

**Lancashire Local – Lancashire District**  
Meeting to be held on 19 January 2010

**Part I - Item No. 8**

Electoral Divisions affected:  
All

**Highway Capital Special Maintenance Programme 2010-2012**

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**Executive Summary**

The report sets out the provisional highway capital special maintenance programme for 2010-2012, subject to budget and other constraints.

**Decision Required**

The Local is invited to express views on issues related to the provisional highway capital special maintenance programme for Lancaster District in 2010-2012 such as the timing of works, local events or plans that may affect the scheme or other information that would help minimise the disruption to users of the highway.

**Background and Advice**

The highway capital special maintenance programme is drawn up each year to address the most significant issues on the highway network, with particular emphasis on schemes which improve safety and structural integrity. Road condition data, road pavement management software and the knowledge and experience of highway maintenance engineers are combined to produce a programme of schemes, in priority order, that will keep the highway network in a safe condition whilst protecting the integrity of the highway asset.

The majority of funding for the annual programme of special maintenance schemes is provided under the Local Transport Plan (LTP) capital maintenance programme and justified on the basis of the extent of deterioration measured by road condition assessments. Performance against the programme is monitored via the national highway condition BVPI's which, in turn, provide the basis for future funding bids.

To ensure this money is used to address the most pressing maintenance needs in each authority, the programme is prepared on an objective basis built around the national pavement management system (UKPMS). This system was developed to

ensure consistent data capture and analysis, and accurate national comparison. The role of UKPMS towards the identification and prioritisation of the programme therefore ensures that it properly reflects the maintenance needs for the district, and makes best use of the available funding.

The provisional highway capital special maintenance programme for Lancaster District is set out in priority order in Appendix 'A'. They have been identified as the highest priority schemes through objective assessments, with particular emphasis on safety and structural integrity. The programme extends over two years to provide members with a longer term view of priorities.

Members are invited to express views on issues related to the provisional highways special maintenance programme for Lancaster District in 2010-2012 such as the timing of works, local events or plans that may affect the scheme or other information that would help minimise the disruption to users of the highway.

Members can also enhance their shaping and influencing role in respect of highway special maintenance schemes in a number of ways:

1. Monitoring the impact of such schemes in their local area.
2. Supplementing highway maintenance activity in their local area through their discretionary use of their annual allocation towards highway authority functions.
3. Considering and expressing views on locations where it is considered that resurfacing or reconstruction of carriageways and/or footways should be included in future programmes of work.

### **Consultations**

N/A.

### **Implications:**

This item has the following implications, as indicated:

### **Risk management**

The proposed provisional programme of works has been identified using objective assessment techniques. Allocating funds using less objective techniques may increase the risk of claims against the County Council if events occur that could have been avoided by more timely maintenance.

