Carriageways

Dorset's road network is a £3.5billion asset and is critical infrastructure that links business and communities and is fundamental to the economic, social and environmental wellbeing of all members of the community.

The carriageway network equates to 3870kms, with the disaggregation of the roads in Christchurch.

Recent investment into carriageways has been below that required to hold condition across the network, therefore strategies intended to gain maximum return on investment are implemented, together with a risk based approach, as promoted by Well Managed Highway Infrastructure.

This has included a departure from extensive inlay schemes, to inlay patching, combined with surface treatments.

Outcomes

Reduced number of people killed or injured on Dorset's roads - SAFE
Recognising the gap in funding required to maintain future condition, manage the decline of the network – SAFE, PROSPEROUS
Manage the percentage of the road network where skid resistance falls below the minimum level - SAFE
Make sure the resilient network is future proofed and accessible – INDEPENDENT,PROSPEROUS
Improving links to business communities - PROSPEROUS

Strategies

Invest in timely interventions in the form of preventative treatments across the network
For strategic routes move to the prediction of timely interventions, as well as monitoring
Invest in end of life replacement where high defect levels can be evidenced
Promote safety through the implementation of our risk-based skid policy to tackle high risk skid sites
Protect network resilience through management of the resilient network
Investing to enhance social and economic benefit within the County
Invest in preventative drainage maintenance ahead of any capital scheme to protect capital investments

Condition

Recent condition surveys assessing road condition and skid resistance have identified the following trends:

% Principal roads where maintenance should be considered - 3%

% Non-Principal roads (B&C) where maintenance should be considered - 5%

% Unclassified roads where maintenance should be considered - 12%

% Principal network below minim level of skid resistance - 29.31%

Outcomes associated with these performance indicators are located in the Performance Framework

Full performance trends and benchmarking information can be seen in the following pages:

Data Strategy

A significant objective is to improve the quality of road condition data. Trials are taking place on the unclassified network, using high definition camera surveys in partnership with Gaist and Yotta. We are proposing to conduct 2019 surveys using this technology / survey methodology.

These camera surveys will fill a knowledge gap in the condition of the County's roundabouts, which are not surveyed by SCANENR.

Another priority project is to review the road network (including the disaggregation of the Christchurch network). To also include a review of site categories and associated investigatory levels for skid resistance, to reflect changes and any new assets (crossing/junctions.

To improve data knowledge associated with new materials utilising our strategic surfacing partners (Hanson Contracting) and Yotta, to update assets at the point of laying new material.

Three year investment strategy- 2019/20 – 2021/22

Capital

Carriageway total annual capital Budget - £7.491million

Additional Funds in the form of the Pothole Action Fund for 2019/20, are unconfirmed at this time.

	Annual Investment	% overall budget
Strategic routes (A&B) Preventative treatment (Premium dressing/preservation)	1,475,000.00	14%
Strategic route (A& B) Replacement (resurfacing)	2,646,572.00	26%
Skid resistance	150,000.00	1%
C and C Road Preventative treatment (Surface dressing)	2,000,000.00	19%
C and D End of life replacement (Surfacing and patching)	1,220,000.00	12%

Revenue

The decision not to support a £1.8million increase in base revenue budgets means reactive defects repairs will continue to be funded from the capital budget, which detracts from resurfacing strategies intended to hold carriageway condition.

Higher use roads will be patched using conventional methods of cutting out (to include surrounding defective material) and reinstated with hot lay material to ensure permanence.

Lower use roads may be subject to spray injections methods of blowing coated aggregates to fill the pothole.

Risk based decision making – Capital Schemes

1.1 High level hierarchy -

1.1.1 Early life preventative treatments (predicting, combined with monitoring – on major routes)

Criteria	Weighting factors
Condition data Prediction of interventions	Condition data Resilient network

1.1.2 End of Life replacement

Criteria	Weighting factors
Condition data	Condition data Resilient network Recorded highway defects

1.2 Safety – Skid resistance (as per Skid Policy – insert link)

Risk factors (identification and prioritisation):

- Skid resistance below minimum level
- Number of collisions
- Type of site
- Texture defect reading

This matrix is scored, as per the guidance in HD28/15 DMRB, as documented in Dorset's Skid Policy.

Forward Programmes

A full list of the proposed road schemes can be found on the Roadworks pages on Dorsetforyou in the form of Forward Planning notices.

Alternatively, a list of sites can be found in the Asset Management pages on this website.

Risks

The current investment strategy means there are insufficient funds to hold existing road condition. It is therefore anticipated that we will see a reducing condition performance trend.