

Appendix 1 - Highway Maintenance and Resurfacing Prioritisation Methodology

The Council adopts a structured, evidence based approach to prioritising highway maintenance investment. As available funding is insufficient to address all maintenance needs across the network, a prioritisation framework is used to ensure resources are directed to those locations where they will deliver the greatest benefit in terms of network condition, safety, resilience, community impact and long term asset performance.

The methodology combines objective asset data with professional engineering judgement. Network data is used to generate an initial prioritised list of schemes, which is then subject to engineering validation and review before a deliverable programme is developed. The approach is based on the following principles.

Condition and Deterioration

Asset condition surveys, inspection findings and maintenance history are used to identify roads and footways requiring intervention. Priority is given to assets showing signs of deterioration where timely treatment can prevent further decline, reduce future maintenance costs and improve long-term network performance.

Condition assessments consider a range of factors including surface defects, cracking, fretting, rutting and deformation. On classified roads, skid resistance data (SCRIM CSC) is also considered to support risk-based investment decisions.

Whole-Life Value

Interventions are selected in accordance with asset management principles, ensuring the most appropriate treatment is applied at the right time. This includes balancing resurfacing schemes with preventative treatments such as surface dressing, micro-asphalt and preservation techniques to maximise asset life, improve network condition and deliver best value from available funding.

Risk and Network Importance

Priorities are informed by both asset condition and the strategic role of routes within the wider highway network. Factors considered include Department for Transport classification, road hierarchy, traffic volumes, population served, network resilience, accident data, speed environment and public transport function.

This ensures investment supports the safe and efficient movement of people and goods whilst maintaining critical transport links across the borough.

Neighbourhood Impact

The programme recognises the importance of local roads and footways to communities. Priorities are informed by customer intelligence, recurring maintenance issues, local demand

and Member engagement to ensure investment delivers visible improvements across neighbourhoods.

Growth, Coordination and Deliverability

Investment decisions support wider regeneration and development objectives while seeking opportunities to coordinate works with utilities, active travel schemes, drainage programmes and other planned infrastructure projects. Consideration is also given to deliverability, affordability and funding conditions to ensure available resources can be committed and delivered within required timescales.

Data Used in Prioritisation

The prioritisation process draws upon a range of network and asset management datasets. These include:

- Condition Index data derived from annual condition surveys.
- SCRIM CSC skid resistance survey data on classified roads.
- Road hierarchy and DfT road classification.
- Traffic volume information.
- Population density and demand indicators.
- Network resilience designations.
- Accident and safety data.
- Speed environment information.
- Service scores informed by inspections, maintenance history and operational intelligence.

The relative influence of these factors is periodically reviewed to ensure the methodology reflects current asset management priorities and network needs.

Final Validation

Highway engineers and inspectors review the initial ranking to confirm the condition evidence, cause of failure, recommended treatment, scheme limits and estimated cost. This review also considers growth and coordination factors, including committed regeneration and development activity, utility works, active travel projects, drainage schemes and other planned infrastructure works.

Where appropriate, proposed resurfacing schemes may be coordinated or deferred to avoid abortive investment or unnecessary disruption, unless safety concerns or asset risk require earlier intervention. Professional judgement is retained as a quality assurance process rather than a replacement for the evidence-led assessment. Any material departure from the initial ranking is documented, together with the supporting evidence and approving officer.

Programme Optimisation and Member Input

The prioritised list forms the starting point for developing an affordable multi year capital programme. The Council seeks to identify the combination of schemes that delivers the greatest overall network benefit whilst maintaining an appropriate balance between classified roads, local roads, preventative treatments and more substantial reconstruction schemes.

Factors such as programme packaging, traffic management requirements, seasonal constraints, utility activity and design readiness may influence the timing of delivery, but do not alter the underlying prioritisation assessment.

Assurance and Review

The Council maintains records of prioritisation data, validation decisions and reasons for any scheme deferrals. The methodology is reviewed annually to ensure it remains aligned with network needs, asset management objectives and available funding.

Reviews consider treatment performance, changing network condition, reactive maintenance demand, delivery outcomes and forecast whole-life benefits. This provides assurance that priorities continue to be determined through a transparent and consistent process based on evidence, professional judgement and sound asset management principles.

Overall, the methodology ensures that highway maintenance and resurfacing priorities are determined through a balanced assessment of condition, risk, network function, community impact, deliverability and long-term value, rather than any single measure or factor.