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| Decision Session – Cabinet Member for Environment | 13 November 2012 |
| Report of the Assistant Director (Highways, Waste and Fleet) | |

HIGHWAY MAINTENANCE, ADVANCED DESIGN ON PROGRAMMES FOR 2013-2014

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. For the purpose of this report it is assumed that the CYC capital allocation for 2013/14 will remain the same as 2012/13 at £750k. The LTP allocation has reduced by £34k to £1,756k as indicated by the Department of Transport. It is also assumed there is no revenue funding allocation for the structural and surfacing programme for 2013/14.
3. With the approval of the advanced programme we can begin to carry out detail 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 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.
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. The survey results will be made available on YorkMap following this Decision Session and a computer link will be sent to all members.
 7. In August and September of 2012 a detailed condition survey was undertaken of all the following highways:
 - Streets identified as grade 3 by the 2012 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
 8. Each road and footway is assessed and given a ranking (score) based on engineering criteria and experience, with a treatment solution determined.
 9. 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.
 10. 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

11. The standards we have adopted when refurbishing the footways or roads are, 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.
12. 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.
13. 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.
14. 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.
15. Consultation with the Reinvigorate York panel will be undertaken for all surface material refurbishment schemes within or adjacent to the city walls.

Consultation

16. The Council's finance manager has read the report and is satisfied with its contents.

Options

17. 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.

Analysis

18. Due to paragraph 17 no analysis is required.

Council Priorities

19. 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

20. The report has been prepared using the latest indications for the highway maintenance budget for 2013/14. However, there may be changes prior to the budget finally being approved at the Budget Council in February/March 2013.
21. 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 2013 Annual Highway Maintenance report.

Human Resources (HR)

22. 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 staffing levels.

Equalities

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

Legal

24. 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

25. There are no crime and disorder implications.

Information Technology (IT)

26. There are no IT implications in this report.

Property

27. There are no property implications.

Other

28. There are no other implications in this report.

Risk Management

29. 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

30. 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

31. 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.

Contact Details

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| | Report Approved | <i>tick</i> | Date | <i>Insert Date</i> |
| Wards Affected: All Wards | | | All | ✓ |
| For further information please contact the author of the report | | | | |

Background Papers:

- There are no background papers

Annexes:

- Annex 1 & 2 2013/14 Advance Design Programmes