

APPENDIX TO TABLE 5**ENVIRONMENT DEPARTMENT
OPERATION RESILIENCE MEMBER PANEL****Operation Resilience Strategy
7 February 2011****1. Introduction**

This paper sets out the strategy and approach taken for Operation Resilience and explains the approach to be adopted for the assessment criteria for site selection.

2. Overarching Strategy

Operation Resilience is aimed at improving the structural resilience of the road network against the effects of future climate change and follows on from Operation Restore which targeted the worst sections of road damaged by the severe weather during previous winters.

The strategy will follow asset management principles (refer to Appendix 1) and is one of the key factors for the highway service to enable the delivery of the corporate priorities:

- Hampshire safe and secure for all
- Maximising well-being
- Enhancing our quality of place

Asset Management principles together with the various intelligence / information sources within the department will define the condition of the road network.

The Communications Strategy to be adopted for Operation resilience will be similar to the strategy developed for Operation Restore. This will include proactive media coverage, regular information updates for members and others,

Governance of Operation Resilience will be via the Executive Member and the Operation Resilience Member panel. Regular meetings will be arranged and officers will report back on progress to panel members throughout the year.

3. Assessment criteria for Operation Resilience - 2011/12.**A. Intelligence / Data of highway condition**

The department will identify locations on the network that require investigation and/or treatment by using SCANNER, SCRIM, DEFLECTOGRAPH, CVI's/ DVI's, Accident statistics, Reports on Claims & Potholes and 'Flood Risk Drainage Issues' etc.

This will generate a RAG (Red, Amber and Green) map of sites that need investigation.

In addition, Councilors, Parishes and local Engineers will identify sites that require

attention or investigation. These will be added to the investigation list. It is noted that after any given winter period, additional winter damage sites may be identified.

B. Site Investigation/Assessment

Each site will be visited and an engineering assessment is carried out to identify the extent and the type of treatment to be carried out E.G. resurfacing, reconstruction, drainage improvements etc.

Best Value treatments and whole life costing will be considered at this stage to establish the most economic treatment whilst considering the resilience of the network. E.G. a reconstruction site, will wherever possible, be designed for a 40 year design life, and a resurfacing site will be designed with a 20 year life.

The sites will be assessed predominantly on a needs basis using the criteria developed by Operation Restore (refer to Appendix Two). However it must be noted that the County's LTP (Local Transport Plan) and CIP (Corporate Improvement Plan) targets which monitor the condition of our network will also need to be achieved.

In addition to individual site locations, we are starting to work up route strategies for the 'A', 'B' and strategic 'C' road network. These are likely to be based on a 3 to 5 year term of maintenance and will be used to help identify longer term strategy aims and programmes.

Finally, all future programmes will need to be managed in line with the Street Lighting PFI works programmes, compulsory water metering and BT's Infinity Broadband improvements.

Appendix One

Hampshire Country Council Policy for Asset Management

Hampshire County Council considers effective asset management to be one of the key factors to enable the delivery of the corporate priorities namely:

- Hampshire safe and secure for all
- Maximising well-being
- Enhancing our quality of place

It is recognised that a good transport network is essential for a successful economy and society for Hampshire. Our roads provide access to jobs, services, schools, get goods to the shops and allow us to make the most of our free time. Our local roads are at the heart of the transport network and have a key role to play in ensuring that transport in Hampshire delivers the services our residents both want or need. In order that the transport network meets this need Hampshire's policy Asset Management will:

Provide a safe and well maintained highway network. Our first priority will be to provide a safe highway network for all who use it. We make every effort to understand current and future requirements for the highway infrastructure. In order to deliver this we will agree levels of service for our highways. *Our adoption of an asset management approach will take a long term view in making maintenance and investment decisions.*

Minimise waste, minimise landfill and promote conservation of material resources. We strongly believe that we must make best use of our natural mineral resources, making sure we plan for Hampshire's long term mineral needs whilst minimising waste going to landfill. *Our adoption of asset management will place sustainable solutions that minimise waste and landfill at the centre of our approach to highway maintenance.*

Manage the use of Hampshire's highways and transport networks, maximising safety, efficiency and accessibility. We fully recognise the vital role transport has to play in Hampshire's economic vitality and endeavour to improve access to education, employment and rural services, as well as widen travel choice through public and community transport, supported by reliable and safe journeys on our transport network. *Our adoption of an asset management approach will enable greater value for money to be delivered by taking a long term view on investment decisions. These investment decisions will be prioritised against safety, serviceability sustainability and accessibility.*

Promote and protect Hampshire's future prosperity and quality of place. We work towards enabling the delivery of high-quality strategic development and regeneration that will reduce Hampshire's carbon footprint and allow us to adapt to climate change. We take every step to enhance Hampshire's natural and built environment, support rural communities and respect local distinctiveness. *Our adoption of an asset management approach will maximise the benefits for future prosperity and quality of place by ensuring the right investments decisions are made in the transport network.*

Operation Resilience**1. Carriageway repair assessment criteria**

All c/w sites / locations will be assessed based on the following 3 repair types:-

- Hand Patching
- Machine Patching
- Carriageway Resurfacing

Procedure -.

Each site is to be driven and scored between 1 and 10 based on a visual assessment.

The scoring will be based on the amount of visual major structural deterioration (E.G. potholes), minor deterioration (E.G. Surface Delamination, Crazing and Cracking), carriageway rutting (severe deformation) and the ride quality (E.G. the bumpiness of the drive)

The base scores may then be increased by 1 or 2 points depending on the following criteria:-

- Intensity of vehicle usage (I.E. and A or B class road)
- locations such as adjacent schools and hospitals etc.
- Deprived and/or high crime areas.

**2. Other carriageway surface treatment assessment criteria.
(E.G. Surface Dressing and Micro Asphalts)**

Procedure -.

Each site is to be driven and scored between 1 and 10 based on a visual assessment.

The scoring will be based on the amount of visual minor deterioration (E.G. Surface Delamination, Crazing and Cracking) and the texture remaining on the surface

The base scores may then be increased by 1 or 2 points depending on the following criteria:-

- Intensity of vehicle usage (I.E. and A or B class road)
- Number of skidding accidents.
- Deprived and/or high crime areas.