

WIRRAL COUNCIL

REGENERATION AND ENVIRONMENT POLICY AND PERFORMANCE COMMITTEE - 3 DECEMBER 2014

SUBJECT:	NOTICE OF MOTION “INVESTING IN WIRRAL’S INFRASTRUCTURE” – MANAGEMENT OF HIGHWAY ASSETS
WARD/S AFFECTED:	ALL
REPORT OF:	KEVIN ADDERLEY, STRATEGIC DIRECTOR, REGENERATION AND ENVIRONMENT
RESPONSIBLE PORTFOLIO HOLDER:	COUNCILLOR STUART WHITTINGHAM, HIGHWAYS & TRANSPORT
KEY DECISION?	NO

1.0 EXECUTIVE SUMMARY

- 1.1 This report sets out the Directorate’s response to the matters raised regarding investment in Wirral’s highway infrastructure in the Notice of Motion to Council in July 2014, and requests the Committee’s endorsement of the way forward proposed by the Directorate in maintaining the high standard of infrastructure management in addressing the challenges facing the Council.
- 1.2 The maintenance of highways is a statutory duty.

2.0 BACKGROUND AND KEY ISSUES

- 2.1 At its meeting of 14 July 2014, Council requested that the Committee consider the matter of investment in Wirral’s highway infrastructure [Minute 33 refers]. Committee will recall that it considered this request at its meeting of 22 September 2014 and resolved that a report be presented to a future meeting to allow consideration of the issues identified in the Notice of Motion [Minute 17 refers].
- 2.2 This report sets out the service’s report in response to the specific matters raised in the Notice of Motion, and draws conclusions for the Committee’s consideration regarding the current management of highway assets and the future strategy for ensuring that the highways assets continue to meet the needs of the council in delivering its Plans for the Borough.

3.0 THE LEVEL OF INVESTMENT IN RECENT YEARS

- 3.1 The Council, through both the Local Transport Plan (LTP) funding and its own capital programme, has invested in the all parts of the road network in recent years, and has

also benefitted from the extremely competitive rates in the Highway and Engineering Services Contract 2009 – 2014; allowing extensive surface treatment programmes.

- 3.2 A comprehensive programme is also underway in the current year, delivered through the new Highway Services Contract. The current year's funding also includes grants which have been made available to address the impact of severe weather in recent years. The funding for the current year also includes the Pothole Fund grant, for which the Council received, and is currently spending, £462,452.
- 3.3 A summary of the capital investment in highway infrastructure maintenance for the period 2010/11 to 2014/15 is provided at **Appendix 1**. The information is broken down to separately table expenditure on highway structures, such as bridges, and street lighting columns.
- 3.4 The Department of Transport (DfT) is currently consulting local highway authorities regarding the proposed funding models for government capital allocations for highway maintenance. It is expected that changes will come into force with effect from the allocations for 2015/16, and this is discussed further at Section 7.0 below.

4.0 AREAS OF STRONG PERFORMANCE WITHIN THE SERVICE

- 4.1 The highway network is the Council's most valuable asset and its replacement is presently valued at £1,911 Billion. This value is calculated for the Council's annual submission of its Whole of Government Accounts and has risen in recent years due to ever more comprehensive and sophisticated data being collected and held for the highway assets; albeit from a low baseline in 2009/10.
- 4.2 The condition of the Council's roadwork, based on the latest available survey data is amongst the top few authorities in the Country, through prudent and sustained investment, and is discussed further in Section 5.0. **Appendix 1** also provides comparative information between the Council's expenditure per head compared with the average for all Metropolitan highway authorities, demonstrating that we are spending less per head than the average on principal roads, and just above average on non-principal roads, but achieving network condition well above most authorities.
- 4.3 Some of the high profile investment announcements by a few authorities (e.g. Liverpool £80 million, Surrey £100 million) have been made by authorities whose surveyed road condition results would mean that the levels of investment proposed would not bring the measured condition of their networks up to that currently enjoyed in Wirral.
- 4.4 Wirral Council takes a pragmatic approach to maintaining the network; carrying out both preventative maintenance, to ensure timely intervention on road surfaces to prevent ingress of water, which, other than traffic loading, is the primary catalyst for structural damage to roads, and all roads in the borough are subject to planned inspection, and reacting to safety defects on older roads once identified and where our defined criteria is met, repairs are carried out. The relevant extracts from the Council's maintenance policy are attached at **Appendix 2**.

