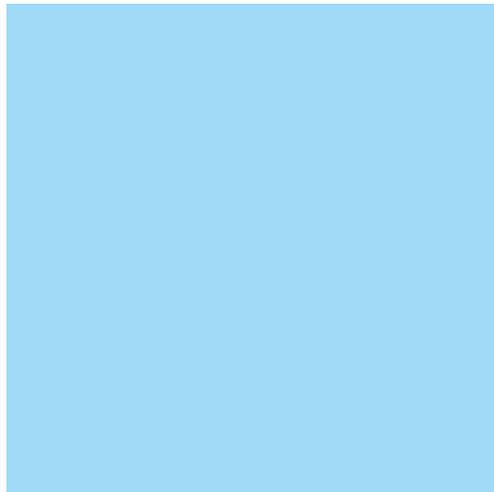




Carriageway & Footway Resurfacing Implementation Plan Traffic & Highways



Carriageway & Footway Resurfacing Implementation Plan

Version	Date	Author	Rationale
Draft	03/09/2021	Chris Read	New policy, replacing any previous policy in relation highways improvements

Authorised by	
Name	Date
Cabinet	TBC

Next review	Date
1	TBC

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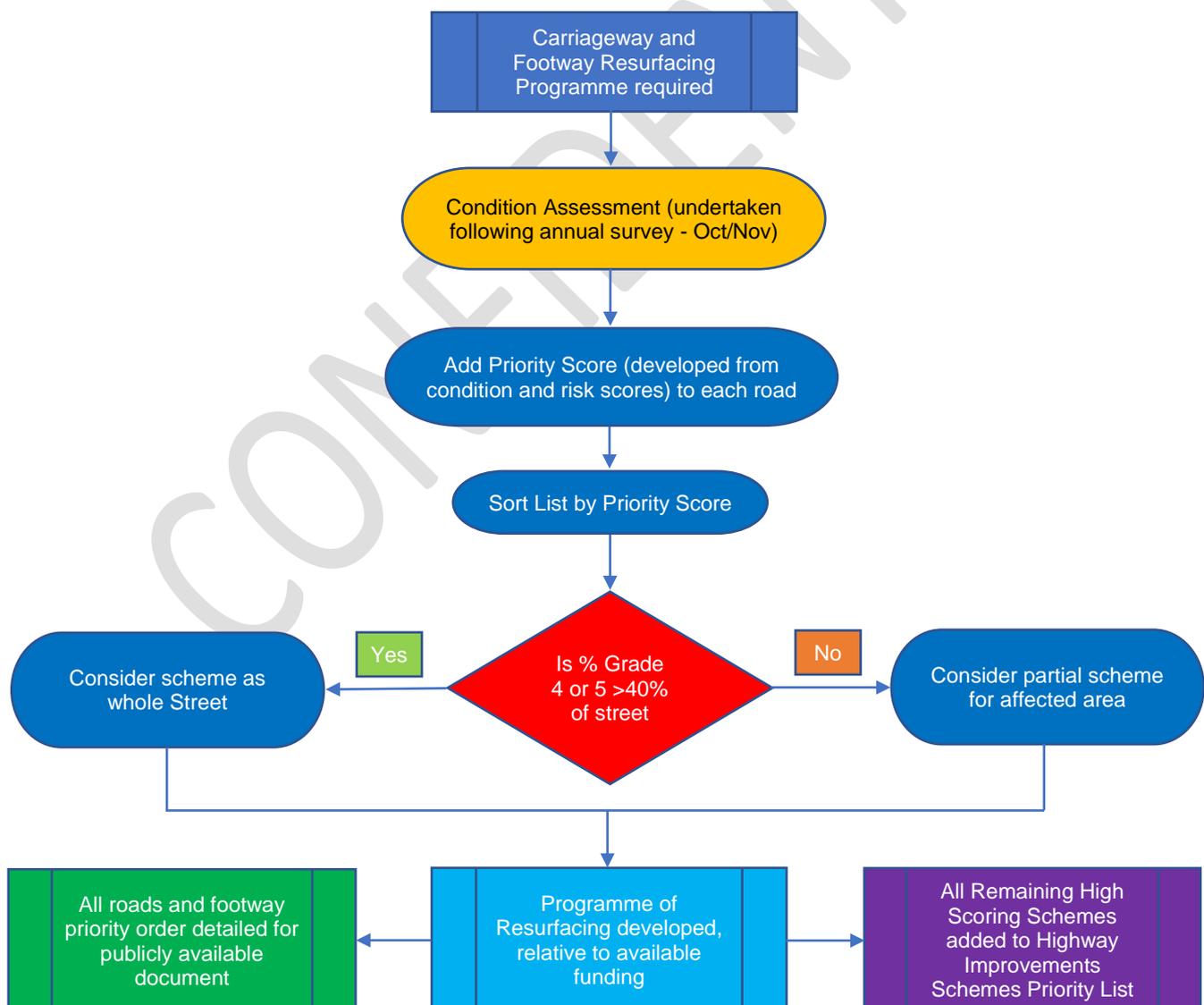
1. Implementation Plan

The selection process for Carriageway & Footway schemes as part of the Highway Improvement programme has already been approved by the Highways Improvement board.

The process utilises both risk & condition to dictate which schemes are selected as part of the Highways Improvement programme and ensures that any available funding is directed towards the key routes for vehicle and foot movements.

It is not feasible to implement all identified schemes due to limitations with funding and staff resource. Therefore, it is important that schemes are effectively prioritised to ensure the most critical sites are addressed initially. It will also enable an overall priority list to be made available for residents and members to fully understand the order in which work will be undertaken.

