

Appendix 2: Description of Maintenance Schemes

Highways Maintenance

The maintenance treatment programmes, as shown in Appendix 3, are aimed at providing the most appropriate treatments to the classified and unclassified road network. The opportunity will also be taken to link the implementation of road maintenance, integrated transport projects and public realm projects together to lower costs and minimise disruption.

It is important to note that exact limits for schemes are not provided in this report, due to volume of extra preparation work.

As shown in the report there is also extra funding provided by Citizen Housing Group for pavements and highway network improvements, this funding can only be used on areas of adopted highway on land owned by the group.

Pavement Treatments

Pavement Reconstruction: A scheme of work which restores the treated area to 'as new' condition. Some tarmac pavements can be 'overlaid', this is where a further layer of tarmac is laid over the top of the existing surface, adding strength to the pavement.

Pavement Slurry Seal (tarmac pavements): A process where a cold-applied micro-surfacing containing bitumen is spread across the existing tarmac. . This process is used on sites where early signs of deterioration are evident and hence is an excellent preventative maintenance treatment.

Road Treatments

Structural Treatments: These are treatments that structurally renew the subsurface layers of a road at varying depths. These include traditional resurfacing, isolated areas of planned patching (where only a small extent of the road is in poor condition) and recycling treatments (milling and re-laying previous materials).

Surface Treatments: Preventative maintenance treatments designed to extend the life of a road surface by sealing it from water ingress. These treatments are typically less than ¼ of the cost of structural treatments and can extend the life of roads by 10 years. We use a mixture of surface dressing, micro asphalt and asphalt rejuvenators.

Drainage Surveys/Maintenance

Capital maintenance schemes for drainage includes the repair, renewal of piped systems, new gullies and connections to the main sewer and often can involve the laying of new highway drains. These works address capacity or damage issues which are usually evidenced by flooding on or adjacent to the Highway. The Council's annual CCTV programme surveys the Highway drainage network and highway culverts and helps to build the asset register.

Flood Relief Schemes

The purpose of these schemes is to reduce the risk of flooding in known high risk areas. Such works are usually carried out in conjunction with the Environmental Agency (EA). To reduce risk at source, flood reduction measures can entail construction of storage areas on the Highway or private land, e.g. ponds, swales and ditches for slow release. Other measures include naturally slowing flows using a technique known as Natural Flood Management (NFM), using tree and hedge planting together with other natural obstacles. Other measures such as Property Flood Resilience (PFR) planned for rollout provide resilience to internal flooding during extreme events.

Coombe Pool, Coombe County Park

Coombe Pool is owned by the Council and is large enough to be classified under the Reservoirs Act 1975. The pool is inspected annually to manage down flood risk and the Environment Agency as regulator for Reservoirs has supported the need for works to be carried out to the earthwork dam wall and ancillary structures. The planned scheme is to carry works routine maintenance and improvements in the interests of safety following a national reclassification of reservoir risk. Funding will be from Core Capital and delivered through the Flood Risk and Drainage Capital Programme.

Verges

This programme allows for the protection of verges, using a variety of methods including but not limited to grass grids, raised height kerbs and occasionally bollards.

Vehicle Safety Fences

This allocation is used to maintain and survey existing safety fences (Vehicle Restraint Systems) on the network and can include bridge parapets.

Structures

We continue to provide a programme of capital maintenance across over 300 structures which comprise road bridges, culverts, footbridges, retaining walls, sign gantries and subways. Schemes cover a wide range of maintenance works, including assessments, strengthening, waterproofing, repair of structural elements, and replacement of movement joints.