

TRANSPORT AND NEIGHBOURHOODS PORTFOLIO DECISION SCHEDULE



Friday 27 April 2012

at 1.30 pm

in Committee Room C, Civic Centre, Hartlepool

The Mayor Stuart Drummond, Cabinet Member responsible for Transport and Neighbourhoods will consider the following items.

1. KEY DECISIONS

- 1.1 Highway Planned Maintenance Works (Five-Year Programme) –
Assistant Director (Transport and Engineering Services)

2. OTHER ITEMS REQUIRING DECISION

No items

3. ITEMS FOR INFORMATION

No items

4. REPORTS FROM OVERVIEW OF SCRUTINY FORUMS

No items

TRANSPORT AND NEIGHBOURHOODS PORTFOLIO

Report to Portfolio Holder
27th April 2012



Report of: Assistant Director (Transportation and Engineering Services)

Subject: HIGHWAY PLANNED MAINTENANCE WORKS
(FIVE -YEAR PROGRAMME)

SUMMARY

1. PURPOSE OF REPORT

To seek approval to the five-year planned highway maintenance programme for the period April 2012 to March 2017.

2. SUMMARY OF CONTENTS

The report provides the background as to the testing methods utilised to identify the condition of a highway and identify which highways in the town will be included in the five-year programme based on the test results, highway inspections, risk management information and customer and Member feedback.

3. RELEVANCE TO PORTFOLIO HOLDER

It is the responsibility of the Portfolio Holder.

4. TYPE OF DECISION

Key decision (both i and ii applies). Forward Plan reference number RN6/12

5. DECISION MAKING ROUTE

Transport and Neighbourhoods Portfolio on the 27th April 2012

6. DECISION REQUIRED

That the five-year programme for planned maintenance be approved.

Report of: Assistant Director (Transportation and Engineering Services)

Subject: **HIGHWAY PLANNED MAINTENANCE WORKS (FIVE -YEAR PROGRAMME)**

1. PURPOSE OF REPORT

- 1.1 To seek approval to the five-year planned highway maintenance programme for the period April 2012 to March 2017.

2. BACKGROUND

- 2.1 The condition of the highway network is established from information obtained from SCANNER vehicles and Course Visual Inspections (CVIs), which are carried out by specialist contractors on behalf of the Authority. The information is then analysed, through the United Kingdom Pavement Management System (UKPMS), which allocates ratings to each section of highway ranging from 0 (good condition) to 100 (nil residual life). Condition reports are also put forward by the Highway Inspectors following routine inspections.
- 2.2 For year 2012/2013 the allocation for highway maintenance from the Local Transport Plan is £709,000 on this basis, and assuming similar allocations in future years, it will not be possible to reduce the maintenance backlog. Bearing in mind that during this time, the rest of the network will continue to deteriorate, it is likely that the condition of the network will deteriorate further.
- 2.3 The condition of the **classified** highway network is calculated from information obtained from a machine survey (SCANNER survey).
- 2.4 The condition of the **unclassified** highway network is calculated from information obtained from Course Visual Inspections (CVIs).
- 2.5 The surveys are carried out by a specialist contractor on behalf of the Authority. The surveys have been commissioned in partnership with the other North of England Authorities and are carried out annually.

- 2.6 Because of the large number of roads having the same condition rating through this method, results are augmented by rating assessments, carried out in house on the basis of Highway Inspector's reports. Consideration is also given to requests received from members of the public and elected members through the Neighbourhood Forums or directly to Officers.
- 2.7 The roads and footways indicated are those that are in the most need of repair, as identified by the methods detailed above. The priority however, may change over the coming years. The highway network is constantly under threat from damage caused by increases in the volume of traffic, greater vehicle weights, the weather and the disturbance of the structure of the road through the digging of utility trenches. The key to managing/maintaining the highway network successfully is to monitor the condition and at the best time, apply the most cost effective treatment to maximise the life of the road. The Council achieve this through planned and reactive maintenance based on an assessment of need and making use of the latest available processes and techniques.

