

WIRRAL COUNCIL

CABINET

16 JANUARY 2014

SUBJECT:	HIGHWAY MAINTENANCE FUNDING AND STRUCTURAL MAINTENANCE PROGRAMME 2014/15
WARD/S AFFECTED:	ALL
REPORT OF:	KEVIN ADDERLEY, STRATEGIC DIRECTOR REGENERATION AND ENVIRONMENT
RESPONSIBLE PORTFOLIO HOLDER:	COUNCILLOR HARRY SMITH, HIGHWAYS AND TRANSPORTATION
KEY DECISION?	YES

1.0 EXECUTIVE SUMMARY

- 1.1 On 13 January 2011, Cabinet endorsed the maintenance allocation within the Local Transport Plan (LTP) Capital Programme for 2011/15 [minute 285 refers.] The reported funding figures at that time were indicative but the Programme for 2014/15 for the Highway Maintenance Block amounts to the original reported figure of £2.699 million.
- 1.2 The Chancellor's Autumn Statement on the 5 December 2012 announced an additional, dedicated fund to provide for essential maintenance to renew, repair and extend the life of the highway network in England. Wirral has been allocated £0.279m from that fund in 2014/15.
- 1.3 This report presents both the proposed breakdown of that highway maintenance funding between the Bridges, Lighting and Roads/Footway elements of the network and the proposed Highway Structural Maintenance Programme 2014/15, for approval.
- 1.4 The maintenance of highways is a statutory duty for the Council under the Highways Act 1980 (as amended).

2.0 BACKGROUND AND KEY ISSUES

- 2.1 The highway network and other transport infrastructure assets together represent by far the largest capital asset the Council holds, and the value of replacing those assets is estimated to be £1.94 billion. The highway network for which Wirral Council is responsible comprises approximately 1,185 kilometres of road.
- 2.2 Local Transport Plan Capital Programme 2014/15
- 2.2.1 On 13 January 2011 Cabinet endorsed the indicative maintenance allocation within the LTP Capital Programme 2011/15, which included funding for the maintenance of highways totalling £ 2.699 million for 2014/15 [minute 285 refers.]
- 2.2.2 That £ 2.699 million LTP allocation is intended for all highway infrastructure maintenance with particular emphasis on the strategic network. An

assessment of the priority needs of the bridges, street lighting, roads and footways elements of the network has been undertaken and the need for maintenance improvements to lighting columns and a number of priority bridge maintenance and strengthening schemes are included within the overall programme.

- 2.2.3 Accordingly, Cabinet is now recommended to approve the following allocation of the maintenance block as Table 1 below.

Street Lighting	£ 200,000
Bridges	£ 850,000
Roads and Footways	£ 1,649,000
Total	£ 2,699,000

Table 1: Allocation of the LTP Capital Programme 2014/15 Maintenance Block

2.3 Additional Local Highways Maintenance Funding

- 2.3.1 The Chancellor's Autumn Statement on the 5 December 2012 announced an additional £333 million for a dedicated fund to provide for essential maintenance to renew, repair and extend the life of the highway network in England. Of the £333m, Wirral was allocated £0.522m for 2013/14 and £0.279m for 2014/15 for priorities such as road resurfacing, maintenance to bridges or repairing damage to highway infrastructure caused by severe weather events. A requirement of the funding is that authorities commit to publishing a short statement on its website (and send a copy to the DfT) at the end of each financial year setting out on what and where (in terms of location) the additional funding has been spent, and how it has complemented (rather than displaced) existing planned highway maintenance expenditure.

2.4 Overall summary of funding proposed for structural maintenance of Roads and Footways in 2014/2015

- 2.4.1 Table 2 below summarises the proposed allocations described in Sections 2.2 and 2.3.

Funding Source	£
Local Transport Plan Capital Programme 2014/2015 Maintenance block (As Table 1).	£ 1,649,000
Additional Local Highways Maintenance Funding. (A list of locations is included in Appendix 1.)	£ 279,000
TOTAL	£1,928,000

Table 2: Summary of proposed funding allocations for structural maintenance of roads and footways in 2014/15.

