

# **Kent Highway Services, Capital Works for 2008/09 Assessment, Strengthening and Structural Maintenance of Structures**

A report by the Director, Kent Highway Services, to the Highways Advisory Board on 8<sup>th</sup> July 2008

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## **Introduction**

1. This report advises Members of the schemes from which the programme of capital works on highway structures will be delivered in 2008/09
2. The capital allocation made for the Assessment, Strengthening and Structural Maintenance of highway structures in 2008/09 is £1.666 million. This is below the bid in the Local Transport Plan of £4.17million intended to work towards a regime of 'Good Asset Management' as recommended in the 'Code of Practice for the Management of Highway Structures' by 2011 and to meet the targets in the LTP for the Strengthening Index and Bridge Stock Condition Indicators.
3. It is also less than the figure of £3.3 million identified in a report to the Director of KHS in August last year, prepared in response to concern about the potential for closure of weak bridges due to delays in the remedial programme. This sum was aimed at completing the strengthening programme by 2012 whilst hopefully maintaining the status quo on overall condition of the asset.
4. A programme of works is being prepared to enable output to be managed both within this original allocation but also in anticipation of any improved funding should additional resources become available.

## **The Strategy**

5. A case has been made and bid submitted for a share of any additional funding which might become available later in the financial year with the aim of delivering as much as possible of the programme outlined in the report to the Director referenced above.
6. To manage delivery within budget at whatever amount, the planned works have been scheduled at three levels as detailed below and are being prepared for staged implementation through the year.
7. 'Unavoidable Works' These comprise of schemes which are:-
  - (a) already in progress
  - (b) essential safety works
  - (c) committed through the completion of advanced ecological works and/or approvals.
  - (d) where land agreements have agreed access times and terms which it would be detrimental to rearrange.
8. "Must do" works are those where there is real potential for risk now in failing to deal adequately and timely with the existing situation.
9. "Should do" works are those remaining schemes which are made up of the programme identified in the report in (3) and (5) above.

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10. The total budget needed to deliver the schemes is variously:
  - (a) "Unavoidable" Works - £1,435.
  - (b) "Must do" Works + (a) - £2,835
  - (c) "Should do" Works + (b) - £3,355
11. Decisions on the implementation of schemes will be made at the time when/if additional monies become available but in any event in July, September and December.
12. Schemes will none the less be fully prepared to take advantage of any situation or ultimately, for an April 09 start.
13. All the schemes are listed in the accompanying Appendix A.

### **Other Potential Influences**

14. Three review initiatives are underway which may produce further contingency opportunities in relation to works of maintenance and upgrade on structures:
  - (a) Finalising the Capital Programme of Work for ensuring the requirements of the EU Tunnel Safety Directive (2004) and the Road Tunnel Safety Regulations 2007 are met in respect of Ramsgate Tunnel.
  - (b) A review to locate bridges of significant strategic importance to the highway network and identify what action is necessary to mitigate their potential non-availability. This was the subject of a report to the Alliance Board in April.
  - (c) Implementing the Code of Practice for the Management of Highway Structures which will focus more attention on improving maintenance regimes. This too was reported to the Alliance Board in April.

### **Conclusion**

15. The scheme preparation programme for 08/09 is being progressed to facilitate the ability to respond to any additional budget provision which might become available during the financial year.
16. Taking advantage of such opportunities is essential to ensure delivery of a Structure Asset which is both fit for purpose and moves towards the recommendations for Good Asset Management detailed in the 'Code of Practice for the Management of Highway Structures' as they relate to the KHS defined levels of service.
17. Members are asked to note this report.

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Accountable Officer: Tony Norfolk, Structures Manager 01622 221083  
E-mail address: anthony.norfolk@kent.gov.uk

### **Background Documents:**

- Local Transport Plan 2006 to 2011
- Report to Director KHS; Bridges Vulnerable to Closure – Status Report August 2007
- Identification of Strategically Important Structures. A report to the Alliance Board 24/4/08
- Implementation of The Code of Practice for the Management of Highway Structures – Current Status within KHS.