

DERBYSHIRE COUNTY COUNCIL

CABINET

24 November 2015

Report of the Strategic Director – Economy, Transport and Environment

**APPROVAL OF A FIVE YEAR FORWARD WORKS PROGRAMME FOR
HIGHWAY MAINTENANCE 2016-2021 (HIGHWAYS, TRANSPORT AND
INFRASTRUCTURE)**

(1) **Purpose of Report** To seek Cabinet approval of a Five Year Forward Works Programme (FWP) for Highway Maintenance 2016-2021.

(2) **Information and Analysis** The Highway Infrastructure Asset Management Strategy (HIAMS), recently approved by Cabinet on 13 October 2015 (Minute No.358/15 refers), outlines the governance and strategy/methodology behind applying a rigorous asset management approach to Highway Maintenance.

A requirement of the HIAMS is to take a long term view of the condition and optimal treatment of the highway network in its entirety and to develop a FWP. The need to demonstrate that the Highway Authority has a FWP is also a requirement of the Department for Transport (DfT) Incentive Fund Self-Assessment Questionnaire and is key to ensuring that the Council receives its full annual settlement of the Highways Maintenance Block 'needs' Funding Allocation set by the DfT. The FWP will provide a list of generic treatment schemes and a recommendation of when treatments should be undertaken to optimise the maintenance of a particular road. It is likely that, in the early years, the required maintenance schemes in any one year will exceed the available budget and, as a consequence, the FWP will need to be prioritised into a series of annual service plans. The FWP can be found using the following link:

www.derbyshire.gov.uk/council/meetings_decisions/meetings/cabinet/15122015_cabinet.asp

In some instances, the condition of roads in the FWP may stabilise and not deteriorate further. This could reduce the priority and as a consequence, treatment could be delayed. However, where the ongoing effects of winter weather, flooding, changes in the patterns of heavy goods and public service vehicles or other considerations such as safety (Skidding Resistance), economic development or maintaining vital links between communities become pressing, then these may require treatments to be brought forward.

Hence, the FWP will always be a guide as to the works required in any one year but actual lengths of highway treated may change between years and this will be based on the latest condition surveys and Council priorities.

The principle of the FWP will be to identify the levels of maintenance required across the network at any one time, and will provide an opportunity for more effective planning and prioritisation of works and assist in identifying future funding requirements. Furthermore, the list will enable strategic and tactical decisions to be made and for the information to be used to support bids for external funding based on knowledge of the condition and trending deterioration of the County network. Consequently, the Council will be in a position where it can forecast the improvement that can be made from external funding support.

Whilst some flexibility is required, the asset management approach, based on hierarchy (determined by traffic flows), condition data, age and lifecycle, will be the predominant driver for prioritising schemes in the annual Service Plan and this will reflect any changes to risk, development (economy and housing), mitigation of unexpected events, maintaining safe routes to school, emergency routes and an “open for business” network of roads to support the economy.

The FWP to be approved will form the foundation of a more transparent and evidence led approach to highways maintenance and will reflect the results of a treatment survey of the entire network, identifying the following recommended maintenance works:

- Patch
- Surface Dress
- Resurface
- Reconstruct

(3) **Financial Considerations** The effects of such a significant change in identifying future highways maintenance work will be that the estimated costs of treating all the roads identified will exceed the annual budget available. The estimated cost of addressing all of the recommended treatments using a reasonable spread of treatment interventions would be approximately £100 million for the current AMP period 2016-2021. This exceeds current available budgets and, as a consequence, the programme will be modified to suit available budgets/funding and presented to Cabinet for approval in the annual Service Plan based on:

- Meeting the Councils goals and objectives.
- Preserving the integrity of the highway network.
- Improving SCRIM (Skidding Resistance) values for safety reasons.

(4) **Legal Considerations** The asset management approach will support the Council's responsibilities as Highway Authority in meeting the requirements of the Highways Act 1980.

(5) **Equality and Diversity Considerations** The development of a road hierarchy, which takes a more pragmatic approach to highways maintenance, based on the use of the road and in particular its use by heavy goods and public service vehicles, will identify a series of treatments and levels of service. This will mean that not all roads will be maintained to the same levels, but to the level most appropriate for their use.

(6) **Environmental Considerations** The HIAMS advocates a preventative strategy for highway maintenance which will result in many treatments being less invasive and use of more environmentally friendly treatments. Treatments will include surface dressing to maintain the fabric and integrity of the road construction and provide an improved surface.

(7) **Health Considerations** A well evidenced and understood maintenance strategy and FWP will assist in managing public expectations and enable key routes to be prioritised whilst recognising the values to citizens of maintaining a healthy and safe place to live, as well as developing and maintaining a vibrant economy and approach to regeneration across the County.

Other Considerations

In preparing this report the relevance of the following factors has also been considered: prevention of crime and disorder, human resources, property and transport considerations.

(8) **Key Decision** Yes.

(9) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(10) **Background Papers** Five Year Forward Works Programme for Highway Maintenance 2016-2021, Highway Infrastructure Asset Management Strategy. Officer contact details – Steve Mead, extension 38577.

(11) **OFFICER'S RECOMMENDATIONS** That Cabinet:

11.1 Approves the Five Year Forward Works Programme for Highway Maintenance 2016-2021.

11.2 Notes that the full forward works programme is unlikely to be able to be delivered within the currently available funding for highway maintenance.

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Strategic Director – Economy, Transport and Environment