

# **BARROW HIGHWAYS ADVISORY SUB-GROUP**

**Meeting date: 11 December 2020**

**From: Executive Director – Economy and Infrastructure**

## **SUMMARY OF THE CONDITION OF BACK STREETS AND ASSESSMENT PROCEDURES IN THE BARROW AREA**

### **1.0 EXECUTIVE SUMMARY**

**1.1 This report is to further inform members of the Barrow Highways Advisory Sub-Group (“the Barrow HASG”), on the condition and prioritising of the maintenance of the back streets in the Borough of Barrow. It highlights to members how they are currently assessed and details how they are treated.**

**1.2 This report is in response to a request from the Barrow Local Committee in September 2020.**

### **2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS**

**The maintenance of back streets helps to support the County Council and further the County Council vision of “A Council that works with residents, businesses, communities and other organisations to deliver the best services possible within the available resources.” Additionally, it contributes to the 3 outcomes the Council wants for the people of Cumbria which are;**

- People in Cumbria are healthy and safe**
- Places in Cumbria are well connected and thriving**
- The economy in Cumbria is growing and benefits everyone**

**Members are advised that the measures contained in the proposals contribute to these commitments by continuing to ensure that the council is able to provide an effective and safe Highway Network.**

### **3.0 RECOMMENDATION**

**3.1 That the Barrow HASG notes the assessment as set out in Appendix 1 and 2 attached, which sets out the current method of assessing and prioritising how we maintain the back streets in the Barrow area.**

## 4.0 BACKGROUND

- 4.1 There are 320 back streets in the Barrow area totalling over 33km in length. These streets are unclassified roads and have the same status as any other section of highway even when gated. They are inspected as part of our routine inspection system, but we also carry out periodically a condition survey of all the back streets as a whole. The next survey is due to take place over the coming few months so that the information gained can feed into future works programmes.
- 4.2 The following streets have been resurfaced in the last six years; this is in addition to ongoing maintenance activities in many of the other back streets that continues and will take part as routine maintenance: -
- |         |  |
|---------|--|
| 2020-21 | Rear of Consett Street<br>Rear of Cross and School Street<br>Rear of Derby and Devon Street<br>Rear of Devon and Leicester Street<br>Rear of Earl and Steward Street<br>Rear of Highfield and Queen Street<br>Rear of Westmorland and Ainslie Street |
| 2019-20 | Rear of Cook and Parry Street<br>Rear of Sutherland Street   |
| 2018-19 | Rear of Ivy Street<br>Rear of Hastings and Dover Street<br>Rear of Dover and Bristol Street<br>Rear of Nelson and Cook Street<br>Rear of Cameron and Earle Street  |
| 2017-18 | Rear of Kent Street and Risedale Road  |
| 2016-17 | Rear of Ramsden Dock Road and James Watt Terrace   |
| 2015-16 | Rear of Cameron Street and St Patricks Road<br>Rear of Ainslie Street and Westmorland Street<br>Rear of Abbey Road and Hawke Street  |
- 4.3 In July 2018 all 320 of the back streets had a condition survey carried out. This was updated in July 2019 and June 2020 for the worst 60. The scoring system used is the Priority Assessed Scoring system, which is a nationally recognised scoring system recommended by the Department for Transport. This system takes into account the amount of traffic that uses a section of highway, its current condition, and how many claims have been received for that section of highway. Close proximity to schools, care homes are also taken into account. This then produces the scores as seen in appendix 1.
- 4.4 The PAS scoring system considers the general condition of a carriageway, giving priority to the sections of carriageway with major structural defects over the ones with more superficial surface defects. This is done by allocating a percentage of the carriageway effected in each area being assessed. Additional weightings are also given to carriageways which take the most traffic, large amounts of HGV's, are close to schools or near to sheltered accommodation for the elderly.

- 4.5 United Utilities are consulted prior to any resurfacing work taking place on a back street. The sewers can be camera surveyed and then repaired prior to work taking place. This hopefully reduces the need to come back and dig up the street in the near future. We also discuss with United Utilities their future works programme and adjust our proposals as necessary thereby reducing the need to undertake abortive works and costs.
- 4.6 Typical treatment for the back streets includes removal of the top 80 – 100mm of surface, regulation of the surface that is exposed and then the laying of a binder course for strength, followed by a surface course (any ironwork is adjusted to suit the new surface course).
- 4.7 In order to reduce costs and allow budgets to go further we have recently trialled an alternative treatment which is a thin 30mm overlay of the existing surface. This uses the strength of the existing back street and a new surface course is applied. This treatment is approximately 75% cheaper. However, before we roll this out on a wider scale it is intended to monitor the performance of this new treatment.

## **5.0 OPTIONS**

- 5.1 That members agree the recommendation in Para 3.1 above.
- 5.2 Alternatively, members may suggest alternative factors that need to be considered when assessing back streets

## **6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS**

- 6.1 It is for Local Committee to allocate resources within the devolved revenue and devolved capital budgets to specified programmes of Highways work subject to Corporate Policy and Service Standards. Any changes in allocation that Local Committee may agree should have regard to remaining within the overall revenue and capital budgets devolved to Local Committee.
- 6.2 There are no direct resource implications arising from recommendation 3.1 to note the assessment and the methodology used. However, the funding of any proposals to undertake works arising from the assessment of the condition of the back streets would need to be considered part of the overall prioritisation and allocation of resources within the Highways budgets devolved to Local Committee.

## **7.0 LEGAL IMPLICATIONS**

- 7.1 There are no direct legal implications to the recommendation in this report as it is for noting only.



**PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS**  
*[including Local Committees]*

*No previous relevant decisions.*

**CONSIDERATION BY OVERVIEW AND SCRUTINY**

*Not considered by Overview and Scrutiny.*

**BACKGROUND PAPERS**

None

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