

Briefing notes on Issues included in the Forward Plan Issue 2004/05

SERVICE AREA: Environmental Services

Report ref	Report title :
	Environment Capital Spend 2005/6 and Highway Maintenance Major Works Programme
<p data-bbox="252 600 1233 636">Summary and Nature of Decision to be taken/Intended Outcome</p> <p data-bbox="252 667 1356 741">The report will make recommendations to the Executive detailing the prioritised programme for:</p> <ul data-bbox="300 779 1134 1084" style="list-style-type: none">• Major footway upgrades• Major carriageway resurfacing• Improvements to grass verge areas• Renewal of marginal highways land• New street signs• Gully replacement / maintenance• Concrete road surfacing• Maintenance of road channels and footway boundaries <p data-bbox="252 1122 1356 1196">Also, to seek Executive approval for the allocation of £3.95M capital funding within the above work categories.</p> <p data-bbox="252 1234 1356 1308">As last year, the programme of major footway upgrades and major carriageway surfacing will be prioritised using the following methodology;</p> <p data-bbox="252 1346 1356 1420">Carriageways and footways that require structural maintenance are recorded over the course of the year for inclusion in the annual condition survey. Streets that are included in the survey are those that have been identified by;</p> <ul data-bbox="252 1496 1262 1637" style="list-style-type: none">a) Engineering staff (undertaking responsive and routine inspections),b) Councillors (including the results from the annual questionnaire),c) Members of the public (subject to verification by engineering staff)d) Accident investigations. <p data-bbox="252 1675 1356 1928">All streets identified for inclusion in the annual condition survey are then forwarded to an independent survey company, Data Collection Limited, whom carry out a Course Visual Inspection (CVI) in accordance with the United Kingdom Pavement Management System (UKPMS) visual survey manual. This company undertake similar surveys for Transport for London (TfL) and other Local Authorities. No indication of how the footway or carriageway was identified is given.</p>	

The survey results list all the footways and carriageways in order of priority based on a defectiveness rating. Senior engineering staff then carry out a final survey of the prioritised streets that could be included within the budget provision and decide on the most economical and suitable engineering solution. Consideration of future developments, regeneration funding or planned utility work is given to avoid any abortive works.

Accident claim records are also used to identify 'hot spots'. Higher risk areas are generally footways where there is a high pedestrian usage e.g. town centres, shopping areas, local amenities, (schools, libraries etc.) There is a separate programme for the renewal and regeneration of town centres within the borough. Other areas of footway that are high risk will be included within the repetitive damage budget allocation which will be identified within the report.

The survey is nearing completion and the list of prioritised footways and carriageways is not known at this time.

This information will, of course, be included in the full report.

Timescale for decision:

Report scheduled to go to the Executive on 12th April 2005

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