

**ENVIRONMENT AND TRANSPORT SELECT COMMITTEE****19 JANUARY 2015****PRIORITISATION OF HIGHWAY MAINTENANCE**

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**Executive Summary**

In July 2012 the Council approved the prudential borrowing of £50m for highway infrastructure. The report detailed the spend/borrow profile based on a complex formulae balancing income against spend and borrowing. Each asset type is discussed within the report together with the strategy and approximate costs of addressing the maintenance backlog. The Council approved the United Kingdom pavement Management System (UKPMS) approach to carriageway maintenance prioritisation as discussed in Appendix D to the report.

This Committee has requested information on how works are prioritised across the asset and how this compares with other Councils in the UK.

**Content***Budget Allocations*

The highway maintenance budget is split into two distinct formats, revenue and capital. The revenue budget deals with routine maintenance and immediate safety issues. This budget is funded through Council revenue streams and is approved each year as a part of the Councils financial summary.

Typical highway revenue works include:

- |                  |   |
|------------------|---|
| Highways:        | routine inspections and survey data, winter maintenance, reactive repairs, emergency response, potholes, trip hazards, lining renewals (safety issues only), sign replacements (damaged or missing) |
| Bridges:         | routine inspections and survey data, emergency response, reactive repairs, damaged structures, vehicle safety barriers, waterproofing, joint repairs, cleaning, painting                            |
| Drainage:        | survey data, gully emptying, subway pump maintenance, emergency response, flood response, reactive repairs  |
| Street Lighting: | routine inspections and survey data, emergency response, reactive repairs, illuminated sign faults  |

The Capital budget is funded from the DfT through grant applications, some of these are regular annual allocations and others are spot funding applications. How this money can be spent on is dependent upon the scope of the funding and the DfT requirements. For one-off money the detailed application will normally include the methodology for how we plan to spend the money and how we currently prioritise maintenance for this asset. There is a requirement to report back to the DfT on how the money has been spent; often this can affect future grant values.

Capital funds can typically be spent on resurfacing schemes, drainage schemes, street lighting replacement or renewal schemes, flood prevention schemes, major bridge works.

The additional £50m needs to be spread across the asset in line with the funding calculation, with each asset receiving a share of the £50m based on the formulae. For year 1 Full Council in 2013 decided that the first £10m was to be spent on predominantly footways, redways and some carriageway works. This has now been delivered. Future years will as a result see less expenditure on footways and redways and this will be re-proportioned across the other relevant services.

The programme for the £50m maintenance investment is derived through interrogation of asset condition data by UKPMS principals as agreed by Cabinet. We will use our methodology as evidence for future funding bids to the DfT and therefore need to be robust and defensible in how we plan and programme in order to protect future capital funding opportunities.

### *Survey and Data Gathering*

The service gathers data in a number of ways:

#### Surface data

Independent data gathering as follows –

1. The Coarse Visual Inspection or CVI, is intended to be a coarse, rapid survey, usually carried out from a slow-moving vehicle, the CVI is the standard survey used to produce the Best Value Performance Indicators on the condition of local authorities' roads as required by the government, and which allows comparisons to be made between authorities on the basis of the overall condition of their carriageways.
2. SCANNER Surveys are high-speed surface condition surveys, for the Principal Road Network. SCANNER collects the following data:  
  
3-Dimensional Spatial Co-ordinates, Road Geometry, Survey Speed, Longitudinal Profile, Wheelpath Rutting, Texture Profile, Cracking  
  
Additionally, measures of edge condition and transverse unevenness are being developed.
3. SCRIM (Sideway-force Coefficient Routine Investigation Machine) which measures the wet skidding resistance of the road network.

In House data as follows –

4. The Detailed Visual Inspection or DVI, is a more comprehensive survey than the CVI. The DVI is a walked survey, and is conducted by the highway inspectors through routine inspection regimes each year. 100% of the network is surveyed in this manner annually.

## Bridge data

We carry out 6 yearly detailed principal inspections (PI) on all of our bridge stock in accordance with the DMRB BD63 and a 2 yearly general inspection (GI) on all of our bridge stock. These inspections result in a report and the information is used to determine a BCI (County Surveyor Society Bridge Condition Indicator) with two BCI's for each bridge a CRIT which considers only load bearing capacities and an AV which looks at all elements of the structure. The bridge scores 0-100 with 100 being excellent.

## Street Lighting data

All street lights are tested for structural and electrical faults every 6 years on a rolling programme. In addition priority street lights and all illuminated signs/bollards are 'scouted' on a fortnightly basis.

## Drainage

Drainage information related to highway drainage is collected annually through the gully cleansing programme. Subway pumps are inspected annually.

## All asset types

Data is collected through customer enquiries.

## *Identifying work programmes*

Highways: The survey data is fed into a computer programme which analyses the information and based on pre-determined criteria will provide a list of priorities for the network. The Principal and classified network are given a higher priority than the non-classified network. This ensures best value is obtained from the limited funds available and meets with the objectives of the Capital funding grant money used.

Further consideration is given to areas on the non-principal network which have received a high number of complaints or where these are key distributor routes for local centres, schools and other important infrastructure.

Bridges: The priorities are identified through the BCI scores of each bridge following the Principal and General inspection regimes.

Street Lighting: Replacement programmes are determined in consideration of structural and electrical testing data, failure frequency, and in consideration of potential energy savings through replacements.

Drainage: BCI data from structural surveys will identify culvert works priorities. Annual survey data is used to identify highway drainage issues in gullies or subways. Other works are identified through flooding records and data from investigations following enquiries.

Once the priorities are determined, a five year programme is identified which seeks to spread the cost of the identified schemes across a manageable programme in line with known available Capital funds (both DfT grants and £50m borrowing) This also allows the management through distribution of higher value projects.

An annual programme is developed in January/February each year for delivery April through March.

### *Evidenced improvement*

We use the data gathered through the various surveys outlined above to evidence ongoing improvement in the condition of the asset based on the works completed. The information is reported back to the DfT annually who publish the data together with data from all Local Authorities.

### *Best Practice*

The DfT are proactive in adopting new ways of managing the countries highway asset and provide seminars and guidance related to how they view preferred asset management approaches. The adoption and evidence in the use of these techniques provided improved opportunities to secure DfT funding, particularly in spot funding applications such as 2014 Pothole fund.

There are numerous best practice groups dotted around the UK for Local Authority's. MKC actively communicate through several groups including the Midlands Highway Alliance (22 member Authorities), UK Roads Liaison Group, South East 7 Highways Alliance and other area highway networking groups.

### *Policy*

In line with recognised best practice the council produces and asset management plan for its highway network the current plan is in the process of review and the new plan will be issued early 2015.

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### Appendices

1. HMEP Highway Infrastructure Asset management – Guidance Document
2. MKC 2012 Transport Asset management Plan
3. DfT Road Condition comparison data UK
4. DfT 2013 Road Condition Index Report

Background Document: Cabinet Report – transport Infrastructure Investment, 25 July 2012