- 4.5 The presence of, and adherence to, a clear policy for inspection and maintenance, and allocating repair criteria and repair time targets, has served the Council well, since we are able to provide a robust defence in court against claims for slips, trips, falls and collisions, and the Council; has a high repudiation rate against claims as a result. **Appendix 3** tabulates the Council's achievements in repudiating claims. Committee should note that it is not possible to provide comparative figures for the most recent complete year, 2013/14, due to the time elapsed between receipt of any claims, and their final resolution.
- 4.6 DfT have now provided feedback on the Pothole Fund Application submitted by the Council, and have advised that the Council's application was ranked 60th out of the 148 eligible applications received from English highway authorities. Elements of the bid were ranked higher than others, and the Council scored strongly (ranked 43rd) in its work on embracing the latest innovations through the national Highways Maintenance Efficiency Programme (HMEP), including sharing HMEP best practice with others - our use of HMEP contract/procurement tools, hosting the second national HMEP contract training workshop, speaking at the LGA/HMEP Conference in 2013 and supporting other authorities on HMEP contract development will have contributed to this stronger score.
- 4.7 The lowest section score was 66th, and this reflected limited cross boundary collaboration on highway maintenance and demonstrating the invest to save outcomes of our infrastructure management. This is considered further in Section 7.0.

5.0 THE REPAIRS BACKLOG, INCLUDING UP TO DATE CONDITION SURVEY DATA

- 5.1 Based on the latest available condition survey results, it is possible to estimate the network structural maintenance 'backlog' as being in the order of £1.9 Million on 'red' roads already requiring maintenance, plus £26.6 Million on deteriorating 'amber' roads requiring maintenance to prevent them becoming life expired. The approach taken in preparing the structural maintenance programme is to carry out preventive maintenance to a mix of both the 'red' and 'amber' roads, since if investment was only carried out on 'red' roads, then 'amber' routes would become 'red', and as a result more costly to repair.
- 5.2 For safety defects, the 'backlog' is only £3,000 – 4,000 at any point in time; representing the identified (inspection or public reporting) actionable defects which have been added to the work queue for the contractor to repair, funded from the revenue budget.
- 5.3 The combination of revenue and capital funding invested enables a reasonable balance between carrying out preventative maintenance to limit the deterioration of roads and reactive maintenance to address defects which require immediate or prompt repair – such as potholes.
- 5.4 Public perception about road condition is often focused on the appearance of the road, and the ride quality – it is for these aspects which is difficult to meet the expectations of customers. A further challenge is the demand, on a particular route, to continually respond to minor surface repairs. If this demand were met, not only would this present budgetary difficulties, but also such a route is unlikely to become a priority for a more substantial preventative treatment, since it has already been repaired, albeit in a piecemeal manner.

5.5 Committee Members will be familiar with enquiries which ask why we do not repair non-intervention defects whilst the contractor is attending to repair a safety intervention defect. Again, such an approach would present budgetary management difficulties as well as planning of resources by the contractor. Most importantly, the Council would be using limited revenue funding to repair non-essential repairs which may undermine the presently strong defence in court that such resources are targeted at maintaining a safe highway network at all times.

5.6 The latest available Condition Survey data is provided in **Appendix 4**. Comparative data for neighbouring authorities is also shown in Appendix 4, together with a weblink to the national statistics for all English highway authorities. The results show that Wirral's road network is in comparatively good condition compared to most authorities. The current year's survey is not yet complete, but it is expected that the headline, 'red', condition indicators will be close to those measured for 2013/14.

