

Report of the Assistant Director (Highways, Waste and Fleet)

Additional £2m Capital Funding for Improving the Condition of the Unclassified Carriageway and Footway Network

Summary

1. An additional £2m has been allocated by the Council to the highway maintenance budget to improve the unclassified carriageway and footway network condition. It is the intention to target the carriageway and footway within the 40mph speed limits which represent the vast majority of the unclassified network (86.9%). This report details the proposed programme of works and seeks approval for implementation within the 2014/15 financial year.

Background

2. The Council undertake annual condition surveys of the highway network to produce both national and local indicators (Annex 1). The data is used to identify maintenance works and trends in the condition of the highway network. The network is divided into three classifications of principal, non-principal and unclassified roads. The details below demonstrate the distribution of the network between the different classifications.
 - a. Principal Road Network 9.6%
 - b. Non – principal road Network 21.6%
 - c. Unclassified Road Network 68.8%
3. Annual condition data from both the national indicators and CYC surveys indicate that the unclassified carriageway network has the largest percentage of poor and very poor condition categories (see annex A). The unclassified carriageway network represents 68.8% of the total highway network and equates to the largest proportion of the road classification.

4. The condition of both of the Council's principal and non-principal classified road network compares favourably with most other authorities network. The latest APSE service report for 2012/13 places both indicators in the top quartile mark.
5. Unfortunately there are no national comparisons of the unclassified road network condition since 2010/11 when the indicator became optional to collect. The final year of results showed the Council's unclassified road network to be in the mid quartile range when comparing with other unitary authorities. The Council has continued to collect the condition data and the indicator has stayed static at between 9 and 10 percent of the network where maintenance should be considered.
6. The annual process of identifying highway schemes ranks all condition categories of 4 and 5, poor and very poor. A proportion of the ranking takes into account location, usage and the hierarchy of the network. It is important that the Council continue to focus spending on the principal, non-principal and busy urban roads to maintain the traffic movement throughout the main distributor network which in turn has a direct affect on the economy and wellbeing of the York area. The ranking process has achieved a high standard of condition for this network when compared with other local authorities.
7. The Council recognise the need to maintain the remainder of the unclassified road network within the service. The result of the Big York Survey indicates residents concerns as to the condition of the unclassified carriageways and footways assets. In 2013 there were over 500 sections of unclassified carriageway that were graded 4 and 5 condition and there are 11 schemes in the 2014/15 highway maintenance scheme programme. This represents 2% by section number each year in relation to the current budget levels.
8. The footway network distribution is similar to the carriageway network and although the percentage of grade 4 and 5 condition is lower it still represents a significant proportion of over 150 sections.
9. The proposal in this report is to target the additional funding on the unclassified network within the 40mph speed limits and divided the scheme costs equally between carriageway and footway network elements. The proposed maintenance schemes in annex 2 are the highest ranked that was not included in the approved annual programme for 2014/15. It is anticipated that investment in the unclassified network will result in a decrease in the number of

defects such as potholes being recorded and further reduction in complaints and third party claims for damage against the Council.

Option

10. There are no options applicable to this report as it seeks approval of a programme of highway maintenance schemes. The additional schemes are the result of an additional £2m funding being made available for improving the condition of the unclassified network.

Analysis

11. Due to paragraph 9 no analysis is required.

Consultation

12. Due to the nature of this report no consultation has been undertaken.

Council Plan

13. Through the proposed measures CES supports delivery of the Create jobs and grow the economy, Get York moving, Build strong communities, Protect vulnerable people and protect the environment priorities from the Council Plan.

Implications

Financial Implications

14. The proposed schemes for the additional £2m capital allocation are shown in Annexe 2. The highway schemes identified are in addition to the maintenance service provided in accordance with the 2014/15 approved budgets and there are no financial implications.

Human Resources (HR) and other implications

15. There are no human resource implications in this report.

Equalities

16. This report has taken into consideration the impact of the Council's Equality Strategy when recommending the proposed budget allocation and highway maintenance operations. Equalities Impact Assessment (EIA) is addressed in the global budget saving assessment.

Legal

17. The Council has a statutory duty to carry out highway maintenance under Section 41 of the Highways Act 1980 and this report sets out the proposals and budgets to allow this to happen in the forthcoming financial year.

Crime and Disorder

18. There are no crime and disorder issues.

Information Technology (IT)

19. There are no IT implications in this report.

Property

20. There are no property implications.

Other

21. There are no other implications in this report.

Risk Management

22. In compliance with the Council's risk management strategy, the main risks that have been identified in this report are:
 - Strategic Risks, arising from judgements in relation to medium term goals for the service
 - Physical Risks, arising from potential underinvestment in assets
 - Financial Risks, from pressures on budgets
 - People Risks, affecting staff if budgets decline
23. 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

24. Cabinet is recommended to:

- (i) Approve the allocation of £2m to be split evenly between carriageway and footway highway maintenance schemes on the unclassified network.
- (ii) Approve the implementation of the additional highway maintenance scheme programme

Reason: To improve the condition of the unclassified highway network.

Contact Details

Author:		Chief Officer Responsible for the report:			
Andy Binner Head of Highway Infrastructure City & Environmental Services Tel: (01904 553231)		Frances Adams Assistant Director (Highways, Waste & Fleet) City & Environmental Services			
		Report Approved	√	Date	<i>17 April 2014</i>
Wards Affected: All Wards				All	√
For further information please contact the author of the report					

Annexes:

Annex 1 - 2013/14 Highway Condition Survey Results

Annex 2 - Proposed Additional Highway Schemes 2014/15 by War