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HIGHWAYS RESURFACING PROGRAMME

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**Reason for the Report**

1. To provide the Committee with an opportunity to ask questions on the current Planned Maintenance Identified Scheme List (attached as **Appendix 1**) and the methodology that is used to prioritise the highways schemes for this list.

**Background**

2. **Planned Maintenance – Outline Scheme Identification** – The creation and management of the Planned Maintenance Identified Scheme List (attached as **Appendix 1**) is the responsibility of the Section Leader – Public Rights of Way (PROW) & Assessment. This dynamic scheme list is referred to as the “matrix” and is updated on an ongoing basis by the PROW & Assessment team as new data sets become available. Data that is used to create the matrix and inform the annual scheme list is gathered using the following methods:
  - **SCANNER** – This machine survey collects data that is processed by the United Kingdom Pavement Management System (UKPMS), which provides a report detailing all the sections of road with red and amber levels of condition. Portions of the network are surveyed on an annual basis, i.e. A, B and C class networks. Due to geographic constraints, it is felt that this survey methodology does not provide robust output for the U class network, therefore, alternative survey methods are used on this category.
  - **SCRIM** – This machine survey assesses skid resistance on the classified road network (A, B & C), with results being processed, assessed and prioritised by

need. Areas identified as having sub-standard skid resistance will be prioritised for treatment.

- **AEI** – The AEI is a driven visual condition inspection of the carriageway that is carried out on all roads within the Councils Adopted Highway Network. It is designed to highlight only major carriageway defects (as defined by the UKPMS User Manual) and is carried out annually over a period of approximately four to six weeks by two highway inspectors. It provides a replicable and effective means of assessing the entire carriageway network, from which a list of the poorest condition carriageway sections is generated.
- **Safety Inspections** – The output from highway safety inspections is generally used to identify defects likely to create short term danger or serious inconvenience to users of the network. Inspectors will sometimes identify areas of deterioration that are better treated through planned maintenance, these observations are passed to the PROW & Assessment team and logged against the matrix.
- **Customer & Councillor requests** – These requests for treatment are logged onto the matrix. In order to promote a customer focussed service these requests for treatment add a factor to the more rigid condition based data and, help inform the overall process.

### **Planned Maintenance – Detailed Scheme Selection**

3. Once all of the data sets are input into the matrix, a detailed scheme selection process is started. The first draft of the programme of schemes referred to as the “long list” is confirmed when the planned maintenance budget is approved; the long list contains more schemes than there is available budget allowing for refinement at later stages. The following steps are then followed:

- **Engineers Site Inspection** – All previous data being used to generate the long list is provided from machine or driven surveys, and an inspection is undertaken on foot by the supervising engineer. This inspection considers many criteria and will confirm treatment selection, location, length area and overall cost. Other aspects are considered at this time, for example, scheme collaboration or

contribution to other Council works programmes, to ensure maximum benefit is achieved. This information is transferred to the matrix so overall scheme costs can be viewed.

- **Creation of the “short list”** – The output from the Engineers site inspection allows a “short list” to be compiled which will generally form the scheme list for that year, and is subject to Cabinet Member review.
- **Production of Tender Documentation & Tender Process** – A competitive tender process is undertaken. The successful contractor is appointed following an appropriate tender evaluation.
- **Construction & Site Supervision** – Site construction information is recorded.
- **Post Construction Inspections** – This is done to ensure that any defects not apparent during the construction phase are identified. Post construction inspections are undertaken by the PROW & Assessment team at 1 month, 6 month and 10 month intervals. This process is managed and data stored in the AMX asset management system. It should be noted that in accordance with the ICE conditions of contract contractors guarantee periods for this type of work are for a 12 month period only.

### **Way Forward**

4. Councillor Caro Wild, Cabinet Member for Strategic Planning & Transport has been invited to attend for this item. He will be supported by officers from the Planning, Transport & Environment Directorate.

### **Legal Implications**

5. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct legal implications. However, legal implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any legal implications arising from those recommendations. All decisions taken by or on behalf of the Council must (a) be

within the legal powers of the Council; (b) comply with any procedural requirement imposed by law; (c) be within the powers of the body or person exercising powers on behalf of the Council; (d) be undertaken in accordance with the procedural requirements imposed by the Council e.g. Scrutiny Procedure Rules; (e) be fully and properly informed; (f) be properly motivated; (g) be taken having regard to the Council's fiduciary duty to its taxpayers; and (h) be reasonable and proper in all the circumstances.

### **Financial Implications**

6. The Scrutiny Committee is empowered to enquire, consider, review and recommend but not to make policy decisions. As the recommendations in this report are to consider and review matters there are no direct financial implications at this stage in relation to any of the work programme. However, financial implications may arise if and when the matters under review are implemented with or without any modifications. Any report with recommendations for decision that goes to Cabinet/Council will set out any financial implications arising from those recommendations.

### **RECOMMENDATION**

The Committee is recommended to:

- (i) Consider the information in this report and the information presented at the meeting;
- (ii) Determine whether they would like to make any comments, observations or recommendations to the Cabinet on this matter; and,
- (iii) Decide the way forward for any future scrutiny of the issues discussed.

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**27 March 2019**