6.0 THE LEVELS OF SAFETY INTERVENTION REPAIRS ON THE HIGHWAY NETWORK, AND REPUDIATION RATES FOR CLAIMS AGAINST THE COUNCIL

6.1 Policy criteria are set out in the Council's policy for highway maintenance, as is the Inspection Regime, as described in Section 4.0 above. The Committee should also note that Inspectors are provided with a much more detailed and comprehensive Inspection Manual.

6.2 Committee should note that the policy makes reference to the 'code' – the national best practice Code of Practice *Well Maintained Highways*. This document is currently under review, and a consultative draft is expected to be published in 2015. The Council will contribute to the consultation process, and it is proposed that the Council's policy and practices will be reviewed in the light of the new code when it is finalised. It is anticipated that the new code will move towards a more risk-based approach to intervention levels, and our current practice already reflects this.

6.3 Similar national codes of practice *Well Maintained Structures* and *Well Lit Highways* are also under review at present.

6.4 As described in paragraph 4.5, repudiation rates against claims are shown in **Appendix 3** and demonstrate the continuing high level of repudiation achieved by the Council as a result of its policies and practices.

7.0 PROPOSALS FOR THE FURTHER DEVELOPMENT OF THE HIGHWAYS ASSET MANAGEMENT STRATEGY AND PLANS, TO REFLECT CHANGES IN INDUSTRY GUIDANCE AND BEST PRACTICE

7.1 The UK Roads Liaison Group (UKRLG), with the support of the Department for Transport sponsored Highways Maintenance Efficiency Programme (HMEP), published highway Infrastructure Asset Management Guidance in 2013. The Guidance provides comprehensive advice to enable successful implementation of good asset management practices.

7.2 The Guidance includes 14 recommendations that should be adopted to achieve the full benefits of asset management and make better use of limited resources. It also introduces a flexible framework that is designed to support a developing approach to

highway maintenance that matches strategic priorities and meets efficiency requirements and stakeholder expectations.

- 7.3 This approach will enable much greater opportunities for consultation and importantly, the opportunity for the contractor and their supply chain to plan further ahead in to ensure resources are available for Wirral. These sustained workloads will help in driving down costs that in turn, would be shared with the Council.
- 7.4 In its 2011 report *Going the Distance*, the Audit Commission also recommended that authorities should "...apply asset management principles when making investment decisions." by "...developing clear and focussed asset management plans."
- 7.5 The Council has already adopted a draft Highways Asset Management Plan (HAMP) as a high level document, and has developed arrangements to continue to gather more sophisticated information about the size and condition of the highways assets.
- 7.6 This information informs the annual calculations for the value of the highway asset which are required to be submitted each year by the Director of Resources as part of the Whole of Government Accounts requirements. The most recent valuation of the highway infrastructure assets is £1.94 Billion, confirming the highway network as the Council's most valuable physical asset.
- 7.7 The need to prioritise resources to develop the new highways contract in 2013, and to ensure successful completion of the previous term contract, has deferred further development of the HAMP but now it is possible to progress with developing Lifecycle Plans for each asset type, which will allow the service to demonstrate more accurately that value for money is achieved for maintenance choices. In essence, the Council is already making good choices about maintaining the asset but it needs to be able to demonstrate that it is making the best choices.
- 7.8 HMEP published a report on the *National Pothole Review – Prevention and a better cure* (2012), with one of the recommendations being that local highway authorities should adopt the principle that "prevention is better than the cure in determining the balance between structural, preventative and reactive maintenance." Research quoted by HMEP has shown that reactive repairs are four times more costly than preventative treatments.
- 7.9 The Committee may recall that the former Sustainable Communities Overview and Scrutiny Committee received a report on 21 October 2012 [Minute 35 refers] setting out the Council's approach to the recommendations within the HMEP report. The Committee report identified two of the recommendations where the Council needed to develop the service further.
- 7.10 Firstly, in the management of potholes, so that the public can better track progress regarding the repair of potholes. The Council is taking a broader approach to ensuring that web-based services are improved so that residents can better track progress on defects they have reported, and development work is continuing on the CRM system and website.
- 7.11 The second recommendation related to the need for the Council to develop both long and short term maintenance programmes, and suggested at least four years for the

long term programme, and at the time of the report it was proposed that this would be addressed “as part of developing asset management of the highway infrastructure.”

