

### **Appendix C - Supplementary note in response to issues raised by Overview and Scrutiny Board**

The current method of determining which roads and footways are prioritised for planned works each year is sufficiently robust for the original Executive Decision to stand and for the 2017/18 Highways Capital Programme to go ahead.

With only finite monies available to carry out highway capital works, a system of prioritisation has been used over many years to enable the Council to meet its statutory duty to maintain the public highway. Consideration is given by Council engineers to a range of factors when the locations are identified for the programme. Considerations include:

- Condition of surface
- Rates of deterioration
- History of claims against the Council
- Local environment
- Traffic levels
- Bus routes
- Pedestrian activity/ sensitive location
- Complaints
- Member enquiries

The types of works proposed to be undertaken in the capital programme fall into one of four categories and each were identified in the appendices to the original Executive Decision. Works are either full renewal or for micro-ashpalt and apply to either footways or carriageways.

It is worth noting that micro-ashpalt is more cost-effective than full renewal and can prolong the life of the surface considerably and cheaply. However, this type of work needs to be carried out on surfaces before they are so deteriorated that they would require full renewal. Therefore surfaces in the worst condition cannot be considered for micro-ashpalt, these normally require costly full renewal.

#### **Improvements to the process going forward**

The introduction of a specialist software system “Horizons” by the end of the year will inform all future highways capital programmes from 2018/19. The system will capture all highways condition data and in turn generate an output score that will be used to prioritise the boroughs roads and help inform decisions about maintenance spend. Thus resulting in a transparent and evidence-based prioritisation programme, supported by the professional expertise of the Council's engineers.

Additionally, the service will engage with local ward Members on the highways capital programme to further inform the decision making process and support the prioritisation and justification of the specific locations chosen.

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