

WIRRAL COUNCIL

CABINET

24 JANUARY 2013

SUBJECT:	HIGHWAY MAINTENANCE FUNDING AND STRUCTURAL MAINTENANCE PROGRAMME 2013/14
WARD/S AFFECTED:	ALL
REPORT OF:	INTERIM 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 2013/14. The reported funding figures at that time were indicative but the Programme for 2013/14 for the Highway Maintenance Block amounts to the original reported figure of £2.864 million.
- 1.2 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. Wirral has been allocated £0.522m in 2013/14 and £0.279m in 2014/15 for priorities such as road resurfacing, maintenance to bridges or repairing damage to highway infrastructure caused by severe weather events.
- 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 2013/14, 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 2013/14

2.2.1 On 13 January 2011 Cabinet endorsed the indicative maintenance allocation within the Local Transport Plan Capital Programme 2011/15, which included funding for the maintenance of highways totalling £ 2.864 million for 2013/14.

2.2.2 That £ 2.864 million allocation fully funded through the LTP, is intended for all highway infrastructure maintenance. 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	£ 800,000
Roads and Footways	£ 1,864,000
Total	£ 2,864,000

Table 1: Allocation of the LTP Capital Programme 2013/14 Maintenance Block

2.3 Wirral Council funding for structural highway maintenance/improvements for Roads and Footways

2.3.1 A report on the Capital Programme 2012/15 is received by Cabinet at this meeting and includes two further £0.5 million allocations for 2013/14 for highway maintenance/improvements, funded from Council resources.

2.3.2 In previous years the capital element of the highways structural maintenance programme has been supported by £1.0 million of Capitalised Revenue funding from the Council's Revenue Budget. It is not expected that this funding will be available in the future.

2.3.3 The amount available this year from the LTP is £94,000 less than last year's allocation and this funding will be further reduced by £165,000 next year, from £2,864 million to £2,699 million. 2014/15 is the final year of the current LTP settlement.

2.3.4 The total reduction therefore of funding over the next two years from the LTP is £259,000. The submission of the Capital bids from Council resources this year is considered necessary to partly mitigate these reductions which would otherwise have the impact of accelerating the deterioration and depreciation of the highway network. The Additional Highway Maintenance Funding of £0.801 million referred to in paragraph 1.2 partly compensates for the reduction in funding.

2.4 Additional Local Highways Maintenance Funding

2.4.1 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 has been allocated £0.522m in 2013/14 and £0.279m in 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.

2.5 Overall summary of funding proposed for structural maintenance of Roads and Footways in 2013/14

2.5.1 Table 2 below summarises the proposed allocations described in Sections 2.2, 2.3 and 2.4 above.

Funding Source	£
Local Transport Plan Capital Programme 2013/14 Maintenance block.	£ 1,864,000
Capital Maintenance Allocation (£1.0M)	
- Unclassified and Residential Roads	£ 500,000
- Non Principal Roads	£ 500,000
Additional Local Highways Maintenance Funding. (A list of locations is included in Appendix 1.)	£ 522,000
TOTAL	£3,386,000

Table 2: Summary of proposed funding allocations for structural maintenance of roads and footways in 2013/14.

2.6 Network Condition and Assessment Criteria

2.6.1 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 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.

2.6.2 In relation to Area Forums, each Forum 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. The programme of schemes **attached at Appendix 1** denotes those schemes with an "F". Schemes that are the subject of a petition are denoted as "P".

2.6.3 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.

2.6.4 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 and remains the same at 2% in 2011/12.

2.6.5 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.

2.6.6 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 last year, funded from the Council's Capital Maintenance Allocation, returned the condition indicator to 5% in 2011/12.

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

2.7 Proposed Structural Maintenance Programme for 2013/14

2.7.1 The proposed Structural Maintenance Programme for 2013/14 for roads and footways is set out in the attached Appendix 1 and has been prepared taking into

account the funding described in Section 2.5 above and the priorities assessed from the criteria described in Section 2.6 above; with all of the schemes in the programme being identified from the surveys as requiring maintenance intervention now.

- 2.7.2 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.

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 Area Forums, as described in Section 2.6.

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. The £3.386m maintenance schemes within the Local Transport Plan Capital Programme, which have been detailed in this report, will be funded by grants from the Department for Transport; £2.864m from the Local Transport Settlement for highway infrastructure improvements and £0.522m from the recently announced additional Highways Maintenance funding for highway infrastructure maintenance. The Capital bid funding of £1.0 million from the Council's Capital Maintenance Allocation will also fund essential highway maintenance work.
- 7.2 Staffing: Existing staff resources will be commissioned 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 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.

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 approve:

- (i) The proposed allocation of Local Transport Plan Capital Programme 2013/14 Maintenance Block between Street Lighting, Bridges and Roads/Footways;
- (ii) The Detailed Highway Structural Maintenance Programme for 2013/14 (as detailed in section 2.7) 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.
- (iv) That the additional highways maintenance funding referred to in section 2.4 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.

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APPENDICES

Appendix 1 – Proposed Structural Maintenance Programme 2013/14.

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

REFERENCE MATERIAL

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