8.0 THE DELIVERABILITY OF A PROGRAMME OF SUSTAINED INVESTMENT OVER SEVERAL YEARS TO MAINTAIN THE CONDITION OF THE BOROUGH’S HIGHWAYS IN THE CONTEXT OF SEVERE CUTS IN THE COUNCIL’S OVERALL BUDGET BY CENTRAL GOVERNMENT AND THE OPPORTUNITY COST OF DELIVERING SUCH A PROGRAMME

8.1 That rate of deterioration of the highway network is best managed, given limited resources, through long term repair solutions rather than short term and piecemeal reactive repairs.

8.2 This is supported by the Department of Transport sponsored Highways Maintenance Efficiency Programme (HMEP), in their report on the *National Pothole Review – Prevention and a better cure* (2012), with one of the recommendations being that local highway authorities should adopt the principle that “prevention is better than the cure in determining the balance between structural, preventative and reactive maintenance.”

8.3 The advantages of investing in the structural maintenance of the highway infrastructure are many:

- Reduction in dependency on revenue funding for reactive repairs
- Less defects and correspondingly a reduction in legitimate claims for compensation
- Government proposals that capital funding for local authorities will be greater for those that can demonstrate that they are using it well.
- Contributes to regeneration objectives to attract investment and create jobs
- Provides improved, more attractive, neighbourhoods
- Contributes to road safety objectives
- Fewer complaints from residents and businesses
- Preventative maintenance strategies for tackling deteriorating roads before they have failed can result in extensive cost savings – the cost of repairing a failed road can be 100 – 200% higher than a timely surface treatment.

8.4 The service needs to be developing longer term plans for highway maintenance. Many authorities now develop 10 year plans, with 5 year plans fully funded. Accordingly, it is suggested that investment is essential to achieve the benefits described above, and over a longer term plan period which will enable much greater opportunities for consultation and importantly, the opportunity for the contractor and his supply chain to plan further ahead, to ensure resources are available for Wirral, and to help in driving down costs through sustained workloads, which would be shared with the Council.

8.5 Moving towards long term programmes is already underway with a Capital Bid for three years has been proposed for maintenance of unclassified roads, and consultation is underway by DfT regarding the future funding models for local authority highway maintenance funding, for a programme spanning 2015/16 to 2020/21.

9.0 RELEVANT RISKS

- 9.1 Consultation on the future government funding for highway maintenance is proposing that more funding will be available to those authorities who can demonstrate innovation and best practice, and so improvement to comprehensive asset management of highways infrastructure and longer term programmes are essential as representing best practice.
- 9.2 From 1 April 2016 there will be a change in accounting policy. The 2016/17 edition of the Accounting Code will adopt the measurement requirements of the Transport Code and the Council will need to achieve a successful valuation of the transport infrastructure assets for the 2016/17 financial statements.
- 9.3 The Council has a statutory duty to maintain the highway and this is achieved in part through the structural maintenance programme.

10.0 OTHER OPTIONS CONSIDERED

- 10.1 No other options have been considered.

11.0 CONSULTATION

- 11.1 Consultation has been carried out with the Council's contractor, who is supportive of developing asset based approaches and longer term programming.

12.0 OUTSTANDING PREVIOUSLY APPROVED ACTIONS

- 12.1 There are no outstanding previously approved actions.