2.5 Network Condition and Assessment Criteria

- 2.5.1 In order to fulfil its duty to maintain the highway, it is necessary to consider how the Council will prioritise the maintenance schemes to be undertaken and what treatment the prioritised schemes should comprise in order to repair and prevent further deterioration of those lengths of road and footway. The following criteria are used in carrying out this analysis:
- (i) In accordance with national best practice the Council undertakes surveys of the highway network in order to determine the condition of the carriageways.
 - (ii) Areas of constant repairs; mainly due to vehicle over-ride; are highlighted in the Highway Inspectors' safety inspections.
 - (iii) Particular roads brought to the Council's attention, as warranting significant repair, by Constituency Committees, Elected Members, the public and Streetscene officers.
 - (iv) Feedback from the Council's Term Maintenance Contractor regarding the suitability of different repair solutions depending on the existing road condition and use.
- 2.5.2 In relation to Constituency Committees, each area was given the opportunity to contribute to this year's programme and submit lists of roads they considered to be local priorities for significant repair, via their Constituency Manager. The programme of schemes **attached as Appendix 1** denotes those schemes with a "C". Schemes that are the subject of a petition are denoted as "P".
- 2.5.3 From the surveys undertaken, the existing condition of the highway network is reported through a small number of former National Indicators (NI). Choices relating to structural repairs to carriageway surfacing is dependent on a number of factors including cost, traffic flows and type and the condition of the underlying road and foundation. Certain routes require more expensive and durable surfacing whereas in other cases the priority, particularly on relatively lowly trafficked routes, is to prevent further deterioration of the road surface by sealing against ingress of water, whilst restoring skid resistance. Single Data List item 130-01, replacing former National Indicator 168, which measures the condition of Classified Principal (A) Roads has improved from 4.1% in 2009/10 to 2% in 2010/11 and to 1% in 2011/12 and remains at 1% in 2012/13.
- 2.5.4 Single Data List item 130-02 replacing former National Indicator 169 which measures the condition of Classified Non-Principal (B and C) Roads also improved from 4% in 2009/10 to 2% in 2010/11, remained the same at 2% in 2011/12 and has improved to 1% in 2012/13.
- 2.5.5 The Single Data Lists were introduced by the government in 2011/12 as part of the Data Set reporting requirements for local authorities as replacements to the former National Indicator Set.
- 2.5.6 The unclassified network (formerly BVPI 224b) had deteriorated from 5% in 2009/10 to 6% in 2010/11. However, an additional surfacing programme specifically undertaken on the unclassified highway network in 2012/13, funded

from the Council's Capital Maintenance Allocation, returned the condition indicator to 5% in 2011/12. This condition indicator has been able to remain at 5% in 2012/2013 with the additional £0.522m funding described in Section 2.3.1.

- 2.5.7 All the recorded measurements above indicate the percentage of the network that requires immediate maintenance for each classification of road.

2.6 Proposed Structural Maintenance Programme for 2014/15

- 2.6.1 The proposed Structural Maintenance Programme for 2014/15 for roads and footways is set out in the attached Appendix 1 and has been prepared taking into account the funding described in Section 2.4 above and the priorities assessed from the criteria described in Section 2.5 above; with all of the schemes in the programme being identified from the surveys as requiring maintenance intervention now.
- 2.6.2 Cabinet should note that the list of schemes shown in the priority listing is greater than the proposed funding. This is to allow certainty of priority yet flexibility to extend/alter the proposed schemes to be delivered in the event that, for example, there are clashes with major utility activities, severe winter damage to certain roads, some scheme requirements/extent/costs are reduced, or less costly treatment is selected when the schemes are prepared in detail.

3.0 **RELEVANT RISKS**

- 3.1 The duty to maintain the highway is achieved in part through structural maintenance of carriageways and footways, and withdrawal of funding would mean that that duty would not be met to the same degree.
- 3.2 As with most highway authorities, the network is deteriorating, and without a structural maintenance programme to address the highest priority routes, then the network will deteriorate further, the asset value will decrease and the cost of carrying much greater maintenance at a later date will be disproportionately higher.
- 3.3 Withdrawal of funding would lead to the deterioration of the network. This would have an adverse effect on the amount of claims received by the authority for Slips, Trips and Falls together with Road Traffic Accidents.

