
By: Head of Countywide Improvements
To: Highways Advisory Board - 3 March 2009
Subject: Capital Road Maintenance Programme 2009/10
Classification: Unrestricted

Summary: This report sets out details of assessment of condition of roads, prioritisation and delivery programme. The report also advises Members of the indicative level of additional funding that will enable the delivery of a larger programme in the coming financial year. Members are therefore asked to note the programme and that works will begin in April.

1. Introduction

- 1.1 The assessment of the condition of the highway network is essentially divided into two Categories: Classified (A, B and C Class) roads and Unclassified (the remainder) of the network.

2. Classified Roads

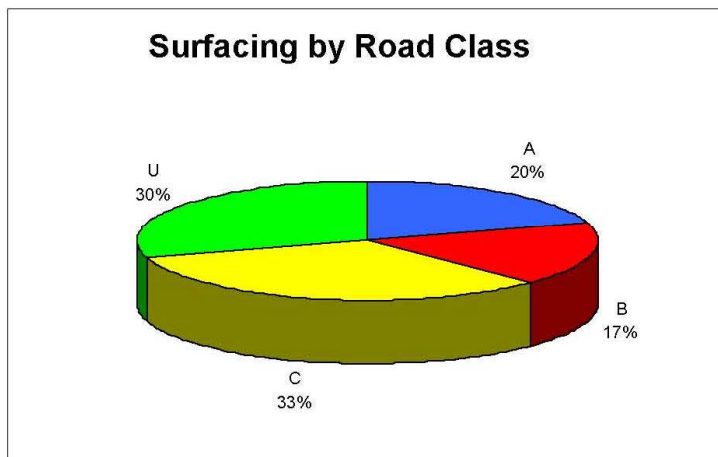
- 2.1 The assessment of the condition of these roads is carried out using a vehicle mounted measurement system known as 'Traffic – Speed Condition Survey' (TRACS). This records cracking, deformation, riding quality and surface texture. This process is also linked to identified skid deficient sites which have been determined from a combination of crash details in wet weather conditions and the actual measurement of skid deficiency. Additional testing is used to determine whether the road will fail from heavy vehicle loading.
- 2.2. The combination of these results is verified by site inspections and engineering judgement is used to determine the most appropriate treatment necessary to prolong the life of the road being considered, e.g. reconditioning, strengthening, resurfacing, surface dressing, etc.

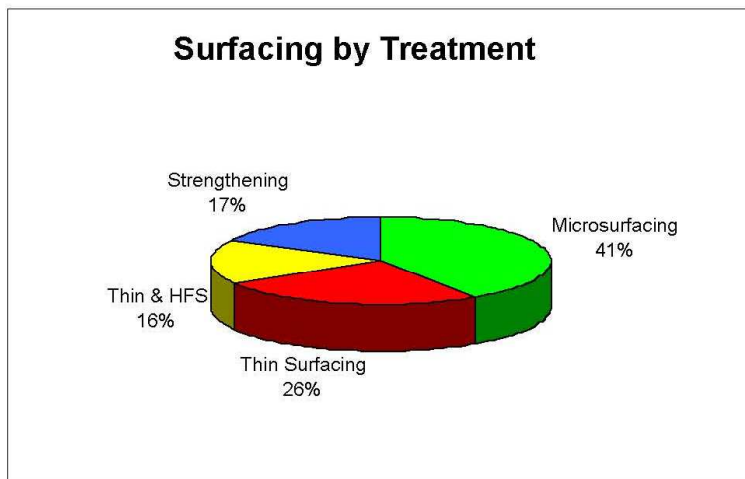
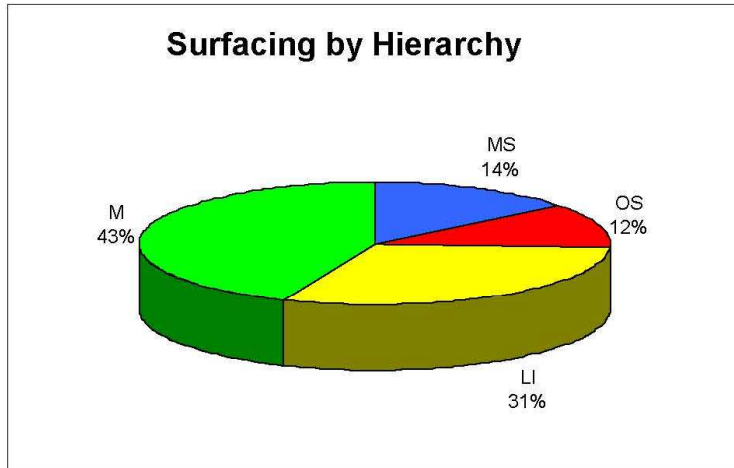
3. Unclassified Roads

- 3.1 The assessment of the condition is undertaken by driven visual inspection. Additional sites can be added from other sources such as highway inspectors, Members, the public and Parish Councils.
- 3.2 Whereas the major road network is likely to fail from vehicle loading, the minor network is much more likely to fail from aging. Subsequent site inspections are therefore undertaken to verify the condition and determine the most appropriate treatment.

4. Surfacing Needs

- 4.1 Previous priorities have been based on treatment of 'worst first' rating from the database of the condition of the network. A new process has been devised that bases the treatment of the network on economic rating and prioritises roads that have been rated on a cost effective treatment basis. That is to say; if a road is in the 'worst list' this year it may deteriorate very little in the next couple of years and the treatment will be the same at the end of this period, however another road may be lower down on the 'worst list' this year but over the next couple of years it could deteriorate rapidly and if left untreated would require major works. Therefore it is more cost effective to treat these sooner than those which appear to be in a worse condition.
- 4.2. The current maintenance emphasis is on the reduction of reactive maintenance works, in particular on the minor network. The aim for the surfacing programme this year is to treat the roads that are more liable to need reactive treatment. It has been decided therefore, that the 2009/10 works programme will contain approximately 70% of sites that are in the Minor & Locally Important hierarchy.
- 4.3 Significant additional funding (subject to approval) has thus been made available in 2009/10 to improve this balance. The budget for Carriageway and Footway Resurfacing for next year is likely to be set at around £20m compared with less than £10m in this year.
- 4.4 From the sites initially prioritised, only 24 were shown as requiring Surface Dressing (in 08/09 there were over three times as many in the Surface Dressing programme). It is therefore proposed not to have a Surface Dressing programme for 09/10 but to prepare for a larger programme in 2010/11 to benefit from economy of scale and achieve better value for money.
- 4.5 The graphs below and the attached Appendix 1 show the split of the programme and a list of schemes proposed for 2009/10 respectively.





5. Recommendations

5.1 Members are asked to note the programme so that work can begin in April.

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