13.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS

- 13.1 There are no direct implications arising out of this proposal.

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

- 14.1 Staffing: Existing staff resources will be used, supplemented by short term external expertise, where beneficial.
- 14.2 Financial: Business Cases for any additional investment in asset management systems/software, data collection and training will be developed to ensure that any approved investment is based on invest to save, in order to reduce the dependency on revenue funding for maintenance in the future.

15.0 LEGAL IMPLICATIONS

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

16.0 EQUALITIES IMPLICATIONS

- 16.1 Has the potential impact of your proposal(s) been reviewed with regard to equality?
- (b) No because there is no relevance to equality.

17.0 CARBON REDUCTION AND ENVIRONMENTAL IMPLICATIONS

11.1 The environmental impact of proposed construction methods and processes contained within the long-term programming of highway maintenance will be evaluated on a site by site basis.

18.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

18.1 There are no implications under this heading.

19.0 RECOMMENDATION/S

19.1 It is recommended that the Committee:

- (i) endorse the contents of this report, and the good progress made by the service.
- (ii) endorse the implementation of a long-term maintenance strategy that is based on sound asset management principles and recognised best practice.
- (iii) recommend to Cabinet that long-term maintenance strategies should form the basis for development of future structural maintenance programmes for highway infrastructure.

20.0 REASON/S FOR RECOMMENDATION/S

20.1 Implementation of a long-term maintenance strategy based on sound asset management principles will ensure the value of the highway asset does not deteriorate but increases thereby improving the economic, social and environmental well-being of the borough, meets highway industry best practice and maximises the opportunities to attract the highest levels of government funding allocations available.

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APPENDICES

Appendix 1 Recent Investment and Expenditure Comparison

Appendix 2 Extract from Wirral Council's policy for highway maintenance

Appendix 3 Claims Repudiation rates

Appendix 4 Highway Condition Data

BACKGROUND PAPERS/REFERENCE MATERIAL

HMEP/UKRLG Highway Infrastructure Asset Management Guidance can be viewed at:

<http://www.ukroadsliaisongroup.org/en/utilities/document-summary.cfm?docid=5C49F48E-1CE0-477F-933ACBFA169AF8CB>

HMEP Pothole Review can be viewed at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3995/pothole-review.pdf

Code of Practice - Well Maintained Highways can be viewed at:

<http://www.ukroadsliasongroup.org/en/utilities/document-summary.cfm?docid=C7214A5B-66E1-4994-AA7FBAC360DC5CC7>

Audit Commission 2011 report Going the Distance can be viewed at:

<http://archive.audit-commission.gov.uk/auditcommission/sitecollectiondocuments/Downloads/20110526goingthedistancePRESS.pdf>

Wirral Council Pothole Fund Bid documentation can be viewed at:

<https://www.wirral.gov.uk/my-services/transport-and-streets/roads-highways-and-pavements/highway-maintenance/pothole-fund-bid>

BRIEFING NOTES HISTORY

Briefing Note	Date
None	

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Regeneration and Environment Policy and Performance Committee, Notice of Motion 'Investing in Wirral's Infrastructure'	22 September 2014
Council, Notice of Motion 'Investing in Wirral's Infrastructure'	13 July 2014

Cabinet, Pothole Funding	7 July 2014
Cabinet, Capital Programme for the Maintenance of Unclassified Roads and Severe Weather Recovery Funding	10 April 2014
Cabinet, Highway Maintenance Funding and Structural Maintenance Programme 2014/15	16 January 2014
Sustainable Communities Overview and Scrutiny Committee, Management of Highway Structures	29 January 2013
Cabinet, Highway Maintenance Funding and Structural Maintenance Programme 2013/14	24 January 2013
Sustainable Communities Overview and Scrutiny Committee, Have a Safe and Well Maintained Highway	21 November 2012
Sustainable Communities Overview and Scrutiny Committee, Surfacing and Surface Treatment Materials and the National Pothole Review	21 November 2012
Cabinet, Highway Asset Management Strategy	15 March 2012
Cabinet, Highway Maintenance Funding and Structural Maintenance Programme 2012/13	12 January 2012

