



## Transport for Buckinghamshire

### Prioritisation of Capital Carriageway Schemes

#### Introduction

The County Council's Highway Infrastructure Asset Management (HIAM) Policy describes the principles adopted to achieve the authority's strategic objectives and the HIAM Strategy sets out how this Policy is achieved by taking a systematic approach that delivers most efficiently and effectively over the long term.

The works programmes developed are the outcome from the asset management planning process. Works programmes are therefore aligned to the strategy and optimised to achieve the performance targets and deliver the best value for money.

The Department for Transport's Incentive funding self-assessment questionnaire encourages authorities to develop longer term programmes of works which are prioritised to best achieve the strategic objectives of the organisation. Having these longer term programmes allows authorities to programme work efficiently to give best value and to inform the public and other stakeholders of future works improving satisfaction.

TfB also takes a balanced strategy to determining the carriageway programme this aims to produce a mix of treatments targeted at both preventative treatments which offer the best value for money in the longer term and deeper resurfacing work to repair those roads which are not in an acceptable condition.

#### Road Conditions

Road condition is measured for the classified road network using nationally recognised methods which record the condition of sections of road as either red (worst), amber or green (best). Due to the timing of the surveys, they inevitably lag a little behind the actual condition, but the impact of increased investment is now becoming clear with steady improvements across all classifications of roads over the last 5 years as shown in the table below.

	2011		
	Red	Amber	Green
A	8	26	66
B	10	30	60
C	12	26	52

	2015		
	Red	Amber	Green
A	4	23	73
B	5	28	67
C	6	32	62



For the Unclassified roads the survey used is different and only records roads in poor or adequate condition. In 2013/14 33% of Unclassified Roads were in poor condition. This had improved to 29% in 2014/15. Surveys are due to be undertaken again this year and are expected to show continuing improvement.

### **2015 / 2016 Programme**

2015/16 saw the largest capital carriageway programme in Buckinghamshire to date. This resulted in the completion of all previously approved schemes and a number of schemes deferred from earlier rolling programmes. This allowed for a fresh start to the development of the future programme.

Overview of 2015/16:

#### **Budget (£28.3M)**

- Roads £26.4M
- Footways £1.9M

#### Roads

- 286 schemes treated
- Area treated 1,135,735m<sup>2</sup>
- Approximately 97 miles in length

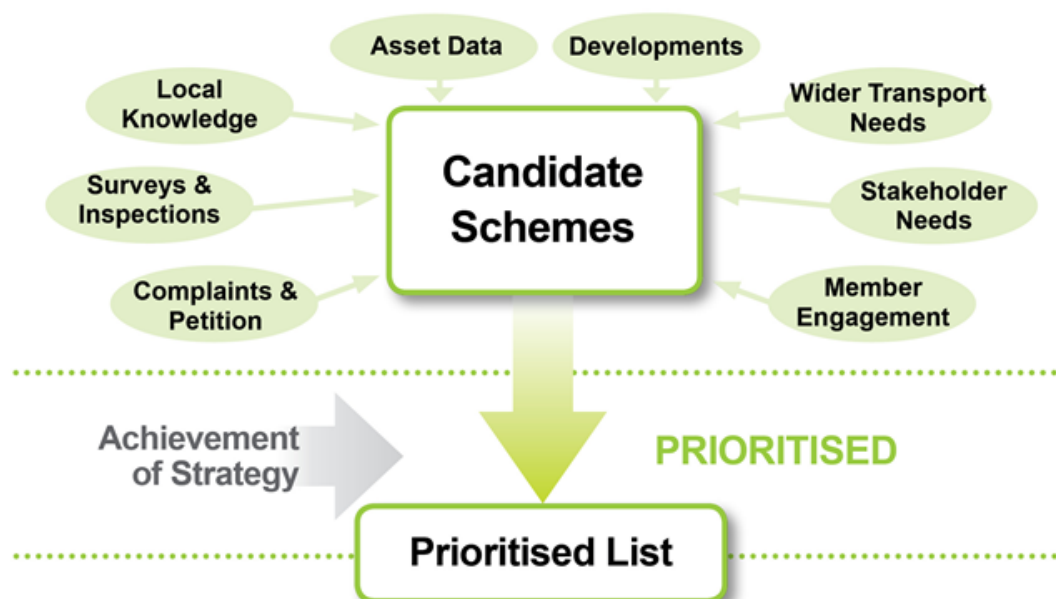
#### Footways

- 48 schemes treated
- Area treated 54,523m<sup>2</sup>
- Approximately 19 miles in length



## Development of the 2016/17 Programme

### Candidate Schemes for Annual Programme



Once the candidate schemes had been identified and prioritised a period of consultation was undertaken. In line with the process adopted over the past 4 years each County Councillor was offered a meeting to discuss the priorities for all roads in their Division. Alongside recommendations and suggestions for schemes in their division, Members were provided with information and maps for the works undertaken in the Division, the technical condition of roads, customer contacts, defects repaired and other information which is available. The Local Area Technician was also present to assist the member and to provide additional local input. Most members also visited sites often with their LATs either before or after the meetings.

