

7 Forward Programme

7.1 Introduction

We have prepared a forward works programme for all of our major assets, particularly our carriageways, but also including street lighting, drainage, infrastructure and footways. This is based on the evaluation and ranking of alternative improvement projects and maintenance treatments. This covers a minimum period of three years, depending on the asset. The first year of the programme is the in-year delivery plan; where as the second year of the programme is a draft programme allowing planning and coordinating of works. Works in the third year and beyond allow us to schedule longer term programmes of work, and give confidence to stakeholders.

With quality condition data, we can predict future maintenance schemes and their locations. Good programming ensures these schemes are coordinated with other works to improve efficiency and reduce disruption. This long-term programme is based on current data and knowledge. While the reliability of projections for later years is lower due to variable local conditions and weather, aggregating anticipated needs helps predict future funding requirements.

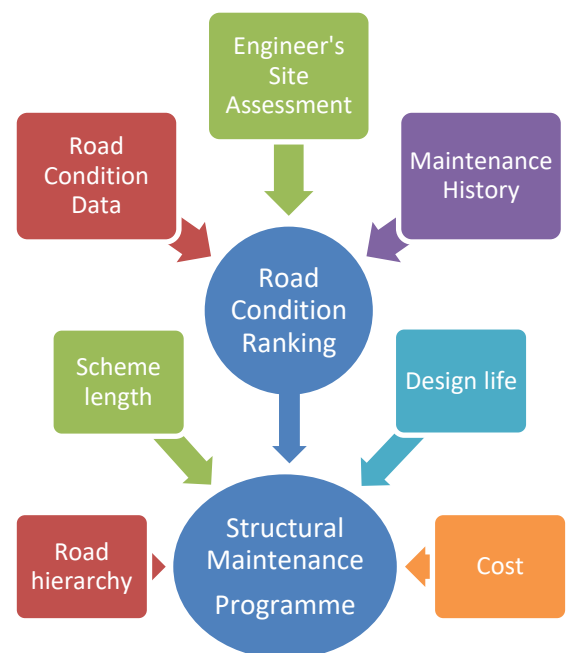
7.2 Structural Maintenance Programme

Structural Maintenance schemes are prioritised using a data-led process that calculates a Road Condition Ranking, factoring in road condition data, engineer assessments, and maintenance history. This ranking is then combined with road hierarchy, scheme length, design life, and cost considerations to determine the overall ranking for each potential scheme.

Schemes in the programme are selected by an agreed prioritisation process based on road condition ranking and engineering data, combined with information from Local Highway Managers. This dual approach ensures resources target the network sections with the greatest need while addressing local concerns.

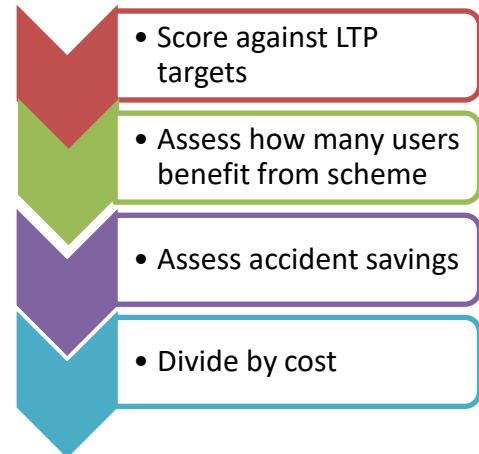
We publish our future resurfacing and patching schemes at:

<https://www.gloucestershire.gov.uk/resurfacing/>



7.3 Integrated Transport Programme

The prioritisation process for Integrated Transport schemes follows a simple method of splitting schemes based on the [Local Transport Plan](#) objectives. Each scheme is scored (out of 10) against each LTP target, some targets are weighted to reflect GCC or Government priorities. This is then multiplied by the number of users who will benefit. An accident savings calculation is added in (using average cost of an accident and anticipated accident savings) and then the score is divided by the cost to ensure that cost effectiveness is taken into account.



All Integrated Transport schemes under £0.5million are assessed in this way. Larger, more strategic schemes have additional policy and impact considerations taken into account.

7.4 Bridge Strengthening and Infrastructure

We use three categories of criteria when prioritising bridgeworks.

- Safety and functionality
- Benefits and “disbenefits”
- Socio-economic and environmental.

Safety and functionality relate to our primary responsibility under the Highways Act 1980 to maintain the highway so that it is safe to use and fit for purpose. This should reflect the risk and consequence to the user of not repairing the defect. This carries the most weighting out of the three categories.



The benefits and “disbenefits” relate to doing an item of work now or postponing it to a later date. This takes into account the cost to the road user as well as to the authority. We look at the implications of delaying works in terms of increased works costs in the future due to worsening of condition, and the knock-on effect to the road user where disruption to the network is extended.

The socio-economic and environmental criteria allow us to consider the softer issues – customer satisfaction, local policies, sustainability issues etc. Stakeholder consultation can contribute to this area.