Recent Investment

Capital expenditure budgets for roads and footways have been as follows (£'000s):

<u>Year</u>	<u>LTP</u>	<u>Council</u>	<u>Other grants</u>	<u>Total</u>
2010/11	1,251	1,565	nil	2,816
2011/12	1,500	2,000	nil	3,500
2012/13	1,400	2,060	nil	3,460
2013/14	1,864	1,000	522	3,386
2014/15	1,649	500	1,105	3,254

Budgeted investment in structural maintenance of bridges and other highway structures has been as follows:

<u>Year</u>	<u>LTP</u>	<u>Council</u>	<u>Other grants</u>	<u>Total</u>
2010/11	500	nil	nil	500
2011/12	1,395	nil	nil	1,395
2012/13	1,158	nil	nil	1,158
2013/14	800	nil	nil	800
2014/15	850	nil	nil	850

Budgeted investment in structural maintenance of street lighting columns has been as follows:

<u>Year</u>	<u>LTP</u>	<u>Council</u>	<u>Other grants</u>	<u>Total</u>
2010/11	300	400	nil	700
2011/12	200	nil	nil	200
2012/13	400	nil	nil	400
2013/14	200	nil	nil	200
2014/15	200	300	nil	500

Expenditure Comparison

All England Metropolitan Authorities		
Spend on maintenance of principal roads per head		
Authority	2011/12	2012/13
Wirral Metropolitan Borough Council	£5.38 per head	£4.18 per head
Average	£9.54 per head	£8.39 per head

All England Metropolitan Authorities		
Spend on maintenance of non principal roads per head		
Authority	2011/12	2012/13
Wirral Metropolitan Borough Council	£21.99 per head	£16.85 per head
Average	£19.50 per head	£16.10 per head

EXTRACT FROM WIRRAL COUNCIL'S POLICY FOR HIGHWAY MAINTENANCE

4.0 Highway Inspections

4.1 Inspection, Assessment, Recording and Repair

4.1.1 Inspections

The code emphasises the need for an effective regime of inspection, assessment and recording as the most crucial component of highway maintenance. The inspection, assessment and recording regime should provide the basic information for addressing the key objectives of highway maintenance strategy:-

Network Safety (Safety Inspections)
Network Serviceability (Service Inspections)
Network Sustainability (Structural Condition Survey)

All elements of the inspection and assessment regime should be applied systematically and consistently, particularly in the case of network safety, where information may be relevant in respect of legal proceedings.

4.1.2 Highway Safety Inspections

The code states that this type of inspection consists of frequent comprehensive inspections to identify all defects likely to create danger or inconvenience to users of the network or the wider community.

The recommended parameters which need to be specified for a safety inspection regime are:-

- i) Frequency of inspection
- ii) Items for inspection
- iii) Degree of deficiency
- iv) Nature of response

This policy outlines the Authority's current safety inspection regime and expands on the above parameters.

4.1.3 Carriageway Inspections

As outlined earlier in the network hierarchy section of this document the carriageway network has been divided into five categories and the inspection frequencies are as follows.

- i) Strategic Route, a driven inspection is undertaken quarterly.
- ii) Main Distributors, certain sections of these routes are inspected on foot monthly or quarterly depending on the inspection frequency of the adjacent footways. In addition, all these particular routes are inspected by vehicle quarterly.
- iii) Secondary Distributors, certain sections of these routes are inspected on foot quarterly again depending on the inspection frequency of the adjacent

footways, the remainder being inspected on foot annually. Driven inspections undertaken quarterly supplement this inspection regime.

iv) Link Roads, all link roads are inspected on foot annually and driven inspections quarterly.

v) Local Access Roads are inspected on foot annually.

