

Implementation of High Risk Mitigation Measures (Environment & Urban Renewal PPB) – Quarter 2 to 30th September 2015

The purpose of this report is to provide an update concerning the implementation of mitigation measures for those areas of risk which have been assessed as high within the Directorate Risk Registers and are relevant to the remit of this Board.

Assessment of current risk – (Transport) ¹			Impact (Severity)	Likelihood (Probability)	Score (I x L)	
PR R16	Failure to maintain and make available the Councils highway network could lead to adverse consequences for road users and others. (Strategic Priority: Safer Halton / Halton's Urban Renewal)		3	4	12	
Risk control measure(s)		Lead Officer	Timescale Review	Residual Impact	Residual Likelihood	Residual Score
R16 a	Delivery of prioritised maintenance programme	Mick Noone Operational Director (Policy, Planning & Transportation)	Annually	2	6	6
R16 b	Availability of capital and revenue funding					
R16 c	Timely and effective use of Variable Message Signs					
R16 d	Coordination of works to minimise impact.					

Progress update

This year's prioritised maintenance programme remains on track to be delivered as planned. To date carriageway schemes have been completed as scheduled with additional footway and footpath works due for completion in February 2016. Next year's work is presently at an advanced stage of programming and whilst Silver Jubilee Bridge programmed maintenance works are currently on track this can be affected by poor weather conditions.

Integrated Transport Budget (capital) funding is available for a range of highway infrastructure improvements and is being targeted at schemes to improve network capacity, safety and sustainable transport initiatives. Works continue to be planned to minimise disruption and to co-ordinate with Mersey Gateway traffic restrictions across the Borough.

We are currently in the process of re-writing our Highway Asset Management Plan (HAMP) with the aim to bring it in line with Highway Maintenance Efficiency Programme (HMEP) recommendations. The DfT and Ministers are currently indicating that LA's who's HAMP does not adhere to this guidance are likely to see their funding cut in the future starting in 2015/16, however as yet this has not been confirmed. The guidance includes the recommendation that the Council buy into and sign up to HMEP principles.

¹ NB – Risks associated with the Mersey Gateway Project are monitored through the Corporate Risk Register

Implementation of High Risk Mitigation Measures (Policy & Resources) – Quarter 2 to 30th September 2015

The HAMP is a living document so it is not necessary or expected that all local authorities have them 100% complete by March. However, the Council will need to demonstrate positive intent and progress and a future aim to achieve the recommendations.

The availability of revenue budget remains problematic due to the ongoing fiscal pressures being experienced across all service areas of the Council which will inevitably have an impact upon what can be delivered. As a consequence revenue funding continues to be used in a targeted way paying particular attention to the ongoing safety of the highways infrastructure.

Variable Message Signage continues to be used across the borough to provide highway and other information in order to assist in the free flow of traffic and provide general road safety information.. Work is now being undertaken to assess the provision of an integrated VMS approach across the Liverpool City Region.

The coordination of works continues to be managed effectively through quarterly meetings with utility providers and weekly progress meetings with Merseylink.. These regular exchanges of information are a valuable means by which the potential negative impact of works can be considered and, as far as possible, minimised.