

Report to: EXECUTIVE MEMBER FOR ENVIRONMENTAL SERVICES

Date: 1st April 2008

Report of: DIRECTOR OF ENVIRONMENTAL SERVICES

Report No: EMES/160/08

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Report Title: REVENUE FUNDED DEFINED HIGHWAY STRUCTURAL MAINTENANCE PROGRAMMES 2008/2009

Non Confidential : This report does **not** contain information which warrants its consideration in the absence of the press or members of the public

Purpose: To seek the Environmental Services Policy Development Groups view in respect of the various 2008/2009 Defined Structural Highway Maintenance Programmes, prior to submission to the Executive Member for Environmental Services.

Recommendations: The Executive Member for Environmental Services is requested to:-

- i) To endorse the various defined structural highway maintenance programmes as identified in the Appendices.
- i) To make a decision on the above
- ii) To approve reserve programmes

Decision:

Signed:

Leader / Executive Member

Monitoring Officer

Date:

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. To improve prosperity and 'narrow the gap' between the most and least well off people living in the borough.
 - III. 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
 - IV. Encouraging commercial activity so generating further investment and so maintaining the financial well being of the town and its population.
 - V. 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 2008/2009 are not yet known and will be set out in the annual Highway Maintenance Revenue Programme report, in this case for 2008/2009. 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.
- 5) The subsequent Highway Maintenance Revenue Programme report will identify the actual funding allocations for defined structural maintenance under the following activity headings.
 - i) Unclassified Carriageways
 - ii) Unclassified Road Footways
 - iii) Principal Road Footways
 - iv) Other Classified Road Footways
 - v) Surface Dressing of Carriageways
 - vi) 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 2008/2009

- 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. The development of the programme takes account of our key aims to improve prosperity and 'narrow the gap' between the most and least well off people living in the borough. 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 2007/2008 programmes that fell below the financial cut off line be carried forward forming the basis of the proposed programmes for 2008/2009, but also because of financial restrictions in late 2007 several schemes were deferred – these will also form the basis of the proposed programmes for 2008/2009. It must also be noted that for 2008/2009 that reserve programmes for both footway and carriageway are available should funding and scheme progression return under budget.
- 8) This year, three additional appendices are included - G, H & I. Appendices G and H reflect the programmes for carriageway and footway schemes on a ward basis. In addition appendix I (Overview of Techniques and Costs) outlines the concepts and associated costs of the various treatments / solutions and the principles of preventative and conventional maintenance.
- 9) In addition to those schemes carried forward from the 2007/2008 programmes the proposed 2008/2009 programmes were developed using the information gathered through the National UKPMS inspection process, supplemented with schemes identified via the engineering judgement process and in consultation with partners. 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.
- 10) Appendices A, B, C, D, E, F, G, H and I set out the 2008/2009 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)
 - vii) All carriageway schemes ward based (Appendix G)
 - viii) All footway schemes ward based (Appendix H)
 - ix) Overview of Techniques and Costs (Appendix I)

11) It should be noted that when considering the various proposed programmes:-

- i) 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.
- ii) 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 2007/2008 outturn report.
- iii) 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.

12) Consultation Process

The defined highway structural 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:

- i) Highways and Engineering Development
- ii) Council's Strategic Traffic Manager
- iii) Bolton At Home

13) Area Forum Involvement

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.

Summary:

To consider the views of Environmental Services Policy Development Groups in respect of the various 2007/2008 Defined Structural Highway Maintenance Programmes and to approve the following.

- i) To endorse the various defined structural highway maintenance programmes as identified in the Appendices.
- ii) To make a decision on the above
- iii) To approve reserve programmes