
Decision Session - Executive Member for Neighbourhood Services

21st July 2009

Report of the Director of Neighbourhood Services

Reserve List of Highways Schemes

Summary

1. This report identifies additional highways schemes, some of which could be undertaken this financial year 2009/10, funded from within the service area. It is requested that the Executive Member for Neighbourhood Services approve the proposed list.

Background

2. Elements of City Strategy merged with the Civil Engineering Department within Neighbourhood Services in January of 2009. This merger has created efficiencies within a number of areas, the main area being the design and procurement of resurfacing and reconstruction schemes. It is the intention of Highways Maintenance Services to use the savings created within the design team along with pay back money from the Moor Lane roundabout to fund additional resurfacing and reconstruction schemes this financial year.

Consultation

3. Due to the nature of this report no consultation has taken place.

Options

4. Option 1 to approve the list of schemes, the works on the approved list be carried out towards the latter end of the financial year when a clearer indication on the amount of funding available can be made.

Option 2 to reject the list of schemes and make alternative recommendations for the financial savings.

Analysis

5. In order to produce the reserve list of highway works a number of surveys have been carried out throughout the year, these being :
 - Visual safety survey of all our roads and footways
 - Detailed condition surveys of our roads and footways

- UK PMS visual and machine surveys of all roads and approx 22% of the footway network.

The roads and footways have been graded into three categories, grade 1 (good), grade 2 (average) and grade 3 (poor). The roads and footways identified in this reserve list all fall in to the category of grade 3.

A detailed condition survey has been undertaken of all the following highways.

- Streets listed in our LTP 5 year programme of structural maintenance
- Streets identified as grade 3 by June 2009 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.

Each road and footway is assessed and given a condition rating (score) based on engineering criteria and experience, with a treatment solution determined. The detailed condition survey is compiled into a listing.

To augment all those other surveys and also identify areas for treatment, machine surveys to identify the skid resistance value and other highway defects of all principal roads and most other classified roads is undertaken on an annual basis to identify other highways requiring attention.

With this highway condition information we are in a better position to identify where we should direct our maintenance activities and develop the programmes of work.

Economic designs will be used as much as possible ensuring standards of quality are maintained and value for money consistent with a whole life costing approach. We would expect that full thickness surfacing of the footways should last for at least 20 - 30 years depending on whether it is a bituminous surface or cementitious and that renewal of binder course and running course for roads should last around 20 years with only minimal repair work necessary provided they have not suffered damage from third parties in the intervening period.

The priorities for selection are based on a number of weighting factors:-

- Condition - we try to achieve a reasonable balance between dealing with those roads and footways in the worst condition, i.e. structural maintenance and those where early preventative work will save more costly work in the future, i.e. preventative maintenance.

- Safety - is the road or footway safe to use and will it deteriorate within the next twelve months to make it such that it becomes unsafe?
- Location - is it near a school, elderly persons accommodation, public buildings, shops, post offices etc.?
- Usage - is there a heavy use by pedestrians, cyclists, public transport?
- Accident record - is there a history of pedestrian/vehicular traffic accidents, has there been a high level of third party highway insurance claims?
- Hierarchy - the importance of the road and/or footway to the traffic management, public transport and the pedestrian priority route.
- Affordability - the cost of carrying out the scheme when balanced against other potential schemes and the maintenance liability if left.

Structural and preventative - obtaining the right balance to extend 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.

Corporate Priorities

6. This report relates to the Council's Corporate Strategy in the following areas: Thriving City, Safer City, Inclusive City.

Financial Implications

7. No financial Implications.

Legal Implications

8. 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.

Human Resources (HR) and other implications

9. No HR implications.

Risk Management

10. There are no risk associated with this report.

Recommendations

11. The Executive Member is recommended to:
 - approve the split in funding between footways and roads.
 - approve the provisional reserve list of possible schemes listed in Annex 1 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. It will not be evident until the latter end of the financial year as to how much money will be available to allocate to the reserve schemes, it is not anticipated that all of the schemes will be undertaken. The list is much larger than any anticipated budget availability, this is to ensure some flexibility in the number of schemes to be completed with the finances available.

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Specialist Implications Officer(s) : None

Wards Affected: List wards or tick box to indicate all

All tick

For further information please contact the author of the report

Background Papers: None

Annexes:

Annex 1: City of York Council Structural Maintenance Reserve List