4.1.4 Footway Inspections

As indicated earlier in this document the frequency of safety inspections on footways is dependant predominantly on pedestrian volume.

However, the majority of footways in the Borough are link or local access footways. Linking footways are routes which link local access footways through urban areas. Local access footways are associated with low usage and are normally found on short estate roads and cul de sacs on housing estates. These two categories of footway are inspected annually on foot and a full safety and service inspection is carried out at the same time.

Although pedestrian volume may not be as great as on other footway routes this category of residential footway is subject to considerable misuse by vehicle overriding and damage by utility companies.

In certain locations both of the above factors have resulted in an increase of public liability insurance claims and particular attention is now given to the following items when safety inspections are undertaken.

a) Age and condition of footway construction

The majority of public liability insurance claims arise from trips in flagged footways. Paving flags as a footway surfacing material is a long standing well established method of construction.

Providing the flagging remains undisturbed it is a relatively maintenance free surface. However, when it is removed by Utility companies as part of possible mains renovation work it is not always reinstated to the required standard. If this footway is subject to vehicle overriding the flags can break and become uneven and can soon be a tripping hazard for pedestrians. In order to reduce this potential source of claims the Authority has now introduced within the structural maintenance programme the phased replacement of flagged footways with tarmacadam. The Authority's regulation and enforcement of Utility company operations is referred to later in this document. This type of footway in certain areas of the Borough can also be affected by tree roots. In areas where isolated tree root damage can lift paving flags small areas of paving flags are removed and replaced with tarmacadam, and in some cases depending on arboricultural advice the tree roots are also cut back at the same time. In locations where a large number of trees exist it has been and will be necessary in the future to remove large areas of paving flags and replace with tarmacadam.

4.2 Assessment

The Authority uses the definition of damage as specified in "The Highway Authorities Definitions of Damage to Highways and Pavements" in the Hundred Association Report (H.A.D) as the basis for prioritising work within the Authority.

i) The specified definition of actionable damage in carriageways is a sharp edged depression (pothole) of 40mm or greater in depth and extending in any one direction for more than 300mm.

The report states that damage is defined as a defect in the carriageway which impairs the value or usefulness of the carriageway and provides a safety hazard for road users.

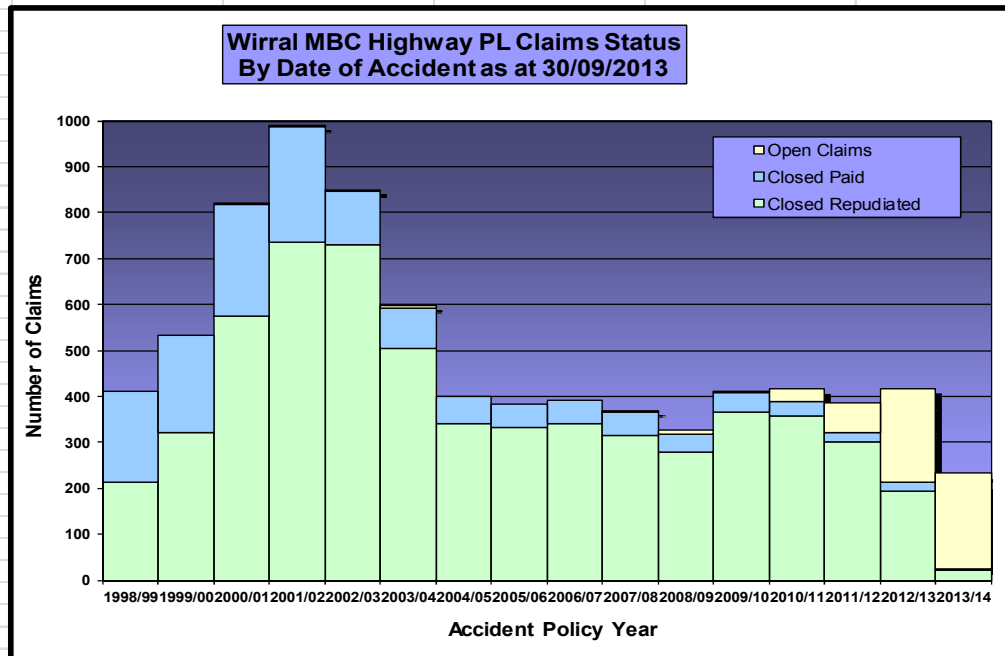
ii) The specified definition of actionable damage in footways is trips of more than 20mm, rocking paving flags greater than 20mm and a rapid change in footway profile greater than 25mm and extending in plan dimension less than 600mm.