County roads are now split between Strategic (generally classified) roads and Local (generally unclassified) roads. For the more heavily trafficked Strategic roads Members were provided with a list of potential road repair schemes for their division over the next 3-4 years for their comment and input. For Local roads Members, assisted by Officers, determined their local priorities and lists of schemes in priority order were created and circulated.



**Finalising the 2016/17 Programme**

In finalising the 2016/17 programme we needed to select the highest priority candidate schemes for inclusion. Schemes on the Strategic Network have been prioritised using multi-criteria analysis that considers each scheme’s contribution to achieving the corporate objectives. The prioritisation criteria listed below are used to develop a Value for Money ranking for each scheme:

- Hierarchy
- Condition Data
- Requests from the Public
- Reactive spend
- Insurance Claims
- Safety (skidding resistance)

The 2016/17 programme also takes account of consultation feedback, engineering judgement and coordination with other programmes. Consultation takes place with County Councillors and internal teams. County Councillors regularly liaise with local stakeholder and the prioritisation process takes account of customer feedback and contact throughout the year.

**2016/17 Programme Overview**

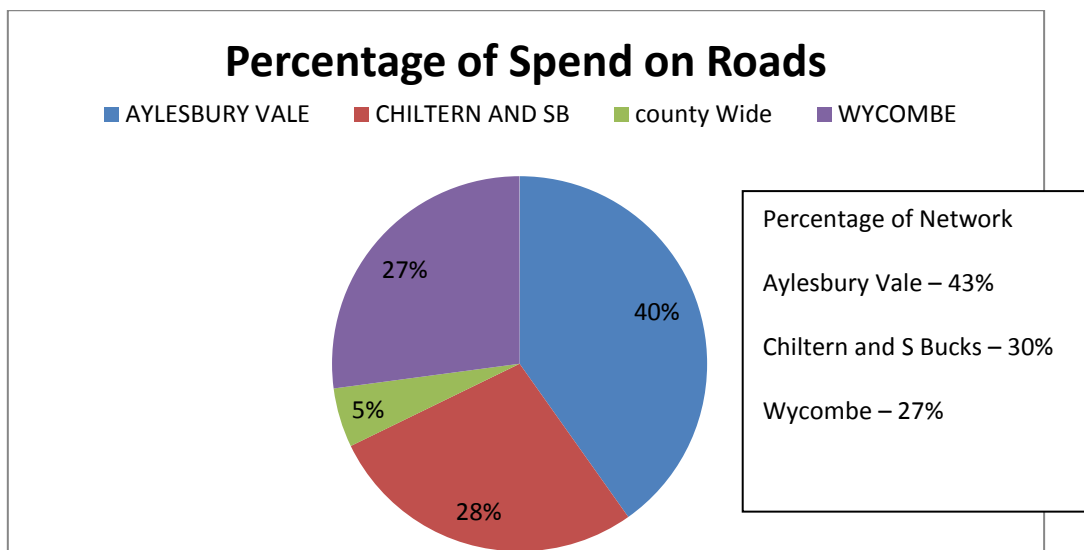
Reduced budget

- Roads £13.2M
- Plane & Patch £1.8M
- Footways £1M

Roads – over 200 schemes – (Resurfacing, Surface dressing, Micro-surfacing)

Plane & Patch – a range of small scale repairs to local roads

Footways – 7 schemes identified. Works will concentrate on three key Town Centres of Aylesbury, High Wycombe and Chesham.





### **Optimising the Programme**

Programmes are reviewed with our Supply Chain and opportunities for long term integration and collaborative working are identified and exploited whenever possible to deliver efficiencies and to minimise the occupation of the network.

The annual programme of works is delivered following the principles below:

- To minimise disruption on the network
- Maximise opportunities for collaborative working between works programmes
- Offer the opportunity to integrate larger and smaller scale works.
- To provide collaboration opportunities for smaller scale maintenance minimising the number of road closures and reducing traffic management costs (“Fence to Fence” approach).

