

WIRRAL COUNCIL

CABINET

12 JANUARY 2012

SUBJECT:	HIGHWAY MAINTENANCE FUNDING AND STRUCTURAL MAINTENANCE PROGRAMME 2012/13
WARD/S AFFECTED:	ALL
REPORT OF:	DIRECTOR OF TECHNICAL SERVICES
RESPONSIBLE PORTFOLIO HOLDER:	COUNCILLOR HARRY SMITH, STREETSCENE AND TRANSPORT SERVICES
KEY DECISION?	YES

1.0 EXECUTIVE SUMMARY

- 1.1 On 13 January 2011, Cabinet endorsed the maintenance allocation within the Local Transport Plan Capital Programme for 2012/13. That Programme includes the funding for the Highway Maintenance Block, totalling £2.958 million. On 12 December 2011 Council approved the Capital Programme 2012/15 which included a further £2.65 million for 2012/13 (£1 million for capitalised highways maintenance, £1 million for roads and £0.65 million for road safety) funded from Council resources.
- 1.2 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 2012/13, for approval.
- 1.3 The maintenance of highways is a statutory duty for the Council under the Highways Act 1980 (as amended).

2.0 RECOMMENDATIONS

- 2.1 That Cabinet approve:
- (i) The proposed allocation of Local Transport Plan Capital Programme 2012/13 Maintenance Block between Street Lighting, Bridges and Roads/Footways;
 - (ii) The Detailed Highway Structural Maintenance Programme for 2012/13 (as detailed in paragraph 4.3); and
 - (iii) That the Director of Technical Services; in conjunction with the Cabinet Member for Streetscene & Transport Services 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.

3.0 REASON/S FOR RECOMMENDATION/S

- 3.1 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.
- 3.2 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.

4.0 BACKGROUND AND KEY ISSUES

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 £1.65 billion. The highway network for which Wirral Council is responsible comprises approximately 1,185 kilometres of road.

4.1 Local Transport Plan Capital Programme 2012/13

On 13 January 2011, Cabinet endorsed the maintenance allocation within the Local Transport Plan Capital Programme 2011/15, [minute 285 refers] which included funding for the maintenance of highways totalling £2.958 million for 2012/13.

That £2.958 million allocation is intended for all highway maintenance, and 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 replacement of deteriorating lighting columns and a number of priority bridge maintenance and strengthening schemes are included within the overall programme. The allocation for bridges includes a commitment for the resurfacing of the Docks Link Roads; requiring approximately £342,000; as approved by Cabinet at their meeting of 9 December 2011 [minute 260(2) refers].

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

Street Lighting	£ 400,000
Bridges	£1,158,000
Roads and Footways	£1,400,000
Total	£2,958,000

Table 1: Allocation of the LTP Capital Programme 2012/13 Maintenance Block

4.2 Wirral Council funding for structural highway maintenance for Roads and Footways

On 12 December 2011, Council approved the Capital Programme 2012/15 which included a further £2.00 Million for 2012/13 for highway maintenance, funded from Council resources.

4.3 Overall summary of funding proposed for structural maintenance of Roads and Footways in 2012/13

Table 2 below summarises the proposed allocations described in Sections 4.1 and 4.2 above.

Funding Source	£
Local Transport Plan Capital Programme 2012/13 Maintenance block.	1,400,000
Capital Maintenance Allocation (£2.0M)	
- Footways	560,500
- Unclassified and Residential Roads	500,000
- Non Principal Roads	439,500
- Principal Roads	500,000
-	
TOTAL	3,400,000

Table 2: Summary of proposed funding allocations for structural maintenance of roads and footways in 2012/13

4.4 Network Condition and Assessment Criteria

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 of 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 Area Forums, 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.
- (v) Road casualty information, where collisions with road surface condition as a potential causation factor, to determine whether prioritising a scheme in the programme may also address a recognised road safety concern.

In relation to Area Forums, Ward Councillors were given the opportunity to contribute to this year's programme and submit lists of roads they considered to be local priorities for significant repair. The programme of schemes **attached at Appendix 1** denotes those schemes with an "F". The recent Neighbourhood Plan consultation findings will help to inform future work programmes and the Area Forums will continue to provide a useful mechanism to report progress of the schemes.

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. NI168 which measures the condition of Classified Principal (A) Roads has improved from 4.1% in 2009/10 to 2% in 2010/11.

NI169 which measures the condition of Classified Non-Principal (B and C) Roads also improved from 4% in 2009/10 to 2% in 2010/11.

The unclassified network (formerly BVPI 224b) has deteriorated from 5% in 2009/10 to 6% in 2010/11.

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

4.5 Proposed Structural Maintenance Programme for 2012/13

The proposed Structural Maintenance Programme for 2012/13 for roads and footways is set out in the attached Appendix 1 and has been prepared taking into account the funding described in Section 4.3 above and the priorities assessed from the criteria described in Section 4.4 above; with all of the schemes in the programme being identified from the surveys as requiring maintenance intervention now.

Members 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.

5.0 RELEVANT RISKS

- 5.1 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.
- 5.2 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.

6.0 OTHER OPTIONS CONSIDERED

- 6.1 None. The programme is based on meeting the highest priority needs within the funding available.

7.0 CONSULTATION

- 7.1 The Area Forums, as described in Section 4.4.

8.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS

- 8.1 None identified through this report.

9.0 RESOURCE IMPLICATIONS: FINANCIAL; IT; STAFFING; AND ASSETS

- 9.1 Financial: Schemes identified in the programme will be funded from a variety of sources as detailed in Table 2 above.
- 9.2 Staffing: Existing staff resources will be used for the detailed investigation, design and monitoring of these schemes.
- 9.3 Assets: Preventative maintenance to the highway assets will increase their residual life and asset value, and will be targeted to maintain the carriageway condition indicators at their current level.

10.0 LEGAL IMPLICATIONS

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

11.0 EQUALITIES IMPLICATIONS

- 11.1 There are none identified in this Report.

12.0 CARBON REDUCTION IMPLICATIONS

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

12.2 Wherever possible 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.

13.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

13.1 Planning: There are no planning implications arising directly from this report.

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APPENDICES

Appendix 1 – Proposed Structural Maintenance Programme 2012/13

Appendix 2 - Proposed Structural Maintenance Programme 2012/13 (in Ward order)

REFERENCE MATERIAL

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

National Indicators NI168, NI169 and former BVPI 224b.

SUBJECT HISTORY (last 3 years)

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