

WIRRAL COUNCIL

CABINET

10 FEBRUARY 2015

SUBJECT:	HIGHWAY MAINTENANCE FUNDING AND STRUCTURAL MAINTENANCE PROGRAMME 2015/16
WARD/S AFFECTED:	ALL
REPORT OF:	KEVIN ADDERLEY, STRATEGIC DIRECTOR REGENERATION AND ENVIRONMENT
RESPONSIBLE PORTFOLIO HOLDER:	COUNCILLOR STUART WHITTINGHAM, HIGHWAYS AND TRANSPORT
KEY DECISION?	YES

1.0 EXECUTIVE SUMMARY

- 1.1 The Department for Transport (DfT) has written to the Council setting out the he maintenance allocation within the Local Highways Maintenance Capital Block Funding 2015/16 to 2020/21. This includes funding for the Highways Maintenance Block for Wirral totalling £3.305 million, and Cabinet is requested to accept the allocation for 2015/16.
- 1.2 The report presents both the proposed breakdown of that highway maintenance allocation between the Bridges, Lighting and Roads/Footway elements of the network and the proposed Highway Structural Maintenance Programme 2015/16, for approval.
- 1.3 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 £1.911 billion. The highway network for which Wirral Council is responsible comprises approximately 1,185 kilometres of road.
- 2.2 Local Highways Maintenance Capital Block Funding 2015/16 to 2020/21
- 2.2.1 Following consultation with local highway authorities and other interested bodies, DfT has established a revised methodology for calculating the allocation of highway maintenance funding for local highway authorities. DfT wrote to the Council on 4 December 2014 setting out the new methodology and confirming

the amount of highway maintenance funding including Wirral's allocation for 2015/16 and the indicative allocations for future years up to 2020/21, and a copy of the letter is shown at **Appendix 1**. Cabinet is requested to note the DfT's explanation of the new methodology and the resulting indicative allocations, and approve acceptance of the allocation of maintenance funding of £3,305,000 for 2015/16 within the Local Highways Maintenance Capital Block Funding 2015/16.

2.2.2 That £3.305 million allocation is intended for all highway infrastructure maintenance with particular emphasis on the strategic network. 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	£50,000
Bridges	£550,000
Roads and Footways	£2,705,000
Total	£3,305,000

Table 1: Allocation of the LHM Capital Programme 2015/16 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 2015/2016 is received by Cabinet at this meeting and includes two further £0.5 million allocations for 2015/16 for highway maintenance improvements, funded from Council resources, for classified roads and unclassified/residential roads.

2.4 Overall summary of funding proposed for structural maintenance of Roads and Footways in 2015/2016

2.4.1 Table 2 below summarises the proposed allocations described in Sections 2.2 and 2.3.

Funding Source	£
Local Highways Maintenance Capital Block Funding 2015/16	£2,705,000
Council Capital Programme Maintenance Allocation	
- Classified Roads	£500,000
- Unclassified and Residential Roads	£500,000
TOTAL	£3,705,000

Table 2: Summary of proposed funding allocations for structural maintenance of roads and footways in 2015/16.

2.5 Network Condition and Assessment Criteria

2.5.1 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 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, Ward Councillors, 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.

2.5.2 All 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 is attached as **Appendix 2** where Ward Councillor priorities are denoted on those schemes with a "C".

2.5.3 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 has remained at 1% for the last 3 years (2012-2014).

2.5.4 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, remained the same at 2% in 2011/12 and improved to 1% in 2012/13. The indicator for 2013/14 has yet to be finalised with the survey to be completed in February, but it is expected that it will remain at 1%.

2.5.5 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 in 2012/13, funded from the Council's Capital Maintenance Allocation, returned the condition indicator to 5% in 2011/12. This condition indicator was able to remain at 5% in 2012/2013 with the additional £0.522m funding from DfT. Once again this condition indicator has been able to remain at 5% in 2013/14 with the additional £0.279m funding from the DfT together with £0.5m from the Council's Capital Maintenance Allocation.

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

2.6 Proposed Structural Maintenance Programme for 2015/16

2.6.1 The proposed Structural Maintenance Programme for 2015/16 for roads and footways is set out in the attached **Appendix 2** and has been prepared taking into account the funding described in Section 2.4 above and the priorities assessed from the criteria described in Section 2.5 above; with all of the schemes in the programme being identified from the surveys as requiring maintenance intervention now.

2.6.2 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 or reduction 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.
- 3.3 Withdrawal of funding would lead to the deterioration of the network. This would have an adverse effect on the amount of substantiated claims received by the authority for Slips, Trips and Falls together with Road Traffic Accidents.

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 Local Ward Councillors have been consulted as described in Section 2.5.

6.0 OUTSTANDING PREVIOUSLY APPROVED ACTIONS

- 6.1 There are a number of outstanding schemes from last year's Structural Maintenance Programme 2014/15 due to clashes with statutory undertakers. These schemes will be carried forward and are shown as being included in the 2015/16 Structural Maintenance Programme.

7.0 IMPLICATIONS FOR VOLUNTARY, COMMUNITY AND FAITH GROUPS

- 7.1 None identified through this report.

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

- 8.1 Financial: Schemes identified in the programme will be funded from a variety of sources as detailed in Table 2 above.
- 8.2 Staffing: Existing staff resources will be used for the detailed investigation, design and monitoring of these schemes.
- 8.3 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.

9.0 LEGAL IMPLICATIONS

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

10.0 EQUALITIES IMPLICATIONS

10.1 Has the potential impact of your proposal(s) been reviewed with regard to equality?

(a) Yes and impact review is attached

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

11.0 CARBON REDUCTION AND ENVIRONMENTAL IMPLICATIONS

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

11.2 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.

12.0 PLANNING AND COMMUNITY SAFETY IMPLICATIONS

12.1 There are no planning implications arising directly from this report.

13.0 RECOMMENDATION/S

13.1 That Cabinet is requested to approve:

- (i) Acceptance of the £3,305,000 Local Highways Maintenance Capital Block Funding 2015/16.
- (ii) The proposed allocation of Local Transport Plan Capital Programme 2015/16 Maintenance Block between Street Lighting, Bridges and Roads/Footways;
- (iii) The Highway Structural Maintenance Programme for 2015/16 (as detailed in section 2.6) and
- (iv) That the Head of Environment and Regulation, in consultation with the Cabinet Member 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.

14.0 REASON/S FOR RECOMMENDATION/S

14.1 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, proper management of the allocated finances, and to permit co-ordination of roadworks with the utilities' programmes of work.

14.2 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 – DfT letter - Local Highways Maintenance Capital Block Funding 2015/16.

Appendix 2 – Proposed Structural Maintenance Programme 2015/16.

BACKGROUND PAPERS/REFERENCE MATERIAL

United Kingdom Pavement Management Systems (UKPMS) Survey Condition Data held by the report author.

Single Data List Items (Former National Indicators N.I.168, N.I.169 and former BVPI 224b.) held by the report author.

BRIEFING NOTES HISTORY

Briefing Note	Date
None	

SUBJECT HISTORY (last 3 years)

Council Meeting	Date
Cabinet – Highway Maintenance Funding and Structural Maintenance Programme 2014/15	16 January 2014
Cabinet – Highway Maintenance Funding and Structural Maintenance Programme 2013/14	24 January 2013
Cabinet – Highway Maintenance Funding and Structural Maintenance Programme 2012/13	12 January 2012