

	
<b>Decision Session – Cabinet Member for Transport</b>	11 December 2014
Report of the Assistant Director (Transport, Highways & Waste)	

## **HIGHWAY MAINTENANCE, ADVANCED DESIGN ON PROGRAMMES FOR 2015-2016**

### **Summary**

1. This report outlines the preparation of the provisional highway maintenance surfacing programme. It recommends and seeks approval to begin advanced design for a list of schemes in each category of work.

### **Recommendations**

2. The Cabinet Member is recommended to:
  - Maintain the split in funding between footways and roads on a 40/60 basis.
  - Approve the provisional programme of work listed in Annex 1 and 2 of this report.

Reason – To allow for the preparation of programme of work for 2015-16.

### **Background**

3. For the purpose of this report it is assumed that the CYC capital allocation for 2015/16 will remain the same as 2014/15 at £750k. At the time of writing this report the LTP allocation has not been published by the Department of Transport. The late publication is the result of a national consultation on the method of distributing the structural maintenance funding element of the LTP settlement. For the purpose of this report it is assumed that the level of funding to remain similar to last year at £1,650k. The actual settlement figure will be detailed in the annual

highway maintenance report in March 2015 where the final scheme programme will be presented for approval. It is also assumed there is no revenue funding allocation for the structural and surfacing programme for 2015/16.

4. With the approval of the advanced programme we can begin to carry out detail designs and costing for some of the schemes and minimise any delay at the start of the year. This approach has proved very successful over many years and it is proposed to continue with this arrangement.
5. It is a requirement under the Traffic Management Act (TMA) 2008 to serve a minimum three months notice of intention to carry out major works.
6. The Council has a statutory duty of care under the highway Act 1980 to maintain the public highway in a fit state to accommodate the 'ordinary traffic which passes or maybe expected to pass' along them. Failure to do so will lead to a deteriorating condition of the network with a potential increase in accidents and third party claims against the Council.

## **Surveys**

7. In order to produce the programme of highway works for next year, information is drawn from a number of sources:
  - Visual safety survey of all our roads and footways.
  - Detailed condition survey of all our roads and footways.
  - United Kingdom Pavement Management System (UKPMS) visual and machine surveys.
8. To alleviate the work load of the two highway inspectors it was decided to combine the annual safety inspections with the condition survey. The network was split into a 6 month programme starting in April 2014 and the inspection/survey was undertaken by the highway asset engineering technician.
9. As in recent years the survey recorded five condition categories, being grade 1 (very good), grade 2 (good), grade 3 (fair), grade 4 (poor) and grade 5 (very poor). The survey results will be made available on YorkMap following this

Decision Session and a computer link will be sent to all members.

10. In September and October of 2014 a detailed condition survey was undertaken of all the following highways:
  - Streets identified as grade 4 and 5 by the 2014 annual condition survey
  - Streets where the UKPMS survey showed that sections of them breached national intervention levels
  - Requests by Members
  - Requests by residents
  - Recommendations of the Council's Safety and Area Highway Reactive Inspectors along with other officers of the Council
11. Each road and footway is assessed and given a ranking (score) based on engineering criteria and experience, with a treatment solution determined.
12. The UKPMS machine surveys (SCANNER) on the classified road network to identify the skid resistance value are undertaken on an annual basis in partnership with North Yorkshire County Council.
13. With all this condition information we are in a good position to identify where we should direct our maintenance activities and develop the programmes of work.

### **Programme Development**

14. The standards we have adopted when refurbishing the footways or roads are, whilst economic designs are required they should be to the highest possible standard of quality in terms of materials, surface evenness and value for money consistent with a whole life costing approach.
15. Due to the revenue pressure it is imperative that the capital schemes are targeted to have the maximum effect on the basic maintenance operations. It is therefore proposed that

where a scheme has been identified we will only target those sections where there is less than 5 years residual life remaining. This will result in some cases where the whole length of the scheme will not be resurfaced.

16. The priorities for selection are based on a number of weighting factors that create a ranking score; they include condition, safety, location, usage, accident records, hierarchy, affordability and enquiries. The proposed treatment selection recommended in paragraph 13 may result in the scheme acquiring a condition 2(good) grade following completion rather than a grade 1(very good) which is more desirable to the public.
17. Each scheme is assessed to determine whether it is a structural or preventative treatment to obtain the right balance for extending the life of the asset.
18. Surfacing material for footway schemes are in accordance with the Council's current paving policy. Common practice and best value approaches have been developed using innovation and nationally recognised materials and techniques for both roads and footways schemes.
19. Consultation with the Reinvigorate York panel will be undertaken for all surface material refurbishment schemes within or adjacent to the city walls.

### **Consultation**

20. As the proposed highways maintenance programme is entirely evidence based no consultation has taken place on proposals.

### **Options**

21. There are no options applicable to this report as it only seeks approval to prepare contract documentation and programme of work for the following year.

### **Council Priorities**

22. Through the proposed programme the City and Environmental Services directorate supports delivery of the create jobs and grow the economy, keep York moving and protect the environment themes from the Councils key priorities.

## **Implications**

### **Financial**

23. The report has been prepared using the latest indications for the highway maintenance budget for 2015/16. However, there may be changes prior to the budget finally being approved at the Budget Council in February/March 2015.
24. Annexes 1 and 2 are an indicative programme of schemes. Any adjustments to the budget for the next financial year will be reflected in the programme reported to Members in the March 2015 Annual Highway Maintenance report.

### **Human Resources (HR)**

25. Staff from City and Environmental Services will be engaged in the detailed design and management of the programme of works. The quantity of work, comparable with previous years, will not impact on existing permanent design staffing levels.

### **Equalities**

26. There are no equalities implications as the programme benefits all users.

### **Legal**

27. The Council in its capacity as the Highway Authority has a duty under Section 41 of the 1980 Highways Act to maintain the public highway.

### **Crime and Disorder**

28. There are no crime and disorder implications.

### **Information Technology (IT)**

29. There are no IT implications in this report.

### **Property**

30. There are no property implications.

## Other

31. There are no other implications in this report.

## Risk Management

32. In compliance with the Council's risk management strategy, the main risks that have been identified in this report are:

- Strategic Risk, arising from judgements in relation to medium term goals for the service
- Physical Risks, arising from potential underinvestment in assets
- Financial Risk, from pressures on budgets
- People Risks, affecting staff if budgets decline

33. Measured in terms of impact and likelihood the risk score for all of the above has been assessed at less than 16. This means that at this point the risks need only to be monitored as they do not provide a real threat to the achievement of the objectives of this report.

## Contact Details

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	<b>Report Approved</b>	✓	<b>Date</b>	2nd December 2014
<b>Wards Affected:</b> All Wards				<b>All</b> ✓
<b>For further information please contact the author of the report</b>				

## Background Papers:

- There are no background papers

## Annexes:

- Annex 1 & 2 2015/16 Advance Design Programmes