

## Prioritisation Model – Carriageway.

### Purpose

This prioritisation model assesses a number of criteria to determine which sections of the Borough's highway network are repaired. The model embraces both structural repair of failed highways and preventative maintenance using techniques such as surface dressing and micro-asphalt.

### Method

A set of criteria are established to assess each section of the adopted carriageway, individual criteria are assigned attributes to reflect the current condition of that criteria, these attributes are, themselves, assigned scores. Individual scores are totalled to enable comparison of individual road sections.

### Review

This model will be revised annually to ensure that the criteria considered and their implementation remain current, relevant and ensure public satisfaction (as determined via the NHT survey).

### Criteria

The criteria considered and their associated attributes and scores are tabulated below.

Item	Criteria	Attribute	Score
1.	Condition. Video survey.	Grade 5, Black	40
		Grade 4, Red	30
		Grade 3, Amber	20
		Grade 2, Yellow	10
		Grade 1, Green	0
2.	Road class.	A	40
		B	30
		C	20
		U	10
3.	Resilient Road.	Yes	30
		No	0
4.	Bus Route.	Yes	30
		No	0
5.	Amenity. eg. School, hospital, fire, ambulance, police station, sports ground, places of worship, bus & rail stations.	Yes	30
		No	0

6.	Skid Resistance, measured skid resistance less than required value by.....	0.6	30
		0.4	20
		0.2	10
		0	0
7.	Index of Multiple Deprivation		
	Ranges between 19 in Whalley Banks and 31142 in Edgworth, approx. 80 different values.	1 to 10,000	30
		10,001 to 20,000	20
		20,001+	10
8.	Usage	Residential	30
		Shopping	20
		Industrial	10

### **Structural and preventative maintenance**

The video survey covers the whole of the adopted road network and comprises approximately 58,000 separate sections.

The video survey assesses the condition of the highway network and assigns each element a grade between 1 (good condition) and 5 (poor condition).

Some roads are unsuitable for surface treatments as they are either

- a. Too steep or,
- b. Too tight a radius or,
- c. Have too many junctions or,
- d. Have heavy tree cover.

The model identifies these roads and excludes them from consideration for surface treatments. The model also excludes roads with condition attributes of grade 3 or higher from consideration for surface treatments.

### **Scheme composition**

Defective areas will be amalgamated to produce economically viable schemes. Adjoining areas of highway in reasonable condition will be incorporated into a scheme to maintain viability. The notional efficiency of a potential scheme will be determined by summing the product of the area and score of each element and dividing by the sum of the areas.