

WIRRAL COUNCIL

CABINET – 18 MARCH 2010

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

HIGHWAY STRUCTURAL AND STREET LIGHTING MAINTENANCE PROGRAMME 2010/11

1.0 EXECUTIVE SUMMARY

1.1 Further to my report setting out the headline Local Transport Capital Programme for 2010/11 which was approved by Cabinet at its meeting on 14th January 2010, this report now sets out the detailed Highway Structural Maintenance and Street Lighting Programmes for 2010/11 including the allocation of additional funding from the Council's own Capital and Revenue allocations.

1.2 This is a Key Decision in the Council's Forward Plan.

2.0 BACKGROUND AND KEY CONSIDERATIONS

2.1 Local Transport Capital Programme

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

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

2.1.2 As part of the overall Programme, £300k was also approved for Maintenance of Street Lighting street lighting improvements.

2.1.3 To ensure a sufficient flow of work to the Council's highways partner, Colas Limited, for the start of the new financial year, an initial £500k programme for Principal and Non-principal (Classified) Roads was approved by Cabinet on 4th February 2010 (Minute 317 refers).

2.1.4 This report now sets out the rest of the detailed Highway Structural and Street Lighting Programmes for 2010/11 from the Local Transport Capital Programme plus the Council's own Capital and Revenue allocations.

2.2 Assessment Criteria for Roads and Footways

2.2.1 In identifying schemes and producing the programme I have used the agreed assessment criteria which includes:

(i) Schemes highlighted from UKPMS surveys using coarse and detailed visual inspections (CVI and DVI).

(ii) Principal and Non-principal roads are surveyed by mechanical means rather than visual inspection in accordance with Department for Transport criteria and performance monitored via National Indicators.

(iii) Schemes highlighted by Area Forums, Elected Members, the general public and my own staff which have been assessed as requiring attention.

(iv) Areas of constant repair, mainly due to vehicle over-ride and damage, highlighted from Highway Inspectors' safety inspections.

2.2.2 In addition, the proposed programme is compared against road accident casualty information (accidents with road surface condition as a potential causation factor) to determine whether prioritising a scheme in the programme may also help to address a recognised road safety problem.

2.2.3 In relation to Area Forums, all Forums were given the opportunity to contribute to this year's programme and submit lists of work they considered to be local priorities, and the programme clearly identifies these schemes (denoted "F" in the appendices). I propose to report back to Area Forums on their suggested priorities and the reasons for inclusion or otherwise, and subject to Members' endorsement I propose that the process of involving the Area Forums in the determination of local priorities should continue.

2.3 UK Pavement Management System (UKPMS) and National Indicators

2.3.1 UKPMS Ranking uses the "traffic light system" for Principal and Non Principal roads.

Red – Roads where maintenance should be planned soon.

Yellow – Plan investigation works.

Green – Good condition.

Unclassified keep their previous ranking where 100 is the poorest condition.

2.3.2 Performance Indicator figures for N.I 168 and 169 (Condition of Principal and Non-Principal Roads) shown further improvement in the condition of the classified road as indicated in the table below.

NI 168 – Principal Roads

| | 2008/09 | 2009/10 |
|-------|---------|---------|
| Green | 73.6% | 74.4% |
| Amber | 22.0% | 21.5% |
| Red | 4.4% | 4.1% |

NI 169 – Non-Principal Roads

| | 2008/09 | 2009/10 |
|-------|---------|---------|
| Green | 71.5% | 74.1% |
| Amber | 23.7% | 21.6% |
| Red | 4.9% | 4.2% |

2.3.3 In order to maintain last year's improvement in the condition of the Principal and Non-Principal roads, I propose to apportion the budget allocation similar to last year.

2.4 Pre-emptive Maintenance – Use of Surface Treatments

2.4.1 There are various options for the surface treatment of carriageways including the following:-

- Retread – shallow depth recycling carried out on site to re-profile the road surface - used on carriageways that have a poor shape and poor riding qualities.
- Ralumac – a microasphalt surfacing material suitable for all types of road with a finished surface that has low noise characteristics and a good riding quality.
- Surface dressing – a thin overlay with stone chippings that follows the original contours of the carriageway - a preventative treatment that seals the surface to prevent further deterioration.

2.4.2 The application of these options is currently under review for the coming year and the choice of options is dependent on a variety of factors including advice from the contractor.

2.4.3 For footways, surface treatment will be a slurry seal thin overlay treatment to seal the footway surface and prevent further deterioration.

