

## EXECUTIVE MEMBER DECISION FORM

**DECISION TO BE TAKEN BY: CLLR JULIE Mc MANUS**

**KEY DECISION: YES**

**PORTFOLIO AREA: COMMUNITY SERVICES**

**PORTFOLIOS AFFECTED: COMMUNITY SERVICES**

**WARDS AFFECTED: All**

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**SUBJECT: HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME 2020/21  
LOCAL (UNCLASSIFIED) ROADS PROGRAMME**

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### **1. RECOMMENDATIONS:**

That the Cabinet Member be requested to approve the detailed programme of Hot Rolled Asphalt , Dense Bitumen Macadam and Surface Treatment schemes for the maintenance of Local (Unclassified) Roads up to a value of £1,000 ,000 at locations as outlined in Appendix 1 of this report.

### **2. REASON/S FOR RECOMMENDATIONS:**

This investment in the maintenance of the highway network enables the Council to comply with its statutory duty to maintain the highway.

### **3. STATEMENT OF COMPLIANCE**

*The recommendations are made further to legal advice from the Deputy 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 completed. The recommendations reflect the core principles of good governance set out in the Council's Code of Corporate Governance.*

#### 4. DECLARATION OF INTEREST

There are no conflicts of interest.

<b>Signed:</b>  <b>Executive Member: Cllr Julie Mc Manus</b> <b>Date: 16 June 2020</b>	<b>Signed:</b>  <b>Chief Officer: Simon Fox</b> <b>Date: 16 June 2020</b>
<b>Date of Senior Policy Team Meeting(s):</b>	

**A list of background papers on this issue is held with:**

Contact Officer: Linda Summers  
Date: 8 June 2020

**Date of Publication:**

**Date of Expiry of Call-In Period:**

*Form Reference: Executive Member Decision Form May 2012 v 1.0*

**CABINET MEMBER (COMMUNITY SERVICES) DECISION - JUNE 2020**

<b>REPORT TITLE</b>	<b>HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME 2020/21</b>  <b>LOCAL (UNCLASSIFIED) ROADS PROGRAMME</b>
<b>REPORT OF</b>	<b>DIRECTOR FOR DELIVERY SERVICES</b>

**Wirral Council Cabinet member for Community Services, Cllr Julies McManus, said:**

“Wirral's residents expect to be able to travel around our borough on a transport network which is fit for purpose and meets their needs.

“The quality of our roads is a priority for the people of Wirral - and therefore this council. This programme of works will help to ensure we continue to have a high quality transport network which will support our economy.”

**REPORT SUMMARY**

On 24 March 2020, the Leader of the Council approved an overall allocation of £1,000,000 to be spent on the maintenance of Local (Unclassified) Roads and Footways.

This report now seeks approval for the detailed programme of Hot Rolled Asphalt, Dense Bitumen Macadam and Surface Treatment schemes to be funded from this allocation to a value of £1,000,000.

A further report covering footways and major carriageway patching will be presented as soon as the promised funding from the DfT is confirmed.

This funding will support the delivery of the Wirral Council Plan 2025, in particular the priority themes of 'Working for an Inclusive Economy: Wirral residents have access to great jobs and good quality, affordable housing' and 'Working for a Sustainable Environment: Wirral residents live in a cleaner, greener Wirral'.

The maintenance of highways is a statutory duty for the Council under the Highways Act 1980 (as amended).

This is a Key Decision on the Council's Forward Plan and this matter affects all Wards within the Borough.

### **RECOMMENDATION/S**

That the Cabinet Member be requested to approve the detailed programme of Hot Rolled Asphalt , Dense Bitumen Macadam and Surface Treatment schemes for the maintenance of Local (Unclassified) Roads up to a value of £1,000,000 at locations as outlined in Appendix 1 of this report.

## **SUPPORTING INFORMATION**

### **1.0 REASON/S FOR RECOMMENDATION/S**

- 1.1 This investment in the maintenance of the highway network enables the Council to comply with its statutory duty to maintain the highway.

### **2.0 OTHER OPTIONS CONSIDERED**

- 2.1 There are various ways in which the funding could be allocated however, it is considered that a programme based on meeting the highest priority needs within the funding available against condition and assessment criteria is the most appropriate.

