

Highway Network Management Operational Guidance Note
Prioritisation of Major Maintenance for Unclassified Roads and Backlog List
Management
Version 1 – February 2012

Background

- During 2011/12 an external contractor was employed by SBC to correlate and review all the information that the Borough Council has on the condition of unclassified road carriageways in the Borough.
- The brief was to walk all sites of concern, to prioritise these sites for future major maintenance in line with asset management principals, and produce a fully updated robust backlog priority list which could be used for input into programming of works for the next 3 years up until March 2015.
- The prioritisation process took information from SBC Network Condition Surveys for the entire unclassified road network, the historic Backlog Maintenance List managed by SCS/StreetSmart, and observations from StreetSmart Inspectors and Highway Asset Management Officers to form the base site list.
- Please also refer to Appendix 1 for further general background into SBC Highway Maintenance and the Borough Council's highway maintenance backlog, as issued to the seven SBC Locality Leads in January 2012.

Major Maintenance as Opposed to Routine Maintenance

- Highway Asset Management are responsible for managing the capital maintenance investment on the highway network to attempt to best manage the life of the asset within the available funding constraints.
- SCS/StreetSmart are responsible for the day-to-day condition, inspection, safety and routine maintenance of the Borough's Highway Network.
- All carriageway sites on the backlog list are those identified by SBC as requiring major maintenance works to significantly improve the condition or to prevent further deterioration to increase the serviceable life of that particular section of the road network.
- No works of a magnitude considered as routine repair (SCS/StreetSmart responsibility) are included on the backlog list (works generally less than £5k-£10k), unless the cost of improving the whole route is of this order.

Using the Backlog List for Unclassified Road Major Maintenance Programming

- The updated backlog list will be the main basis for prioritising unclassified road carriageway major maintenance works programmes going forward. The most current version of the list will be located in *N:\EnvServ\WG_TCSCE NEW\wg_hnm\AM - Asset Management\AM3003 - Highway Maintenance\06 HAMP & TAMP\Backlog List*. The list includes a split of the complete site list into the priorities within each of the seven Borough Council Locality areas.
- Highway Asset Management will produce a three-year proposed programme of works based on the highest priorities on the backlog list in an effort to reduce the backlog of maintenance on unclassified road carriageways.
- The works programme will be fully developed for year 1 prior to the upcoming financial year, but will only be indicative for years 2 and 3 as future asset management pressures, annual budget allocations etc. affect the amount of funding that can be directed towards this class of road.

Backlog List Priority Scoring Method

- Each site on the updated backlog priority list for unclassified roads has two different priority scores (see Appendix 2 for backlog list extract):
 - 1) A base priority score out of 10 for the carriageway asset condition assessed by the Engineer carrying out the full survey (10 = worst condition) – the list has been filtered to remove the vast majority of sites with a basic condition score less than 6
 - 2) An overall priority score. This is the base priority score factored to take account of such issues as network importance, local usage, consideration of other condition survey information and historical concerns and public interest etc.

Unclassified Road Carriageway Maintenance Site Selection

- The unclassified road major maintenance programme schemes will be primarily selected based on the 'Overall Priority' score on the Backlog List as these sites represent the most important routes to be repaired based on asset importance and use. However.....
- To address some of the worst condition unclassified roads in the Borough some schemes will be programmed for treatment based on 'Base Priority' score. Initially these will be schemes that score greater than 8 out of 10 for 'Base Priority'. This approach is intended to identify some of the smaller residential roads for treatment that are not such high priorities asset management wise.
- The number of sites that may be treated each year will vary significantly based on actual budget allocated to reducing the backlog, cost of individual schemes etc.
- As the programme is put together based on an asset management based system there will not generally be an equal geographic spread of maintenance funding in any year. Locality will each have a varying amount of planned work, with the possibility that no work will be planned in a Locality in a specific year.

Future Management of the Backlog List

- SBC does not have the resource available to review the list on an annual basis, or to regularly add any new sites and re-assess against existing priorities. It is intended that the priority list will only be reviewed every 3-4 years to re-prioritise backlog sites.
- Unless identified as extremely urgent or critical major maintenance sites, any new minor road carriageway sites identified from routine inspections, other surveys or public comments will be held on a supporting list and included for assessment in the next planned update of the backlog list.

