



# EXECUTIVE MEMBER DECISION

**REPORT OF:** Executive Member for Growth and Development

**LEAD OFFICERS:** Director of Environment and Operations

**DATE:** 2<sup>nd</sup> September 2019

**PORTFOLIO/S AFFECTED:** Growth and Development

**WARD/S AFFECTED:** All

**SUBJECT:** Highways Resilience Strategy Review

## 1. EXECUTIVE SUMMARY

The Highways Resilience Strategy was approved in May 2017 and updated following a major rainfall event in October that year. A major review of the strategy was commenced in February this year in line with the policy to undertake such a review every 2 years. The updated revised strategy is attached.

## 2. RECOMMENDATIONS

That the Executive Member:

- Approves the revised Highways Resilience Strategy

## 3. BACKGROUND

The Highways Resilience Strategy is reviewed every 2 years as a minimum to ensure that any major changes to the network or council policy are incorporated. It is also reviewed after any major event which affects the network. One such event occurred during the heatwaves of 2018 and the 2 year review was due at the beginning of this year. These reviews have been combined into one major review.

## 4. KEY ISSUES & RISKS

During the last week of June 2018, gritters had to be deployed to spread granite dust on melting roads within the borough, mainly Livesey Branch Road and Preston New Road. Roads with a reasonable amount of traffic tend to start softening at a surface temperature of 50°C. This can occur when the published air temperatures are some 20 to 30°C below 50°C, as in prolonged direct sunshine, black asphalt absorbs heat and the temperature can quickly reach melting point.

To deal with such heatwaves, the current strategy states that '*During prolonged periods of daytime air temperatures in excess of 30°C, additional inspections of the resilient network will be undertaken and sealing grit applied as necessary.*' In June 2018 however the recorded air temperature only hit 30°C on one day which led to the council reacting to the problem rather than

monitoring and being proactive with any treatment. The revised strategy therefore proposes to lower the threshold for carrying out additional inspections from 30 to 25°c.

In November last year a revised Highways Safety Inspection Policy was adopted by the council, an element of which was a new Network Hierarchy based on asset function as recommended in the Well Managed Highway Infrastructure Code of Practice. The new Network Hierarchy highlighted several roads, predominately Class B & C roads, for addition to the Resilient Network. These roads have been added to the revised strategy and have necessitated some major changes to the resilient network gritting routes as outlined in Appendix A. The length of resilient network being gritted has increased from 45 miles to 63 miles with the 'redundant' mileage increasing from 26.5 miles to 29.5 miles.

#### **5. POLICY IMPLICATIONS**

The strategy complements the existing asset management policy and further develops the Council's management of the adopted highway network.

#### **6. FINANCIAL IMPLICATIONS**

There are no direct financial implications arising from this strategy. Adherence to the principles and practices promoted will minimise expenditure during periods of severe weather. Currently the winter maintenance budget is ring-fenced and the highways revenue budget funds gully maintenance and flooding incidents.

#### **7. LEGAL IMPLICATIONS**

The Council has a duty to maintain the highway under section 41 of the Highways Act 1980. This strategy sets out one element as to how the council will carry out this duty.

#### **8. RESOURCE IMPLICATIONS**

No additional resources are required to comply with the strategy.

#### **9. EQUALITY AND HEALTH IMPLICATIONS**

**Please select one of the options below. Where appropriate please include the hyperlink to the EIA.**

Option 1  Equality Impact Assessment (EIA) not required – the EIA checklist has been completed.

Option 2  In determining this matter the Executive Member needs to consider the EIA associated with this item in advance of making the decision. (*insert EIA link here*)

Option 3  In determining this matter the Executive Board Members need to consider the EIA associated with this item in advance of making the decision. (*insert EIA attachment*)

#### **10. CONSULTATIONS**

Consultations with Neighbouring Highway Authorities

**11. STATEMENT OF COMPLIANCE**

The recommendations are made further to advice from the Monitoring Officer and the Section 151 Officer has confirmed that they do not incur unlawful expenditure. They are also compliant with equality legislation and an equality analysis and impact assessment has been considered. The recommendations reflect the core principles of good governance set out in the Council's Code of Corporate Governance.

**12. DECLARATION OF INTEREST**

All Declarations of Interest of any Executive Member consulted and note of any dispensation granted by the Chief Executive will be recorded and published if applicable.

<b>VERSION:</b>	<b>1</b>
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<b>CONTACT OFFICER:</b>	<b>George Bell</b>
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<b>DATE:</b>	1 <sup>st</sup> August 2019
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<b>BACKGROUND PAPER:</b>	Resilience Strategy Version 2.0
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