EIA associated with this item in advance of making the decision. *(insert EIA link here)*

Option 3 In determining this matter the Executive Board Members need to consider the EIA associated with this item in advance of making the decision. *(insert EIA attachment)*

10. CONSULTATIONS

All Councillors are consulted on an annual ward by ward gully cleaning programme. Councillors consult residents through local ward solution meetings.

11. STATEMENT OF COMPLIANCE

The recommendations are made further to advice from the Monitoring Officer and the Section 151 Officer has confirmed that they do not incur unlawful expenditure. They are also compliant with equality legislation and an equality analysis and impact assessment has been considered. The recommendations reflect the core principles of good governance set out in the Council's Code of Corporate Governance.

12. DECLARATION OF INTEREST

All Declarations of Interest of any Executive Member consulted and note of any dispensation granted by the Chief Executive will be recorded and published if applicable.

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| VERSION: | 1 |
| CONTACT OFFICER: | Imran Munshi |
| DATE: | 03/06/2019 |
| BACKGROUND PAPER: | Appendix 1 Highway Maintenance Gully Cleaning Strategy |



BLACKBURN
with
DARWEN
BOROUGH COUNCIL

**Highway Maintenance
Gully Cleaning Strategy**

DOCUMENT CONTROL

Title: **Gully Cleaning Strategy**

Version No: **1.0**

Status: **TO BE APPROVED**

| Version | Date | Amendment | Prepared by | Checked by | Date Approved By BwDBC |
|----------------|-------------|------------------|--------------------|-------------------|-----------------------------------|
| 1.0 | 3/06/2019 | - | Imran Munshi | Matthew Joyce | To be approved |
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Gully Cleaning Strategy

Introduction

Blackburn with Darwen Borough Council, as the Highway Authority, has a statutory duty to maintain the Highway in a safe condition. Much of the damage caused to a highway network is a result of the actions of water, be it erosion damage or the actions of freezing and thawing. The Highway Authority must therefore implement measures to ensure that it operates a sufficient and adequate highway drainage system, in order to minimise these effects. It is essential therefore, that highway gullies are fit for purpose.

Strategy Statement

This document provides the framework for the Highway Gully Cleaning operations of Blackburn with Darwen Borough Council. There are limited resources available which need to be managed efficiently in order to ensure that the maximum number of gullies are cleaned, and the drainage network is maintained as efficiently as possible.

Aim

The Council aim to clean all gullies situated on the adopted highway network within the Borough at least once every 5 years.

Definitions

Critical Gullies

Critical gullies are further defined by two classifications.

Grade 1: Any gully which if blocked (or not working) would result or contribute to the flooding of a property is classified as Grade 1.

Grade 2: Any gully which if blocked (or not working) would result or contribute to ponding of 25% or more of the carriageway width, or significant ponding of a pedestrian area or footway is classified as Grade 2.

Non-critical Gullies

Any gully which if blocked (or not working) **does not** result or contribute to the following problems, and the next working gully downstream is capable of taking the additional flow, is classed as non-critical:

- Flooding of property;
- Ponding of 25% or excess of the carriageway; and
- Ponding of a pedestrian area or footway.

Maintenance Regimes

Planned Maintenance

An annual gully cleansing schedule will be produced at the beginning of each financial year (April). The schedule will be drawn up with the aim of ensuring that every gully will be attended to at least once every 5 years. To ensure that there is an element of maintenance throughout the network each year, the schedule will be based on the premise that each ward will be attended for an average of 2 weeks per year.

In amber or red flood warning event, if possible within the time constraints imposed, all critical gullies will be inspected and cleaned as necessary prior to the event.

Reactive Maintenance

Gullies reported by members of the public or Councillors, as being blocked, will be inspected within 10 working days. If it is a Grade 1 critical gully and a flood warning is in place case it will be inspected within 2 hours. As a result of the inspection, if work is considered to be necessary the following timescales will apply:

- Grade 1 critical gullies will be cleared within 10 working days unless a flood warning is in place in which case it will be cleared within 2 working days, where resources permit.
- Grade 2 critical gullies will be cleared within 10 working days.
- Non-critical gullies will be cleared as a part of the planned maintenance when the gully wagon is in the same Ward.