3. PROPOSALS/OPTIONS

- 3.1 The 5-year programme attached as **Appendix 1** is based on the assumption that future year allocations will be of similar levels to this year.
- 3.2 Reconstruction works are expensive compared to other maintenance measures and have been kept to a minimum. Reconstruction works that have been identified, where other processes are not appropriate, will be carried out in the interests of highway safety. Generally, however, other treatments such as re-surfacing and surface dressing, which are cheaper but have a shorter term impact than full reconstruction, will be utilised
- 3.3 All principal and classified roads are inspected using survey vehicles equipped with lasers, video image collection and inertial measurement apparatus to enable surveys of the road surface condition to be carried out whilst traveling at high speeds. These surveys are carried out using state of the art equipment
- 3.4 Best Value Performance Indicator history is shown in the following table:

	06/07	07/08	08/09	09/10	10/11	11/12
Condition of principal roads NI168	2%	1%	2%	1%	2%	3%
Condition of non-principal roads NI169	10%	4%	11%	11%	11%	13%
Condition of unclassified roads	24%	13%	15%	10%	13%	15%

3.5 The above Indicators show that we have made significant in-roads since 2006 in improving the condition of the unclassified road network, which constitutes a significant proportion of our roads. However as budgets reduce then the impact it is possible to achieve is also significantly reduced, as can be determined by the recent outturns, which indicate a small deterioration across the network. This can, in part, be attributed to the two exceptionally severe winter we experienced in 2009/10 and 2010/11.

4. FINANCIAL CONSIDERATIONS

4.1 The five-year programme was, in previous years, funded by the Local Transport Plan (LTP) Structural Maintenance Block, together with a contribution from revenue budgets. However, due to recent savings on revenue budgets the works will only be funded from LTP budgets for the foreseeable future.

4.2 This years LTP Structural Maintenance Block allocation is £849,000. A four year action plan for the LTP was agreed at Cabinet on 21st March 2011 which included indicative spends for 2012/13 as follows:

Structural Maintenance Carriageways	£709,000
Structural Maintenance Footways	£30,000
Street Lighting	£40,000
Bridge Maintenance	£70,000

4.3 The programme has been established using estimated costs which may result in an under spend when all identified works have been completed. If this is the case a further report will be submitted to seek approval for additional works.

5. RECOMMENDATIONS

5.1 That the five-year programme for planned maintenance be approved.

6. REASONS FOR RECOMMENDATIONS

- 6.1 To ensure that structural highway maintenance funding is prioritised to achieve maximum benefit from the available budget.

7. BACKGROUND PAPERS

- 7.1 There are no background papers.

8. CONTACT OFFICER

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1.1 APPENDIX 1

Year 1 2012/13			
Street	Location	Type	Treatment
Easington Road	West View Road to petrol Station South Bound	-	Surface Dressing
Easington Road	Petrol Station to West View Road North Bound	-	Surface Dressing
Tofts Farm East	Full Length	-	Surface Dressing
Hart Village Road	A179 to Worsett Lane	-	Surface Dressing
Butts Lane	Front Street to Burns Close	-	Surface Dressing
Chester Road	Jesmond Road to Raby Road	-	Surface Dressing
Young Street	Full Length	DBM	Resurface
Baden Street	Elwick Road to Brinkburn Road	DBM	Resurface
Wordsworth Avenue	Full Length	DBM	Resurface
Motherwell Road	Full Length	DBM	Resurface
Greenlea (Elwick)	Full Length	DBM	Resurface
Thursby Grove	Full Length	DBM	Resurface
Park Road (Phase 2)	Osbourne Road to Eltringham Road	HRA	Resurface
Clark Street	Burbank Street to Moreland Street	DBM	Resurface
Cundall Road	Weldeck Road to Duke Street	DBM	Resurface
Wooler Road Roundabout	Full Roundabout	HRA	Resurface
Brafferton Street	Roseberry Road to Duke Street	DBM	Resurface
Hart Road Roundabout	Full Roundabout	HRA	Resurface
Browning Avenue	Catcote Road to Ruskin Grove	DBM	Resurface
Bamburgh Road	Hart Road to Junction	DBM	Resurface
Airdrie Grove	Full Length	DBM	Resurface
Grange Road	Thornville Road to Murray Street	HRA	Resurface
Milbank Road	Full Length (One Side)	DBM	Resurface
Laird Road	Full Length	DBM	Resurface
Alloa Grove	Full Length	DBM	Resurface
Alva Grove	Full Length	DBM	Resurface
Ayr Grove	Full Length	DBM	Resurface
Atholl Grove	Full Length	DBM	Resurface
Beath Grove	Full Length	DBM	Resurface
Magdalene Drive	Butts Lane to School Entrance	DBM	Resurface
Howbeck Lane	Full Length	DBM	Resurface
Burbank Street & Clarke Street	Stockton Street to Clarke St & Burbank St to Post Office	Footpath	Reconstruction
Drayton Road	Full Length	Footpath	Tarmac Verges
Galsworthy Road	Full Length	Footpath	Tarmac Verges
Easington Road	Outside Rovers Quoits Club	Footpath	Flags to Tarmac
Chester Road	Full length allotment side	Footpath	Flags to Tarmac half width
Catcote Road	Campbell Rd to Callender Rd	Footpath	Tarmac replacement
Purves Place	Full length	Footpath	Tarmac replacement

