

WIRRAL COUNCIL

CABINET – 5<sup>TH</sup> FEBRUARY 2009

REPORT OF THE DIRECTOR OF TECHNICAL SERVICES

## **HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME 2009/10**

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### **1.0 EXECUTIVE SUMMARY**

1.1 This report presents the proposed Highway Structural Maintenance Programme for 2009/10 for approval.

1.2 This is a Key Decision which is included in the Council's Forward Plan.

### **2.0 REPORT**

2.1 This report sets out the proposed programme for structural maintenance on the Council's road network. The programme is set out in the Appendix to this report and has been prioritised. Details of the proposed works are included together with draft estimates totalling £5.25 million. At this stage detailed design (if appropriate) and final estimates have not been prepared.

2.2 In identifying schemes and producing the programme I have used the agreed assessment criteria which includes:

- (i) Schemes highlighted from UKPMS surveys using CVI (Course Visual Inspection) and DVI (Detailed Visual Inspection). The higher the ranking number (maximum 100) the greater need for works to be done.
- (ii) Principal and Non-Principal roads are surveyed by mechanical means rather than visual inspection in accordance with Department for Transport criteria and are funded from the Local Transport Plan Capital Programme.
- (iii) Schemes highlighted by Members, the general public and my own staff which have been assessed for attention and are highlighted in the appendix with an asterisk.
- (iv) Areas of constant repair, mainly due to vehicle override and damage, included from Highway Inspectors' safety inspections.

2.3 The programme has been formulated taking into account the principles of an integrated approach to highway maintenance. In addition to the agreed assessment criteria listed above, further factors have been considered this year - safety and network condition - both of which impinge on the value of national performance indicators.

#### **2.3.1 Safety and Network Condition**

Officers from the Department have correlated information relating to accident sites on the network which coincide with the need to carry out structural maintenance. Four schemes have been included in the programme this year.

2.3.2 The Department will continue to use the most economically advantageous materials, and it is the intention to move to a more pre-emptive maintenance regime through the use of surface treatments. These seal the surface and extend wear life, thus reducing the need for wholesale reconstruction.

2.3.3 There are various options for the surface treatment of carriageways including the following:-

- Retread – shallow depth recycling carried out on site to re-profile the road surface - used on carriageways that have a poor shape and poor riding qualities.
- Ralumac – a microasphalt surfacing material suitable for all types of road with a finished surface that has low noise characteristics and a good riding quality.
- Surface dressing – a thin overlay with stone chippings that follows the original contours of the carriageway - a preventative treatment that seals the surface to prevent further deterioration.

The application of these options is currently under review for the coming year and the choice of options is dependent on a variety of factors including advice from the contractor.

2.3.4 For footways, surface treatment will be a slurry seal thin overlay treatment to seal the footway surface and prevent further deterioration.

2.4 As last year, the UKPMS Ranking uses the “traffic light system” for Principal and Non Principal roads.

Red – Roads where maintenance should be planned soon.

Yellow – Plan investigation works.

Green – Good condition.

Unclassified keep their previous ranking where 100 is the poorest condition.

2.5 Performance Indicator figures for N.I 168 and 169 (Condition of Principal and Non-Principal Roads) 2008/09 are not yet available. I will report back to Members at a later date when I receive the figures.

In 2007/2008 our Performance Indicator figures for the BVPI 224b (unclassified roads) was in the top quartile of Wirral's Sister Authorities. The Principal Road N.I 168 (BVPI 223) and Non-Principal N.I 169 (BVPI224a) Performance Indicator figure was less favourable but still significantly improved from 2006/2007 Performance Indicator figure.

2.6 In order to maintain last year's improvement in the condition of the Principal and Non-Principal roads, I propose again this year to concentrate the majority of available resources on these categories of road. However to ensure that the standard of the unclassified network does not deteriorate an additional £200,000 has been allocated from the L.T.P budget.

2.7 I am proposing to undertake a “SCRIM” (Sideway-force Coefficient Routine Investigation Machine) survey of Wirral's classified road network during the Summer 2009.

The purpose of the survey is to measure wet skidding resistance of the road surface, and for recorded measurements of skidding resistance to be used to identify lengths of classified roads that are at, or below, defined intervention levels.

Resulting information will be added to future Structural Maintenance Programmes, with roads identified being considered for inclusion in future resurfacing programmes.

Resurfacing of routes identified in the survey is aimed at improving the Authorities' performance in:

- N.I. 47** People killed, or seriously injured in road traffic accidents.
- N.I. 48** Children killed, or seriously injured in road traffic accidents.
- N.I. 168** Principal Roads where maintenance should be considered.
- N.I. 169** Non-principal classified roads where maintenance should be considered.

2.8 It is important to note that the programme includes a greater number of schemes than the budget will sustain. This will allow maximum flexibility to manage disruption to the proposed programme as a result of Statutory Undertakers works or other unforeseen events.

2.9 Subject to approval, the programme will be immediately circulated to the Statutory Undertakers to allow the necessary adjustments to be made as a result of their proposals.

### **3.0 AREA FORUMS**

3.1 All Area Forums were given the opportunity to contribute to this year's programme and submitted lists of work that they considered to be local priorities. The programme clearly identifies those schemes and they are highlighted in the appendices with "F".

3.2 I propose to report back to the Area Forums on their suggested priorities and the reasons either for inclusion or otherwise.

3.3 Subject to Members' approval I would propose the process of involving the Area Forums in the determination of local priorities should continue.

### **4.0 FINANCIAL AND STAFFING IMPLICATIONS**

4.1 Schemes identified in the Appendix will be funded from the variety of Budget Headings and the Council's own Capital Allocation listed below

Local Transport Plan	£2,092,000
Council's Capital Allocation	£500,000
Council's Revenue Budget (major footways/carriageways)	£1,065,100

4.2 Subject to Statutory Undertakers activities I propose to complete as many schemes as possible from within the identified resources.

### **5.0 EQUAL OPPORTUNITIES IMPLICATIONS**

5.1 There are no specific ethnic minority implications. Maintaining the highways in good condition is of particular benefit for pedestrians who have physical disabilities.

### **6.0 PLANNING IMPLICATIONS**

6.1 There are no planning implications.

### **7.0 COMMUNITY SAFETY IMPLICATIONS**

7.1 There are no community safety implications arising directly out of this report. The condition of the highway has some influence on community safety, and there is a need to provide safe footways and carriageways for users.

## **8.0 HUMAN RIGHTS IMPLICATIONS**

8.1 There are no specific human rights implications arising directly from this report.

## **9.0 LOCAL AGENDA 21 IMPLICATIONS**

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

9.2 Wherever possible the use of recycling processes are encouraged to reduce the tax burden through landfill and aggregate levies and to promote sustainable initiatives and benefits to the environment.

## **10.0 ANTI-POVERY IMPLICATIONS**

10.1 There are none arising from this report.

## **11.0 SOCIAL INCLUSION IMPLICATIONS**

11.0 There are none arising from this report.

## **12.0 ACCESS TO INFORMATION ACT**

12.1 No background papers have been used in the preparation of this report.

## **13.0 LOCAL MEMBER SUPPORT IMPLICATIONS**

11.1 Relevant Wards are shown in the Appendix.

## **12.0 RECOMMENDATIONS**

12.1 That the proposed Structural Maintenance Programme for 2009/10 shown in the Appendix be approved.

DAVID GREEN, DIRECTOR  
TECHNICAL SERVICES