If a gully is found to be defective, a repair request will be registered as discussed in Non-working Gullies.

Footway Gullies, Back Street Gullies & Other Assets

Critical gullies will be attended to the timescales above.

Non-critical gullies will be included in a low level maintenance programme which will be implemented as resources allow.

Non-working Gullies

Gullies found to be not working after being cleansed will have their connection jetted for a maximum of 10 minutes to attempt to clear any blockage.

If the connection is cleared there will be no further action.

If the connection remains blocked, a repair will be requested with highway maintenance. If the blocked connection is from a critical gully, the repair will be actioned within 10 working days. Non-critical connections will be added to the highway maintenance programme and actioned on a priority basis.

Severe Weather

Immediately prior to and during severe weather events, planned maintenance maybe suspended to allow resources to concentrate on the critical areas. In these instances the Council will endeavour to maximise the effects of the gully cleaning operation, to prevent flooding of properties.

During severe weather events such as flooding and snow, the planned maintenance programme will be postponed, in order that the resources can be used to undertake the required clearing works associated with these types of event.

This course of action is likely to extend the period of the 5 years cleansing cycle, but the Council will endeavour to keep to the 5-year cycle.

Rationale

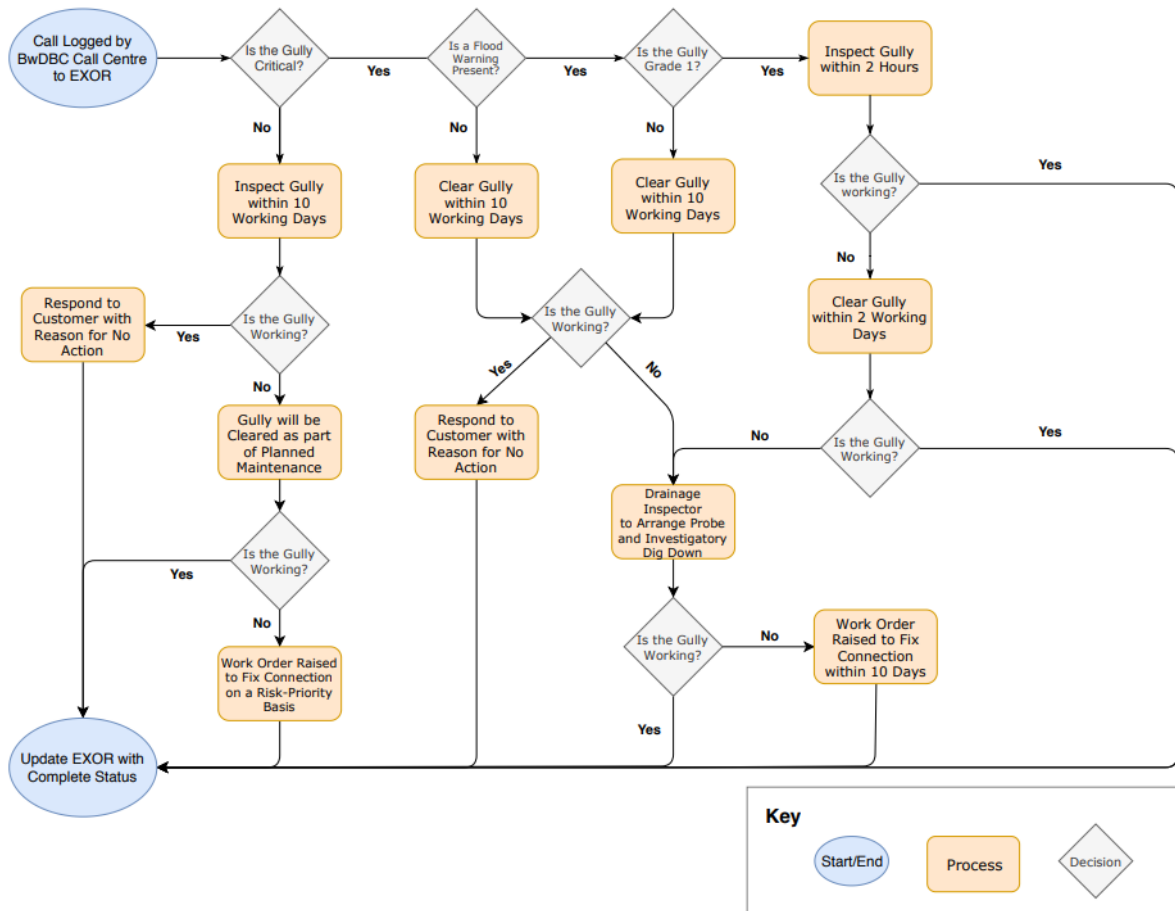
The number of recorded gullies within the Borough means that a 5 year cleansing cycle is the best that can be achieved with the resources available. Any prolonged periods of severe weather, be it flooding or snow, would in all likelihood extend this 5-year cycle.

