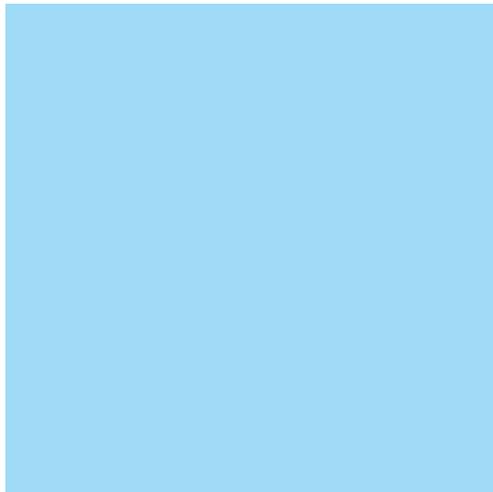




# Referred Schemes Implementation Plan Traffic & Highways



# Referred Schemes 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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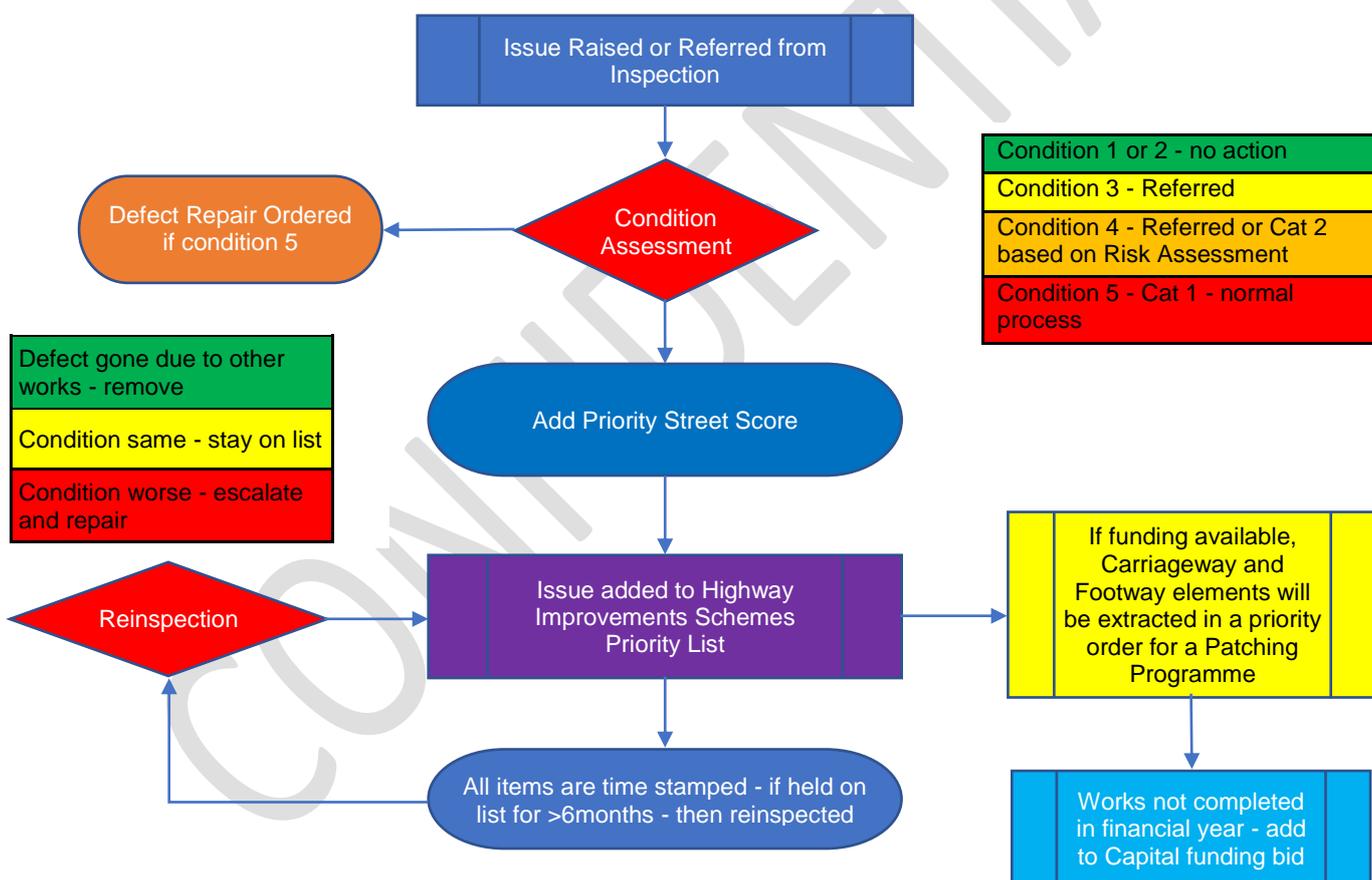
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# 1. Implementation Plan

It is acknowledged that there has been a historic issue with smaller areas of works across the borough of Southend that fall between Cat 1 or 2 interventions and the full resurfacing/replacement programmes not being actioned correctly.

It is not feasible to implement all identified issues due to limitations with funding and staff resource. Therefore, it is important that individual sites/assets can be prioritised to ensure the most critical sites are addressed initially.

# 2. Process Map



## 3. Required Data to undertake Initial Assessment

This process assumes that an issue is referred following a Highways/Enforcement inspection or raised by a resident/member. If the later, then an additional inspection will be required to ascertain the condition. Therefore only the following initial criteria needs to be applied:

- Condition assessment at level 3 or 4
- Issue not on scheme detailed in CW and FW resurfacing programme for that year
- Issue not detailed for repair as a Cat 1 or 2 (Condition assessment Grade 5)

## 4. Further Assessment

This is not required with this plan as would have been identified within the highway's inspection.

## 5. Final Process

Any works undertaken will be based on the priority order and therefore the condition, along with the street risk score, will enable an issue scheme to be added to the Highways Improvement Scheme list in a priority order. Works will only be undertaken if budgets are available.

If budget is available for a Patching Programme, then the Carriageway and Footway elements will be extracted in a priority order and the programme developed, based on that available funding.

Similarly, as this process covers all assets, there is potential that there is also budget available for specific assets, and therefore those assets would be extracted from the main list and again treated in a priority order.

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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