

Report to: EXECUTIVE MEMBER ENVIRONMENTAL SERVICES

Item:

Date: 15th March 2006

Report of: DIRECTOR OF ENVIRONMENTAL SERVICES

Contact Officer: B Catterall

Report No.

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EMES/34/06

TITLE OF REPORT:

**REVENUE FUNDED DEFINED HIGHWAY STRUCTURAL MAINTENANCE
PROGRAMME 2006 / 2007**

NON-CONFIDENTIAL

This report does **not** contain information which warrants its consideration in the absence of the Press or Members of the public

RECOMMENDATIONS:

Subsequent to receiving endorsement from the Environmental Services Policy Development Group on the 14th February 2006, the Executive Member Environmental Services is requested to approve the various defined structural highway maintenance programmes as identified in the Appendices.

DECISION:

Signed:

Leader/Executive Member

Monitoring Officer

Date:

This report does not require an Equality Impact Assessment to be carried out as it falls outside the high and medium relevance review requirements.



SUMMARY OF REPORT

The report seeks approval from the Executive Member Environmental Services for the proposed Revenue Funded Defined Highway Structural Maintenance Programme for 2007.

The report explains the method by which priorities are determined whilst developing the various programmes to address both carriageway and footway maintenance needs.

The report was presented at the Environmental Services Policy Development Group on the 14th February 2006 receiving approval without any further discussions being required.

BACKGROUND INFORMATION

1. Undertaking structural maintenance to the fabric of the highway supports the aims and aspirations of the Bolton Plan and the Local Transport Plan by:-
 - I. Enabling the population, regardless of mode of travel, to move safely around the borough.
 - II. Enhancing the attractiveness of the town so increasing the population's sense of well-being besides significantly increasing the quality of life for all people of Bolton
 - III. Encouraging commercial activity so generating further investment and so maintaining the financial well being of the town and its population.
 - IV. Encouraging the use of cycling, public transport and walking so improving mobility for all sections of the community and reducing the effect of pollution on both health of the population and on the environment.
2. The revenue funded allocation covers surface treatments and defined highway structural repairs to both unclassified carriageways and footways, in locations not associated with more major carriageway resurfacing projects. The revenue allocation also covers urgent repairs to all classes of roads where there is a need to remove a significant danger along with minor repairs where the maintenance of a small section of the carriageway or footway could prevent the need for major

maintenance works in the future.

3. Maintenance of principal and other classified road footways, not associated with major projects, although included within this report is funded from the capital allocation.
4. At this stage the actual allocations for 2006/2007 are not yet known and will be set out in the annual Highway Maintenance Revenue Programme report, in this case for 2006/2007. However, In order to facilitate the development of the structural maintenance programmes and to allow works to commence as soon as possible within the new financial year, some assumptions on the anticipated allocations have been made. Based on these assumed allocations the financial cut-off points for each programme have been highlighted.
5. The subsequent Highway Maintenance Revenue Programme report will identify the actual funding allocations for defined structural maintenance under the following activity headings.
 - Unclassified Carriageways
 - Unclassified road Footways
 - Principal road Footways
 - Other classified road Footways
 - Surface dressing of Carriageways
 - Surface treatment of Footways

This report details the proposed highway maintenance schemes to be financed via each specific activity heading previously identified.

DEFINED STRUCTURAL MAINTENANCE PROGRAMMES FOR 2006/2007

6. The Authority uses a Pavement Management System to determine the condition of the highway network, prioritising streets according to their condition. This system is based on an objective assessment of the condition of the network so removing the subjectivity and ad hoc elements which can lead to work being undertaken which is not really justified or omitting urgent maintenance works. This information is then used in developing the defined structural maintenance programmes.
7. As in previous years it is proposed that schemes identified on the approved 2005/2006 programmes that fell below the financial cut off line be carried forward forming the basis of the proposed programmes for 2006/2007.
8. In addition to those schemes carried forward from the 2005/2006 programmes the proposed 2006/2007 programmes were developed using the information gathered through the National UK PMS inspection process, supplemented with schemes identified via the engineering judgement process and in consultation with elected members. The individual sites were evaluated independently using engineering judgement to check that the suggested treatments are appropriate, and to determine the exact limits of the work.

9. Appendices A, B, C, D, E, and F set out the 2006/2007 defined structural maintenance programmes for:

- (i) Unclassified carriageways (Appendix A)
- (ii) Unclassified footways (Appendix B)
- (iii) Principal road footways (Appendix C)
- (iv) Other classified road footways (Appendix D)
- (v) Carriageway surface dressing / proprietary microasphalt treatments (Appendix E)
- (vi) Footway slurry sealing (Microasphalt) treatments (Appendix F)

10. It should be noted that when considering the various proposed programmes:-

- (a) The number of schemes that can be undertaken cannot be stated with a high degree of confidence owing to the need to undertake detailed design costings and the final financial allocations being approved, therefore, the assumed financial cut off points may change.
- (b) All lists exceed the funds that are likely to be available but such over-programming has been found to be advisable in the past to ensure that all funds are utilised should individual schemes have to be delayed due to statutory undertakers programmes, adjacent development or to cater for any additional or shortfall in funds identified following the 2005/2006 outturn report.
- (c) Although the individual schemes are listed in priority order it may not be possible to undertake the work exactly in that order because schemes may have to be grouped geographically to obtain the best financial and operational solution for the Authority.

AREAS OF SPECIAL INTEREST

11.a) Bank Street, Bolton

Scheme 1 Appendix 'C'

The works are proposed between Churchgate and Manor Street, situated within the Churchgate Conservation Area.

b) Mill Lane & Foxholes Road, Horwich

Schemes 1 & 2 Appendix 'A'

The works are proposed between Church St and Marklands Rd, situated within the Wallsuches Conservation Area.

Full consultation with the Councils Conservation Officer will take place prior to undertaking any works within the above conservation areas.

CONSULTATION PROCESS

12. The defined structural highway maintenance programmes have been circulated to all Ward Councillors via the Area Forum Co-ordinators as part of the consultation process with Members. On the whole Ward Councillors supported the proposed programmes with only minor amendments to the draft programmes being required. The Appendices attached to this report incorporate those changes.

Further consultation has also been undertaken with:

- Highway Management
- Engineering Projects
- Council's Strategic Traffic Manager
- Bolton At Home

AREA FORUM INVOLVEMENT

13. The programmes, once approved will then be shared at the appropriate Area Forum Meetings during the open session. Should the Forum feel that the condition of certain unclassified roads warrants inclusion into a programme, they may request that they be included and funded from the Area Forum's Special Allocation.

RECOMMENDATIONS

14. Subsequent to receiving endorsement from the Environmental Services Policy Development Group on the 14th February 2006, the Executive Member Environmental Services is requested to approve the various defined structural highway maintenance programmes as identified in the Appendices.