2.5 Assessment Criteria for Street Lighting

2.5.1 The structural condition of lighting columns is continuously assessed as part of the cyclical maintenance regime. Included in the process is a visual inspection to identify and record the existence of any key risk factors.

The data collected has been used to identify and prioritise column replacements.

If the majority of the columns in a road or section of road have been identified as being in need of replacement then the opportunity is taken to prepare a new scheme complying with the requirements of the British Standard. These schemes are listed in Appendix B

More commonly, only individual columns in a road are identified as priority replacements and these are renewed on a one for one basis.

3.0 PROPOSED STRUCTURAL MAINTENANCE PROGRAMME 2010/11

3.1 Local Transport Capital Programme (£1.951M Roads and Footways plus £300k Street Lighting)

3.1.1 Resurfacing of Principal and Non- Principal classified roads will be undertaken from this allocation. This category of scheme is identified in Appendix A with a Red, Amber or Green ranking. These schemes form the basis for the UKPMS survey and Performance Indicator figures for NI 168 and NI 169 (Condition of Principal and Non-Principal Roads).

3.1.2 The proposed street lighting programme is set out in Appendix B. £200,000 will be spent on schemes from the list in Appendix B and £100,000 on one off replacements.

3.2 Wirral Council Capital Allocation for Highway Maintenance (£500k plus £300k Street Lighting)

3.2.1 I propose to use this allocation for carriageway and footway surface treatments on unclassified roads. £400,000 will be spent on carriageway surfacing and £100,000 on footways. These schemes are indicated in Appendix C as surface treatment for carriageways and slurry seal for footways.

3.2.2 The proposed street lighting programme is set out in Appendix B. £300,00 will be spent on schemes from the list in Appendix B.

3.3 Wirral Council Revenue Allocation for Highway Maintenance (£1.265M plus £100k Street Lighting)

3.3.1 The Council's Revenue allocation is to be used on the structural maintenance of roads and footways as follows:

£539,000 for Major Carriageway works (£389,000, resurfacing £150,00 surface dressing) and £725,000 for major footway works.

3.3.2 Street lighting one off replacements £100,000.

4.0 FINANCIAL IMPLICATIONS

4.1 Schemes identified in the Appendices will be funded from the variety of Budget Headings and the Council's own Capital Allocation listed below:

| | |
|--|-----------|
| Principal and Non-Principal Roads | £1,251k |
| Brimstage Rd, Clatterbridge & Dock Rd/Gorseley Ln | £500k |
| Council's Capital Allocation | £500k |
| Council's Revenue Budget (major footways/carriageways) | £1,265.1k |
| LTP (Lighting) | £300k |
| Council's Capital Allocation (Lighting) | £300k |
| Council's Revenue Budget (Lighting) | £100k |
| | £4,216.1k |

4.2 Subject to Statutory Undertakers activities I propose to complete as many schemes as possible from within the identified sources.

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

12.1 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 listed in the programme appendices.

15.0 BACKGROUND PAPERS

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

16.0 RECOMMENDATIONS

16.1 Cabinet is requested to approve the detailed Highway Structural Maintenance and Street Lighting programme for 2010/11.

DAVID GREEN, DIRECTOR
TECHNICAL SERVICES

**APPENDIX B - PROPOSED LIGHTING SCHEMES
CAPITAL PROGRAMME 2010-2011**

| LOCATION |
|---|
| Acre Lane |
| Argyle Street |
| Arrowe Park Road (Poole Lane to Arrowebrook Road) |
| Borough Road (Clifton Road to Lowwood Grove) |
| Breck Road |
| Chester Street (Water Street to Ivy Street) |
| Devonshire Park Area |
| Fairview Road |
| Green Lane Wallasey (Stanley Ave to Wallasey Village) |
| Hamilton Street (Duncan Street to Hinson Street) |
| Hinson Street |
| King Street |
| Kings Parade |
| Langdale Road Area |
| Liscard Road (Central Park Avenue to Martins Lane) |
| Liscard Town Centre (Gyratory) |
| Park Road North |
| Pensby Rd |
| Rowson St (St James Road to Magazine Lane) |
| Seabank Road (Rowson St to Magazine Lane) |
| St David Road |
| St Johns Road |
| Thingwall Road East |
| Wallasey Bridge Road |
| Wallasey Road |
| Withens Lane (Martins Lane to Manor Road) |
| Wyndham Road Area |