

APPENDIX E

**ADDITIONAL £2.58m CARRIAGEWAY STRUCTURAL
MAINTENANCE SCHEMES RECOMMENDED BY
9 MARCH 2004 TRANSPORT PANEL**

Transport Panel Minute Extract

Mike Younghusband gave details of the following two possible scenarios for allocating the additional £2.58m which the Council made available at its meeting on 12 February 2004 to help address outstanding highways issues.

Scenario 1 - Allocate £2.58 m to schemes selected by the deterioration model and local officer input to address the highway maintenance backlog targets in the most effective and efficient manner.

Scenario 2 - i) Allocate £1.58 m to schemes selected by the deterioration model and local officer input to address the highway maintenance backlog targets in the most effective and efficient manner, and ii) allocate £1.0 m to expand or enhance schemes already included within the IWP in order to create added value.

It was noted that added value could be achieved in a number of ways, including the following :

- a) It is generally cheaper to resurface a larger area than a smaller one, so by extending the area of the works often allows more to be done without a proportionate increase in costs.
- b) If only part of a road has been identified for treatment, but the rest of the road has subsequently deteriorated over the winter and is also in need for treatment, it is more economical to arrange the works together. The same is true if a nearby road is in similar condition to one being treated and could benefit from similar works at the same time, thus contributing to economies of scale.

- c) Ensure, where it is efficient to do so, that core highway features (e.g. dropped kerb crossings) are introduced, or replaced to latest standards at the same time that maintenance works are undertaken.
- d) Bring forward maintenance works that would otherwise not have been funded to complement improvement schemes on the same section of road.

The Panel agreed that:

- (i) **Cabinet be recommended** to approve Scenario 1 [schemes set out in this appendix] for the allocation of the additional £2.58 m to highway related schemes as this would permit a greater amount of maintenance backlog work to be undertaken.
- (ii) officers be requested to investigate further the possibilities for added value in planning for future highway integrated works programmes in particular whether a) and b) of Scenario 2, could be practically and flexibly achieved.