

WIRRAL COUNCIL

CABINET

10 APRIL 2014

SUBJECT:	CAPITAL PROGRAMME FOR MAINTENANCE OF UNCLASSIFIED ROADS AND SEVERE WEATHER RECOVERY FUNDING
WARD/S AFFECTED:	ALL
REPORT OF:	KEVIN ADDERLEY, STRATEGIC DIRECTOR FOR REGENERATION AND ENVIRONMENT
RESPONSIBLE PORTFOLIO HOLDER:	COUNCILLOR HARRY SMITH, HIGHWAYS AND TRANSPORTATION
KEY DECISION?	YES

1.0 EXECUTIVE SUMMARY

- 1.1 The purpose of this report is seek Cabinet's approval for the allocation of the Capital Funding for Preventative Maintenance to Unclassified and Residential Streets and approval to agree a programme for the use of additional funding allocated to Local Authorities by the Department of Transport (DfT) for repairing local roads damaged by the recent severe weather.
- 1.2 The Chancellor's Budget Statement on the 19 March 2014 announced an additional dedicated fund to provide for essential maintenance to help repair damage to the local road network caused by the recent severe weather. Wirral has been allocated £364,447 from that fund. A requirement of the DfT is that this additional expenditure should be detailed on the Authority's website by the end of April 2014.
- 1.3 The report also seeks authority for the Cabinet Member in consultation with Party Spokespersons to approve the detailed programme for utilising that funding.
- 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 Capital Bid Programme 2014/15

2.1.1 At the Cabinet meeting on 12 February 2014 Members approved the Capital Programme for 2014/2017 [minute 285 refers] including £500,000 that has been approved for Preventative Maintenance to Unclassified and Residential Streets.

2.2 Network Condition and Assessment Criteria

2.2.1 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 with the additional funding and what treatment 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 Constituency Committees, 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.

2.2.2 In relation to Constituency Committees, each area was given the opportunity to contribute to this year's structural maintenance programme and submit lists of roads they considered to be local priorities for significant repair, via their Constituency Manager. The programme of schemes **attached as Appendix 1** denotes those schemes with a "C".

2.3 Weather Recovery Funding

2.3.1 The Chancellor's Budget Statement on the 19 March 2014 announced an additional £183.5 million for a dedicated fund to provide for much needed road repairs following the wettest winter on record. Wirral was allocated £364,447. 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 April where (in terms of location) the additional funding has been spent. Schemes will be determined based on the same criteria described in Section 2.2 above, and detailed as part of the published statement.

3.0 RELEVANT RISKS

3.1 The Council has a statutory duty to maintain the highway and this is achieved in the part through the structural maintenance of roads.

3.2 Repairing and reinstating damaged road surfaces reduces the Council's exposure to potential public liability insurance claims.

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 Constituency Committees, as described in Section 2.2.

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 the Capital Bid allocation of £500,000. Further schemes will be identified and funded by the Severe Weather Recovery Allocation of £364,447.

7.2 Staffing: Existing staff resources will be used 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?

<https://www.wirral.gov.uk/my-services/community-and-living/equality-diversity-cohesion/equality-impact-assessments/eias-april-2014/eias-regeneration-envir>

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 practicable 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 is requested to:

- (i) Approve the Capital Programme for Preventative Maintenance to Unclassified Roads and Residential Streets 2014/15 (as detailed in Appendix 1).
- (ii) Approve that the Strategic Director for Regeneration and Environment; in conjunction with the Cabinet Member for Highways and Transportation 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.
- (iii) Note the acceptance of the Severe Weather Recovery grant of £364,447 on behalf of the Council by the Section 151 Officer.
- (iv) Approve that the Cabinet Member for Highways and Transportation in consultation with the Party Spokespersons be able to approve a programme of highway maintenance schemes to be funded from the Severe Weather Recovery grant.

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.

13.3 The additional funding of £364,447 mentioned in paragraph 2.3 is subject to terms and conditions attached as Appendix 2, requiring identification of the programme within a short timeframe.

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APPENDICES

Appendix 1 – PROPOSED CAPITAL BID PROGRAMME 2014/15

Appendix 2 - Terms and Conditions for the Severe Weather Funding

REFERENCE MATERIAL HELD BY THE REPORT AUTHOR:

United Kingdom Pavement Management Systems (UKPMS) Survey Condition Data

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Cabinet – Capital Programme and Financing 2014/2017	12/2/14
Cabinet – Highway Maintenance Funding and Structural Maintenance Programme 2014/15	16/1/14