Year 2 2013/14			
Street	Location	Type	Treatment
Bellasis Grove	Rear of No. 1 to Rear No. 5	DBM	TBD
Station Lane	Railway Bridge to Joint	DBM	TBD
Glaisdale Grove	Full Length	DBM	TBD
Hutone Place	Lazenby Road to Stub End	DBM	TBD

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Martin Grove	Full Length	DBM	TBD
Worsett Lane	Claypit Farm to A179	DBM	TBD
Studley Road	Full Length	DBM	TBD
Kyle Avenue	Full Length	DBM	TBD
Hardwick Court	Full Length	DBM	TBD
Comrie Road	Caithness Road to Cairn Road	DBM	TBD
Stockton Street	Burn Road Roundabout to Burn Valley Roundabout	HRA	TBD
Park Road (Phase 3)	Eltringham Road to Eldon Grove	HRA	TBD
Butts Lane	Various Sections	DBM	TBD
Wynyard Road	Opposite Shops	DBM	TBD
Valley Close	Full Length	DBM	TBD
York Road	Victoria Road to Park Road	Footpath	Relay flags
Brenda Road	Allotments to 138 Brenda Rd	Footpath	Flags to tarmac
Fordyce Road	Junction with Farr Walk	Footpath	Flags to tarmac

Year 3 2014/15			
Street	Location	Type	Treatment
Alston Street	Full Length	DBM	TBD
Carrick Street	Full Length	DBM	TBD
Bangor Street	Full Length	DBM	TBD
Burn Valley Street	Full Length	DBM	TBD
Burnston Close	Junction Area	DBM	TBD
Colenso Street	Full Length	DBM	TBD
Ellison Street	Full Length	DBM	TBD
Eltringham Road	Full Length	DBM	TBD
Caithness Road	Junction Area to Torquay Avenue	DBM	TBD
Claymore Road	No. 1 to No. 7	DBM	TBD
Darvel Road	Full Length	DBM	TBD
Moffat Road	Cul De Sac	DBM	TBD
Huntley Road	Full Length	DBM	TBD
Chester Road	Full Length	DBM	TBD
Oxford Street	Various	DBM	TBD
King Oswy Drive	Barnard Grove to Bournemouth Drive	DBM	TBD
Spalding Road	Junction Areas	DBM	TBD
Waldon Street	Elwick Road to Car Park	DBM	TBD
Stranton	Shops Area	DBM	TBD
Footpath Schemes to be identified			

Year 4 2015/16			
Street	Location	Type	Treatment
Rydal Street	Full Length	DBM	TBD
South Drive	Wooler Road to No. 8	DBM	TBD
Southburn Terrace	Stockton Street to No. 19	DBM	TBD
Wansbeck Gardens	Park Road to No. 13	DBM	TBD
Lindisfarne Close	Full Length	DBM	TBD
Suggit Street	Full Length	DBM	TBD
Eltringham Road	Full Length	DBM	TBD
Stofold Street	Full Length	DBM	TBD

