

	
<b>Decision Session – Cabinet Member for Communities and Neighbourhood Services</b>	23 November 2011
Report of the Assistant Director (Environment)	

## **HIGHWAY MAINTENANCE, ADVANCED DESIGN ON PROGRAMMES FOR 2012-2013**

### **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.

### **Background**

2. The continued pressure on Council budgets for 2012/13 makes it difficult at this moment in time to determine the level of funding to be allocated for highway maintenance surfacing next year. For the purpose of this report an initial capital allocation of £2.8m (2011/12 £3.3m) has been assumed
3. With the approval of the advanced programme we can begin to carry out designs 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.
4. 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.

### **Surveys**

5. In order to produce the programmes 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
  - UK PMS visual and machine surveys of all roads and approximately 22% of the footway network.
6. As in previous years a full coarse visual condition survey of all our roads and footways was undertaken in June and July. This allowed us to grade them into three categories, grade 1 (good), grade 2 (average), and grade 3 (poor). This identifies streets which need to be looked at more closely with regards to future planned maintenance schemes.
  7. The results of the 2011 visual survey of the highway network are shown in Annex 1. The survey results will be made available on YorkMap following this Decision Session and a computer link will be sent to all members.
  8. The overall footways and roads show a slight deterioration over the last 12 months however their condition over the last 5 years remains stable. Unfortunately the severe winter weather over the last two years has had a detrimental effect on the condition of the network but has been offset in part by the additional CYC and government funding.
  9. In August and September of 2011 a detailed condition survey was undertaken of all the following highways:
    - Streets identified as grade 3 by the 2011 annual condition survey
    - Streets where the UK PMS 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
  10. Each road and footway is assessed and given a ranking (score) based on engineering criteria and experience, with a treatment solution determined.

11. Machine surveys to identify the skid resistance value and other highway defects of all principal roads and other classified roads are undertaken on an annual basis.
12. 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**

13. The standards we have adopted when refurbishing the footways or roads are that even though 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.
14. We would expect that full thickness re-surfacing of the footways should last for at least 20 - 30 years. The renewal of the top two layers for roads should also last around 20 years with only minimal repair work necessary provided they have not suffered damage from third parties in the intervening period.
15. 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.
16. Each scheme is assessed as to whether it's a structural or preventative treatment to obtain the right balance for extending the life of the asset. Achieving the right balance is difficult when the choices are so wide and there is insufficient funding to bring the whole infrastructure up to the desired standard in one year.
17. Our approach to preparing the programmes has been as follows:
  - LTP funding is mainly restricted to the structural maintenance of the Council's classified roads and footways network
  - CYC funding is primarily targeted at local and residential roads and footways including the city centre

18. Surfacing material for footway schemes are in accordance with the Council's current paving policy. Common practice and best value for money approaches have been developed using 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. Consultation has taken place with Finance officers and local utility companies.

### **Options**

21. There are no options applicable to this report as it only seeks approval for a programme of works.

### **Analysis**

22. Due to paragraph 21 no analysis is required.

### **Council Priorities**

23. The Highway Maintenance Programme is key in supporting both the need to "Create Jobs and grow the Economy priority" and "Get York Moving" by maintaining the council's infrastructure.

### **Implications**

#### **Financial**

24. The report has been prepared using indicative budgets for Highways Maintenance for 2012/13. The budget itself will be considered by Cabinet and Budget Council in February 2012.
25. The Annexes can therefore only be classed as an indicative list only. Any adjustments to the budget for the next financial year will be reflected in the programme of work and reported to Members in the March 2012 Annual Highway Maintenance report.

## **Human Resources (HR)**

26. Staff from Communities and Neighbourhoods 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 staffing levels.

## **Equalities**

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

## **Legal**

28. 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**

29. There are no crime and disorder implications.

## **Information Technology (IT)**

30. There are no IT implications in this report.

## **Property**

31. There are no property implications.

## **Other**

32. There are no other implications in this report.

## **Risk Management**

33. 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
34. 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.

### Recommendations

35. The Cabinet Member is recommended to:
- Note the results of the 2011 condition surveys on the city's roads and footways.
  - Approve the split in funding between footways and roads on a 40/60 basis.
  - Approve the provisional programme of work listed in Annex 2 and 3 of this report.

Reason: To ensure the Highway Maintenance budget is expended in the most cost effective way based on the Council's assessed priorities and approved policies.

### Contact Details

<b>Author:</b>	<b>Chief Officer Responsible for the report:</b>			
Andy Binner Head of Highway Infrastructure Communities & Neighbourhood Services Tel: (01904 553231)	John Goodyear Assistant Director (Environment) Communities & Neighbourhood Services			
	<b>Report Approved</b>	✓	<b>Date</b>	7 <sup>th</sup> November 2011
<b>Wards Affected:</b> All Wards			<b>All</b>	✓
<b>Specialist Implications Officer(s)</b> Patrick Looker Finance Manager Tel: (01094) 551633				
<b>For further information please contact the author of the report</b>				

**Background Papers:**

There are no background papers

**Annexes:**

Annex1                Results of the 2011 Highway Condition Survey

Annex 2 & 3        2011/12 Advance Design Programmes