Indicative Programme Delivery Dates:

Treatment	From	To
Resurfacing	June	October
Surfacing Dressing Preparatory Work	April	May
Surface Dressing	May	June
Microsurfacing Preparatory Work	June	August
Microsurfacing	July	October
Plane and Patch	July	November
Jointing	August	September

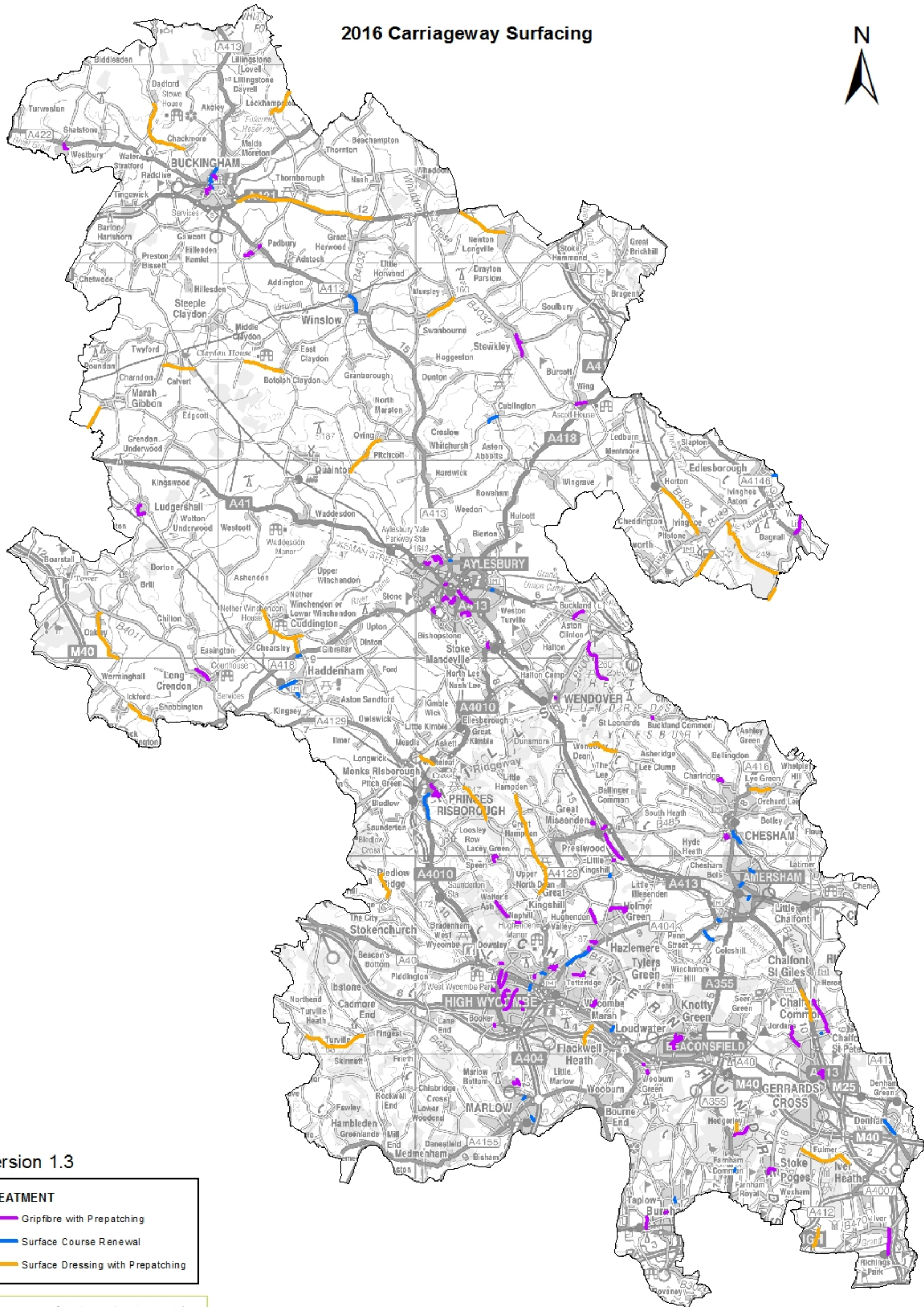
### **Rolling Programme / Next Steps**

Following approval of the 2016/17 programme TfB will complete development of a rolling 4 year programme in line with national best practice. The programme will be updated and reprioritised each year as new data becomes available. Consultation will continue as outlined above, including meetings with the Local Members to ensure BCC’s “Think Councillor” approach is followed. The prioritisation process will be continually monitored, reviewed and improved. Footway schemes for 2016/17 are currently targeted at key town centres. The future strategy for footway schemes is still to be determined and is due to be discussed this summer so that a rolling programme can be developed beginning in 2017





### 2016 Carriageway Surfacing



Version 1.3

- TREATMENT**
- Gritfibre with Prepatching
  - Surface Course Renewal
  - Surface Dressing with Prepatching



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 Programme Asset Management Business Support\  
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