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Grosvenor Street	Full Length	DBM	TBD
Hylton Road	Full Length	DBM	TBD
Lucan Street	Full Length	DBM	TBD
Lynfield Road	Junction Area with Dent Street	DBM	TBD
Martin Grove	Full Length	DBM	TBD
North Drive	Wooler Road to No. 4	DBM	TBD
Oxford Street	Various	DBM	TBD
Fife Grove	Full Length	DBM	TBD
Gillpark Grove	Full Length	DBM	TBD
Highland Road	Junction to No. 19	DBM	TBD
Wisbech Carpark	Parking Areas	DBM	TBD
Kimberley Street	Full Length	DBM	TBD
Leyburn Street	Full Length	DBM	TBD
Footpath Schemes to be identified			

Year 5 2016/17*			
Street	Location	Type	Treatment
Osborne Road	Various	DBM	TBD
Morison Gardens	Full Length	DBM	TBD
Mountbatten Close	Full Length	DBM	TBD
Lister Street	Various	DBM	TBD
Macaulay Road	Various Stub Ends	DBM	TBD
Mansepool Close	Full Length	DBM	TBD
Lindrick Drive	Full Length	DBM	TBD
Burwell Walk	Full Length	DBM	TBD
Dryden Road	Full Length	DBM	TBD
Studley Road	Full Length	DBM	TBD
Lothian Road	Full Length	DBM	TBD
Huxley Walk	Full Length	DBM	TBD
Taybrooke Avenue	Full Length	DBM	TBD
Teesbrooke Avenue	Full Length	DBM	TBD
Swalebrooke Avenue	Full Length	DBM	TBD
Trentbrooke Avenue	Full Length	DBM	TBD
Dryden Road	Full Length	DBM	TBD
Galsworthy Road	Full Length	DBM	TBD
Bennet Road	Full Length	DBM	TBD
Dalton Back Road	Pink House to Bridge	DBM	TBD
Armdale Grove	Full Length	DBM	TBD
Ashgrove Avenue	Full Length	DBM	TBD
Beachfield Drive	Full Length	DBM	TBD
Birchill Gardens	Full Length	DBM	TBD
Calder Grove	Full Length	DBM	TBD
Campion Street	Full Length	DBM	TBD
Chatham Gardens	Full Length	DBM	TBD
Church Walk	Full Length	DBM	TBD
Cliffe Court	Full Length	DBM	TBD
Croft Terrace	Full Length	DBM	TBD
Dalton Street	Full Length	DBM	TBD
Danby Grove	Full Length	DBM	TBD
Darvel Road	Full Length	DBM	TBD

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Deerpole Close	Full Length	DBM	TBD
Dunbar Road	Full Length	DBM	TBD
Edgar Street	Full Length	DBM	TBD
Elwick Road	Caroline Street to York Road	HRA	TBD
Everett Street	Full Length	DBM	TBD
Gladstone Street	Full Length	DBM	TBD
Grainger Street	Full Length	DBM	TBD
Grosmont Road	Full Length	DBM	TBD
Hamilton Road	Full Length	DBM	TBD
Hart Village Road	Worsett Lane to A179 Junction	DBM	TBD
Hawkridge Close	Full Length	DBM	TBD
Hazelwood Rise	Full Length	DBM	TBD
Heortnesse Road	Full Length	DBM	TBD
Highland Road	Full Length	DBM	TBD
Kirkstone Grove	Full Length	DBM	TBD
Laburnum Street	Full Length	DBM	TBD
Leamington Drive	Full Length	DBM	TBD
Leas Grove	Full Length	DBM	TBD
Manners Street	Full Length	DBM	TBD
Rockpool Close	Full Length	DBM	TBD
Romaine Park	Full Length	DBM	TBD
Sandringham Road	Full Length	DBM	TBD
Sussex Street	Full Length	DBM	TBD
Stoksley Road	Full Length	DBM	TBD
Thompson Grove	Full Length	DBM	TBD
Vicarage Row Footpath Schemes to be identified	Full Length	DBM	TBD

***Note: Schemes for 2016/17 to be prioritised in later programmes**