

WIRRAL COUNCIL

CABINET – 4 FEBRUARY 2010

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

2010/11 LOCAL TRANSPORT CAPITAL PROGRAMME – HIGHWAY STRUCTURAL MAINTENANCE (PRINCIPAL AND NON-PRINCIPAL CLASSIFIED ROADS)

1.0 EXECUTIVE SUMMARY

- 1.1 On 14th January 2010, Cabinet approved the Local Transport Capital Programme including funding for Maintenance of Roads and Footways totalling £1.951million.
- 1.2 Within this Block, £1.251million has been approved for Highway Structural Maintenance schemes on Principal and Non-principal classified roads and this report sets out an initial £500k programme for Cabinet approval.
- 1.3 This is a Key Decision in the Council's Forward Plan.

2.0 BACKGROUND

- 2.1 On 14th January 2010, Cabinet approved the Local Transport Capital Programme including funding for Maintenance of Roads and Footways totalling £1.951million (Minute 268 refers). The approved allocation for Maintenance of Roads and Footways is broken down as follows:

Principal and Non-principal Roads	£1,251k
Brimstage Rd, Clatterbridge & Dock Rd/ Gorsey Ln	£500k
Non-surfacing Maintenance	£100k
Liscard Centre - TSI replacement	£100k
TOTAL	£1,951K

- 2.2 Further work is required to finalise the full programme of Highway Structural Maintenance schemes on Principal and Non-principal classified roads totalling £1,251k, however this report sets out an initial £500k programme for Cabinet approval to ensure a sufficient flow of work to the Council's highways partner, Colas Limited, for the start of the new financial year.

3.0 PROPOSED HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME FOR PRINCIPAL AND NON-PRINCIPAL CLASSIFIED ROADS

- 3.1 Principal and Non-principal roads are surveyed by mechanical means in accordance with Department for Transport (DfT) criteria. Condition data

is fed into the national UKPMS system and roads are prioritised for treatment based on a “traffic light” ranking as follows:

Red – roads where maintenance should be planned soon

Amber – plan investigation works

Green – good condition

- 3.2 A list of Principal and Non-principal roads classed as “red” is **attached to this report as Appendix A**. The total value of the schemes in the list is estimated at £1.17million.
- 3.3 It was initially hoped to seek Cabinet approval for the full Principal and Non-principal Highway Structural Maintenance programme well in advance of the next financial year, however for reasons out of our control we have only recently received further skidding resistance (SCRIM) data and details of requests for schemes via Area Forums and we are still awaiting final National Indicator figures (NI 168 and NI 169 Condition of Principal and Non-principal Roads).
- 3.4 In addition, for part of the programme it is proposed to set aside an allocation for Surface Treatments in the usual manner and further work is being undertaken between the Council and its highways partner, Colas Limited, to review the processes being used and ensure the contractor’s knowledge and expertise is taken into account at each specific location.
- 3.5 For these reasons, **Cabinet approval is sought for an initial £500k programme chosen from the list of schemes in Appendix A** to ensure a sufficient flow of work to Colas Limited for the start of the new financial year.
- 3.6 Even though the value of the schemes in Appendix A significantly exceeds the £500k initial allocation, this will allow maximum flexibility to take account of programming issues such as statutory undertakers’ works and other unforeseen events.
- 3.7 It is proposed that a further report will be brought to Cabinet later in the spring setting out the detail of the rest of the Principal/ Non-principal classified roads programme for approval.
- 3.8 In addition to the Principal/ Non-principal classified roads programme using LTP Capital funding, there will also be a separate report seeking approval for the Council’s Structural Maintenance Programme for unclassified roads using the Council’s own Capital and Revenue funding. It is worth noting that it is the Unclassified Structural Maintenance Programme that is subject to the vast majority of scheme requests via Area Forums, elected Members and the public.

4.0 FINANCIAL IMPLICATIONS

4.1 The approved allocation for Maintenance of Roads and Footways from the LTP Capital Programme for 2010/11 is as follows:

Principal and Non-principal Roads	£1,251k
Brimstige Rd, Clatterbridge & Dock Rd/ Gorsey Ln	£500k
Non-surfacing Maintenance	£100k
Liscard Centre - TSI replacement	£100k
TOTAL	£1,951K

4.2 This report seeks approval to implement schemes to the value of £500k from the Principal and Non-principal Roads allocation.

5.0 STAFFING IMPLICATIONS

5.1 Existing staff resources will be used for the detailed investigation, design and supervision of these schemes.

6.0 EQUAL OPPORTUNITIES/EQUALITY IMPACT ASSESSMENT

6.1 There are no specific ethnic minority, elderly persons or equal opportunities implications arising directly out of this report. Maintaining the highways in good condition is of particular benefit for pedestrians who have physical disabilities.

7.0 HEALTH IMPLICATIONS/IMPACT ASSESSMENT

7.1 All of the schemes in the Maintenance Block Allocation have positive health implications due to improved traffic movement and pedestrian facilities.

8.0 COMMUNITY SAFETY IMPLICATIONS

8.1 There are no community safety implications arising directly out of this report. The condition of the highway has some influence on community safety, and there is a need to provide safe footways and carriageways for users.

9.0 LOCAL AGENDA 21 IMPLICATIONS

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

9.2 Wherever possible the use of recycling processes are encouraged to reduce the tax burden through landfill and aggregate levies and to promote sustainable initiatives and benefits to the environment.

10.0 PLANNING IMPLICATIONS

10.1 There are no specific planning implications arising from this report.

11.0 ANTI-POVERTY IMPLICATIONS

11.1 There are no specific Anti-Poverty implications arising from this report.

12.0 SOCIAL INCLUSION IMPLICATIONS

12.0 There are no specific Social Inclusion implications arising from this report.

13.0 HUMAN RIGHTS IMPLICATIONS

13.1 There are no direct implications under this heading.

14.0 LOCAL MEMBER SUPPORT IMPLICATIONS

14.1 Relevant Wards are shown in Appendix A.

15.0 BACKGROUND PAPERS

15.1 Boroughwide condition survey information has been used in the preparation of this report.

16.0 RECOMMENDATION

16.1 Cabinet is requested to approve an initial £500k programme from the list of schemes in Appendix A to be funded from the Principal and Non-Principal Roads allocation as described in this report.

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