2. Process Map



3. Required Data to undertake Priority Assessment

This process gives each road a Priority score, which is used to rank roads in a risk/condition order for resurfacing requirements and to rank the other elements on the Highways Improvement Scheme list.

There are 2 requirements to obtain the Priority Score, which has a maximum score of 20:

- Condition data from Gaist annual surveys for both carriageway and footways. This is calculated based on grade, therefore a new surface would score 0 and a road with 100% of Grade 5 would score 10
- Risk score for each street – this is detailed from the Risk Matrix on Symology, which takes into account the type of road (resilience network, school street etc) and has been divided down to also give a score of 10, with 10 being the highest risk areas.

Therefore, putting these 2 elements together gives the Priority score.

4. Further Assessment

This is not required with this plan as the assessment has been identified and undertaken within the annual condition surveys and all roads will be included and have their Priority score assigned.

However, additional data, where available or applicable, will be used to add further detail to this assessment. This could include skidding resistance data - available for roads on the A, B and C roads, numbers of customer reports, number of Cat 1&2 repairs, additional condition surveys etc.

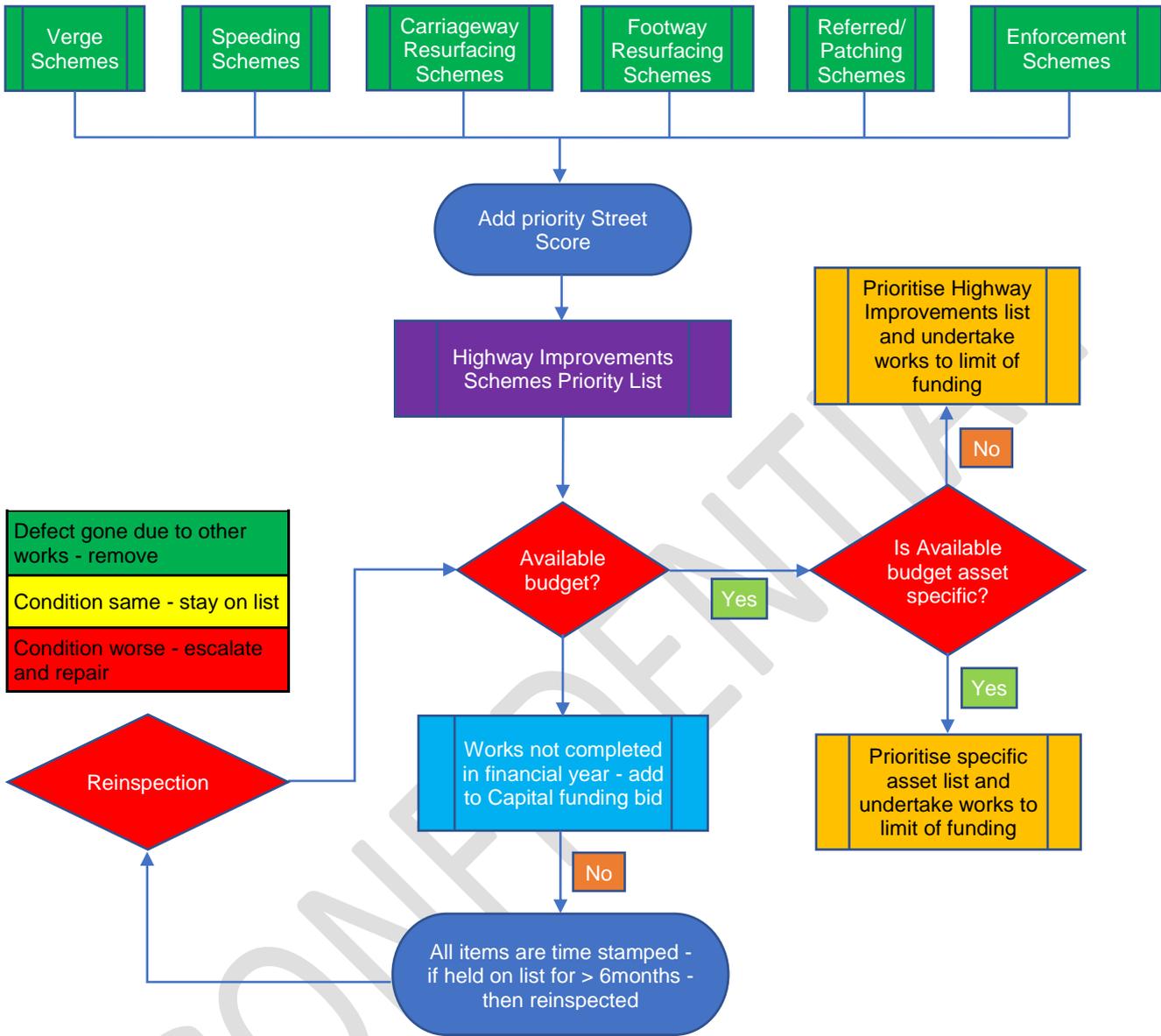
5. Final Process

All roads and footways assumed to be in poor condition (there will be a level set for the Priority Score) will sit on the Highways Improvement Scheme list for carriageway and footways, in a priority order, and all works undertaken will be based on the annual available budget. Works will only be undertaken where budget is available.

The level of roads in poor condition will continue to be monitored and if deterioration rates increase then additional requests will be made for an increase in funding for the subsequent years.

Any works remaining on the Highways Improvement Scheme list at year end* (assuming no further budget available) this would be included in an annual request for funding for the following financial year as part of the Highway Improvements programme (see following overall process map).

*Assuming that a process will be followed to submit required bids to cabinet for approval, 'year end' is currently assumed to be 31st December of each year.



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