4.0 **OTHER OPTIONS CONSIDERED**

- 4.1 None. The programme is based on meeting the highest priority needs within the funding available against the condition and assessment criteria.

5.0 **CONSULTATION**

- 5.1 The Constituency Committees, as described in Section 2.5.

6.0 **IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS**

- 6.1 None identified through this report.

7.0 **RESOURCE IMPLICATIONS: FINANCIAL; IT; STAFFING; AND ASSETS**

- 7.1 Financial: Schemes identified in the programme will be funded from a variety of sources as detailed in Table 2 above.

7.2 Staffing: Existing staff resources will be used for the detailed investigation, design and monitoring of these schemes.

7.3 Assets: Preventative maintenance to the highway assets will increase their residual life and asset value, and future spending will be targeted to maintain the carriageway condition indicators at their current level.

8.0 LEGAL IMPLICATIONS

8.1 Section 41 of the Highways Act 1980 imposes a duty on the Council, as Highway Authority, to maintain highways at the public expense.

9.0 EQUALITIES IMPLICATIONS

9.1 Has the potential impact of your proposal(s) been reviewed with regard to equality?

(a) Yes and impact review is attached

10.0 CARBON REDUCTION IMPLICATIONS

10.1 The environmental impact of the proposed construction methods and processes contained within the programme are evaluated on a site by site basis.

10.2 Wherever practicable the use of recycling processes is encouraged to reduce the tax burden through landfill and aggregate levies and to limit the use of non-renewable resources.

11.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

11.1 There are no planning implications arising directly from this report.

12.0 RECOMMENDATION/S

12.1 That Cabinet is requested to approve:

- (i) The proposed allocation of Local Transport Plan Capital Programme 2014/15 Maintenance Block between Street Lighting, Bridges and Roads/Footways;
- (ii) The Highway Structural Maintenance Programme for 2014/15 (as detailed in section 2.6) and
- (iii) That the Strategic Director for Regeneration and Environment; in conjunction with the Cabinet Member for Highways and Transportation and Party Spokespersons; be able to make necessary adjustments to the priorities within the programme should the need arise due to financial, condition or other factors.
- (iv) That the additional highways maintenance funding referred to in section 2.3 be expended on those highway schemes specifically referred to in Appendix 1.

13.0 REASON/S FOR RECOMMENDATION/S

- 13.1 The investment in the maintenance of the highway network will enable the Council to comply with its statutory duty to maintain the highway. The establishment of a prioritised programme allows both transparency that the Council is addressing those highway elements in greatest need of maintenance and proper management of the allocated finances, and to permit co-ordination of roadworks with the utilities' programmes of work.
- 13.2 Winter salting and freeze/thaw action has a detrimental effect on the condition of highway surfaces, allowing further degradation due to the ingress of water.
- 13.3 The additional funding of £0.279 million mentioned in paragraph 1.2 is subject to terms and conditions attached as **Appendix 2**.

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APPENDICES

Appendix 1 – Proposed Structural Maintenance Programme 2014/15.

Appendix 2 – Letter from Department for Transport dated 18 December 2012 detailing Additional Highway Maintenance Funding for 2013/14 and 2014/15.

REFERENCE MATERIAL HELD BY THE REPORT AUTHOR:

United Kingdom Pavement Management Systems (UKPMS) Survey Condition Data.

Single Data List Items (Former National Indicators N.I.168, N.I.169 and former BVPI 224b.)

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Cabinet – Highway Maintenance Funding and Structural Maintenance Programme 2013/14	24 January 2013
Cabinet – Highway Maintenance Funding and Structural Maintenance Programme 2012/13	12 January 2012
Cabinet – Local Transport Plan Capital Programme 2012/13	12 January 2011
Council - Capital Programme and Financing 2012/15	12 December 2011
Cabinet – Highway Maintenance Funding and Structural Maintenance Programme 2011/12	3 February 2011