### **3.0 BACKGROUND INFORMATION**

- 3.1 On 24 March 2020, the Leader of the Council approved an overall allocation of £1,000,000 to be spent on the maintenance of Local (Unclassified) Roads and Footways.
- 3.2 This report now seeks approval for the detailed programme of Hot Rolled Asphalt, Dense Bitumen Macadam and Surface Treatment schemes to be funded from this allocation to a value of £1,000,000 subject to Early Contractor Involvement feedback for material suitability.
- 3.3 As part of Wirral's Life Cycle Planning approach various materials are used to extend the life of the existing surface. An overview of these treatments is as follows:

#### **3.3.1 Hot Rolled Asphalt**

##### **Material:**

Hot Rolled Asphalt (HRA) is a dense mixture of mineral aggregate, sand filler and bitumen.

The sand filler reduces voids on compaction, the bitumen provides strength.

The bitumen binder is a mixture of petroleum and polymer modified produced to a high technical specification.

A hard-stone pre-coated aggregate stone (chipping) is applied to provide skid resistance.

##### **Application:**

The material is usually laid by machine and is very hot between 120 to 180°C on a bitumen Bond Coat.

The material is laid with a stone chipping following immediately after and rolled compacted.

##### **Process:**

The original road surface is removed by milling (planing) to a depth of 50mm. Any damaged iron work is replaced or adjusted.

The Bond coat is applied.

The material is applied by a machine commonly known as a Barber Green.

The chippings are applied by the use of a calibrated spreader to provide the correct rate of spread.

The material is then compacted with two 10 tonne dead weight rollers

Use:

The material is highly durable, provides high strength and is used on all main and commercial routes and has a design life of 10 to 20 years depending on location.

### **3.3.2 Dense Bitumen Macadam**

Material:

This product is a mixture of aggregates of various sizes (grading) all measured from a coarse 20mm to a fine 3mm aggregate size.

Application:

This is mixed with a hot bitumen which binds the material together and prevents water ingress.

Depending on the material design (based on the use of the road) will depend the size of the aggregate used and the strength of the bitumen, this is known as its penetration which also shows in the viscosity (the measure of how flow able the bitumen is).

The material obtains most of its strength from the interlocking action of the aggregates.

Process:

The process of laying the material is the same as Hot Rolled Asphalt, except the depth will usually be 30 to 40 mm.

Use:

As a surface material to restore the profile on local roads, but due to its limited strength is not suitable for commercial routes.

The design life can vary due to the location and use of the road, but it usually ranges from 8 to 16 years, but given the issues with planning can prove very expensive as additional material is usually needed.

### **3.3.3 Surface Treatments**

The programme includes two types as follows:

#### Micro Asphalt

Material

This surface treatment is a cold applied polymer modified binder bituminous material which overlays an existing surface which can fill in ruts, treats cracks, seals porous surfaces and can restore minor to moderate loss of carriageway profile. The material is suitable for a variety of surfaces and most classes of road.

Process

The material has a fast machine application, trafficking possible within 5 to 20 minutes, depending on ambient temperature.

The Micro Asphalt provides a pleasing finish, no ravelling or bleeding.

Requires no rolling action as traffic use consolidates surface.

#### Use

The material has a design life of 10 years and has been used on Wirral since the late eighties with very low site problems and depending on road use can achieve double its design life.

As this product does not remove the existing surface it can by the overlay provide some strength and has the ability to restore a certain amount of profile making it a very cost effective treatment and has environment advantages because there is no waste, makes this the material of choice for most of our unclassified roads.

#### Surface Dressing

##### Material:

A hot bitumen binder of various strengths depending on the location and existing road surface material.

A dry washed chipping aggregate hard stone of various sizes from 6mm to 10mm or a combination is used depending on location and use of the road.

##### Process:

Surface dressing involves spraying the bitumen binder (a sticky tar like substance) on a dry, clear road surface over which the stone is spread. The surface is rolled with a light roller to embed the stones; some loose stones will remain.

Vehicle action is used to fully embed the stone and the surface is swept about a week after being laid.

The material requires warm dry weather and for this reason work is carried out between May and August.

##### Use:

This material has been in use for over 90 years and is the most widely used material to extend the life of a carriageway.

Given the various design features it can be used on any road however the chipping loss has seen its use limited and high stressed areas (junctions) can reduce its life.