Review

This strategy will be reviewed every 2 years, taking into account the resources, technologies available at the time and additional assets from new developments.

Appendix

Reactive Maintenance Flow Chart



EQUALITY IMPACT ASSESSMENT CHECKLIST

This checklist is to be used when you are uncertain if your activity requires an EIA or not.

An Equality Impact Assessment (EIA) is a tool for identifying the potential impact of the organisation's policies, services and functions on its residents and staff. EIAs should be actively looking for negative or adverse impacts of policies, services and functions on any of the nine protected characteristics.

The checklist below contains a number of questions/prompts to assist officers and service managers to assess whether or not the activity proposed requires an EIA. Supporting literature and useful questions are supplied within the [EIA Guidance](#) to assist managers and team leaders to complete all EIAs.

| | | | |
|---------------------------------|--------------------------------------|--|------------|
| Service area & dept. | Highway – Environment and Operations | Date the activity will be implemented | 01/07/2019 |
|---------------------------------|--------------------------------------|--|------------|

| | |
|--------------------------------------|---|
| Brief description of activity | To seek the approval of the Executive Member for Regeneration to approve Highway Maintenance Gully Cleaning Strategy under provisions contained within the 1980 Highways Act. |
|--------------------------------------|---|

| Answers favouring doing an EIA | Checklist question | Answers favouring not doing an EIA |
|---|---|---|
| <input type="checkbox"/> Yes | Does this activity involve any of the following: - Commissioning / decommissioning a service - Budget changes - Change to existing Council policy/strategy | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> Yes | Does the activity impact negatively on any of the protected characteristics as stated within the Equality Act (2010)? | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> No <input type="checkbox"/> Not sure | Is there a sufficient information / intelligence with regards to service uptake and customer profiles to understand the activity's implications? | <input checked="" type="checkbox"/> Yes |
| <input type="checkbox"/> Yes <input type="checkbox"/> Not sure | Does this activity: Contribute towards unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act <i>(i.e. the activity creates or increases disadvantages suffered by people due to their protected characteristic)</i> | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> Yes <input type="checkbox"/> Not sure | Reduce equality of opportunity between those who share a protected characteristic and those who do not <i>(i.e. the activity fail to meet the needs of people from protected groups where these are different from the needs of other people)</i> | <input checked="" type="checkbox"/> No |
| <input type="checkbox"/> Yes <input type="checkbox"/> Not sure | Foster poor relations between people who share a protected characteristic and those who do not <i>(i.e. the function prevents people from protected groups to participate in public life or in other activities where their participation is disproportionately low)</i> | <input checked="" type="checkbox"/> No |
| FOR = 0 | TOTAL | AGAINST = 6 |

Will you now be completing an EIA?

Yes

No

The EIA toolkit can be found [here](#)

| | |
|----------------------------------|--------------------------------|
| Assessment Lead Signature | Imran Munshi, Drainage Manager |
| E&D Lead Signature | Gwen Kinloch |
| Date | 4 th May 2019 |