Locality Funding

- Highway Network Management have allocated a budget of £20,000 per Locality , one possible use of which is to address the communities major maintenance issues in a Locality area that would otherwise not be a priority for Highway Asset Management investment.

Approved by:..... Position:.....

Date:.....

APPENDIX 1:

Locality Briefing Information – Major Highway Maintenance January 2012

Background Information

- Swindon Borough Council's Highway Network Asset has been recently valued at a Gross Replacement Cost (GRC) of £1.23bn (excluding land costs) using current Central Government methodologies. The carriageway structure alone for all road classes is currently valued at £870m GRC.
- Recent SBC estimates in the Transport Asset Management Plan (TAMP) in 2009 suggested that estimated capital carriageway maintenance budgets of £7.1m per year would be needed to maintain steady state condition i.e. as it was in 2008/09.
- Since 2006 SBC have typically spent on average £2m per annum capital funding on the major maintenance of classified and unclassified roads. Changes in the allocation of Local Transport Plan (LTP) Funding for LTP3 have resulted in an increase of £500,000 for classified road maintenance in 2011/12.
- Major maintenance to strategic network routes are generally LTP funded with some SBC Capital Budget support. Minor roads generally are SBC Capital funded, as are footways, cycleways, backways etc.
- Routine and safety repairs are revenue funded. Streetsmart/SCS are responsible for ensuring the safety and serviceability of Swindon Borough Council's Highway Network day-to-day via regular inspection and maintenance.
- SBC road condition indicators have regularly been in the top quartile nationally for Principal, Non-Principal and Unclassified Road condition. Recent harsh winters have taken their toll on SBC roads (U/C roads in particular) and nationally, and the expectation is that road condition will continue to deteriorate across all hierarchies as the gap between steady state funding requirements and actual budgets (mentioned above) remains or widens.
- SBC like every other Local Authority in the UK has a huge backlog of minor carriageway major maintenance, and a large backlog of footway, cycleway, backway etc. maintenance. In the TAMP in 2009 this was estimated to be £32m of works.

Unclassified (Minor) Roads

- For minor roads Highway Asset Management are currently in the process of completing a review of carriageway sites on historic backlog maintenance list. There are approximately 450 sites on the revised list.
- Rough estimates of SBC backlog works value for minor carriageway maintenance sites alone is £10m.
- HNM proposal is to allocate £350,000 to £400,000 per annum specifically aimed at reducing the backlog of maintenance on minor roads (there had historically been a specific backlog budget of around this value). This would equate to say 20 sites per year on average being treated.
- Ultimate aim for HAM is to firm up longer term (say 3-year) programme of minor road maintenance and to advise Localities of what roads will be included prioritised on Asset Management principals. Locality funding recently allocated of £20k per cluster for minor highway improvements/highway maintenance. This money would allow localities to choose one or two major maintenance sites that may not be Asset Management priorities but may be a community priority.
- Ultimately if a site is not prioritised by HAM on the backlog list, and the localities choose not to use the funding for this then HAM would not expect to treat a site.

APPENDIX 2:
Backlog List Extract

Cluster Area	NSG_Ward	Ref:	Road Name	Parameters	Base Priority	Overall Priority	Proposed Treatment
West	RAMLEAZE	GAB/5/40	Ramleaze Drive	Berkshire Dr. to Ancona	7.5	911	Plane & Surface TSM
South	CHISELDON	GAB/1/1	Sambre Road	Ladysmith Bus Stop to Aisne Rd.	9	810	Patch & Microasphalt
East	WALCOT	GAB/4/22	Drakes Way (estate road) B	Full Length	8.5	638	Joint Treatment
East	WALCOT	GAB/4/22	Drakes Way (estate road) A	Marlowe Ave. to No 110	8	600	Plane & Surface AC
North East	COVINGHAM	GAB/4/62	St Pauls Drive	A Tech. college ent. To s. side bus stop	8.5	551	Plane & Surface AC
East	PARK NORTH	GAB/4/93	Marlowe Avenue D	No 190 to No 260	7.5	510	Plane & Surface TSM
East	LIDEN	GAB/4/17	Barrington Close	Full length	7	504	Patch & Microasphalt
North Central	CHENEY MANOR	GAB/6/16	Cheney Manor Trading Estate	Full Length	6	486	Planned maintenance report and exceptional inspection regime.
North East	UPPER STRATTON	GAB/6/66	Green Road	Sections	9	389	Plane & Surface TSM