The process provides a waterproof surface, improved anti-skid and extends the life of a surface by 10 to 20 years depending on location.

- 3.4 The programme of Hot Rolled Asphalt, Dense Bitumen Macadam and Surface Treatment locations is **set out in Appendix 1**. Several roads identified are concrete pavements and depending on required repairs, the works will be undertaken on a rolling programme over the next 2 years.
- 3.5 The list of schemes 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 or some schemes requirements/extent/costs are reduced or less costly treatment is selected when the schemes are prepared in detail.

## 4.0 FINANCIAL IMPLICATIONS

- 4.1 The financial resource for this programme comes from Liverpool City Region Combined Authority, as outlined in the previous report to Leader of the

Council on 24 March 2020.

## **5.0 LEGAL IMPLICATIONS**

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

## **6.0 RESOURCE IMPLICATIONS: ICT, STAFFING AND ASSETS**

- 6.1 Existing staff resources will be used for the detailed investigation, design and monitoring of these schemes. Maintenance activity will be carried out through the Highways Service or discrete contracts as appropriate.
- 6.2 Preventative maintenance to highway assets will increase their residual life and asset value, and spending is targeted to maintain carriageway condition indicators.

## **7.0 RELEVANT RISKS**

- 7.1 The highway network is constantly deteriorating hence without a structural maintenance programme to address the highest priority locations, the network will deteriorate further, the asset value will decrease and the cost of carrying out much greater maintenance at a later date will be disproportionately higher.
- 7.2 Withdrawal of funding would lead to deterioration of the network which would have an adverse effect on the number of substantiated claims received by the authority for slips, trips and falls together with road traffic accidents.

## **8.0 ENGAGEMENT/CONSULTATION**

- 8.1 Local Ward Councillors have had the opportunity to suggest locations for inclusion in this Programme.
- 8.2 The consultation process has followed the following guiding principles of fair consultation:
- It should be at a time when proposals are at a formative stage.
  - Must include sufficient reasons for particular proposals to allow those consulted to give intelligent consideration and an intelligent response.
  - Those consulted should be made aware of the factors that are of decisive relevance to the decision.
  - Adequate time should be given for consideration and response.
  - The product of the consultation should be conscientiously taken into account by the decision makers in finalising their statutory proposals/ when the ultimate decision is taken.

## **9.0 EQUALITY IMPLICATIONS**

- (a) Yes and impact review is attached – (*insert appropriate hyperlink*).

<https://www.wirral.gov.uk/communities-and-neighbourhoods/equality-impact-assessments/equality-impact-assessments-2017/delivery>



## 10.0 ENVIRONMENT AND CLIMATE IMPLICATIONS

10.1 The repairing of the highway is a major contributor to our carbon emissions.

10.2 The increased use of surface treatments means we are using considerably less fossil material, also, with no excavation we have no contaminated waste issues.

10.3 The content and/or recommendations contained within this report are expected to:

- Reduce emissions of green house gases

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## APPENDICES

Appendix 1 – Proposed Unclassified Roads

## BACKGROUND PAPERS

United Kingdom Pavement Management Systems (UKPMS) Survey Condition Data held by the report author

Single Data List Items (Former National Indicators N.1.168, N.1.169 and former BVPI 224b.) held by the report author.

DfT Guidance on the benefits of highway maintenance:

<https://www.gov.uk/government/publications/local-highways-maintenance-economic-costs-and-benefits-tool>

[http://liverpoolcityregion-ca.gov.uk/uploadedfiles/meetings/LCRCA\\_Agenda\\_020218.pdf](http://liverpoolcityregion-ca.gov.uk/uploadedfiles/meetings/LCRCA_Agenda_020218.pdf)

**SUBJECT HISTORY (last 3 years)**

<b>Council Meeting</b>	<b>Date</b>
Leader of the Council Decision - Highway Structural Maintenance Programme 2020/21	<b>24 March 2020</b>
Cabinet Member Report Highway Structural Maintenance Programme 2019/20 - Local (Unclassified) Roads Programme	<b>26 April 2019</b>
Cabinet – Highway Structural Maintenance Programme 2019/20	<b>25 March 2019</b>
Cabinet – Highway Structural Maintenance Programme 2018/19	<b>26 March 2018</b>