The report states that damage is defined as a defect in the footway which impairs the value or usefulness of the footway and provides a safety hazard for pedestrians.

iii) The Authority includes a further criterion of missing iron work as an actionable defect.

Appendix 3 - Highways Claims Repudiation Data - 06/03/2014

Policy Year	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14
Claims occurring in period	327	414	416	387	417	232 (part year)
Number claims still open	8	4	28	67	205	207 (part year)
Number claims closed to date	319	410	388	320	212	25 (part year)
Number of closed claims repudiated	278	366	356	302	194	20 (part year)
Repudiation rate	87.15%	89.27%	91.75%	94.38%	91.51%	Not sufficiently developed to produce accurate figure



Wirral's Network Condition

For all road types, The latest (2013) surveys produce the following (lower red and amber are better):

<u>Road Classification</u>	<u>Red</u>	<u>Amber</u>	<u>Green</u>	<u>Trend</u>
Principal ('A') Roads	1%	15%	84%	Red static, Amber improving.
Non-Principal Classified ('B' and 'C') Roads	1%	16%B 14%C	83%B 85%C	Red improving, Amber (B and C) improving.
Unclassified Roads	5%	-	95%	Red static [Note Amber not measured]

This compares very favourably when compared against nationally published data at:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/89619/rdc0120.xls

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/89620/rdc0130.xls

MERSEYSIDE & CHESHIRE HIGHWAY CONDITION PERFORMANCE INDICATORS

Former BVPI 168 - Principal Roads							
		2008/09 (%)	2009/10 (%)	2010/11 (%)	2011/12 (%)	2012/13 (%)	2013/14 (%)
Knowsley			1		2	2*	Awaited
Liverpool		12	11	11	12	6	Awaited
Sefton		8	8	5	4	4*	2
St. Helens		5	5	5	5	4	4
Wirral		4	4	4	2	1	1
Halton			1	1	1	1	1
Cheshire East		5	5	5	6	6	Not yet known

Former BVPI 169 - Classified Non-Principal Roads							
		2008/09 (%)	2009/10 (%)	2010/11 (%)	2011/12 (%)	2012/13 (%)	2013/14 (%)
Knowsley		3	3	4	4	4*	Awaited
Liverpool		7	6	7	6	5	Awaited
Sefton		7	7	5	4	4*	3
St. Helens		6	5	5	5	6	6
Wirral		5	4	4	2	2	1
Halton			4	3	3	4	3
Cheshire East		8	9	11	11	11	Not yet known

Former BVPI 224b - Unclassified Roads							
		2008/09 (%)	2009/10 (%)	2010/11 (%)	2011/12 (%)	2012/13 (%)	2013/14 (%)
Knowsley		7	4	4	6	6*	Awaited
Liverpool		7	6	6	10	8	Awaited
Sefton		5	5	7	7	6**	6
St. Helens		6	5	5	10	7	8
Wirral		5.5	5	5	6	5	5
Halton			6	17	21	17	3
Cheshire East		7	6	7	8	8	Not yet known

NOTE: THE LOWER THE FIGURE THE BETTER THE CONDITION

* No survey undertaken in 2012/13. Figures indicated are 2011/12 results.

** Detail based on Rules & Parameters for 2011/12
Cheshire West and Chester information not provided