

## **Previous investment in carriageway surfacing activities**

### **Purpose of report**

1. To provide an overview of recent previous investment in carriageway surfacing activities broken down by Area Board.

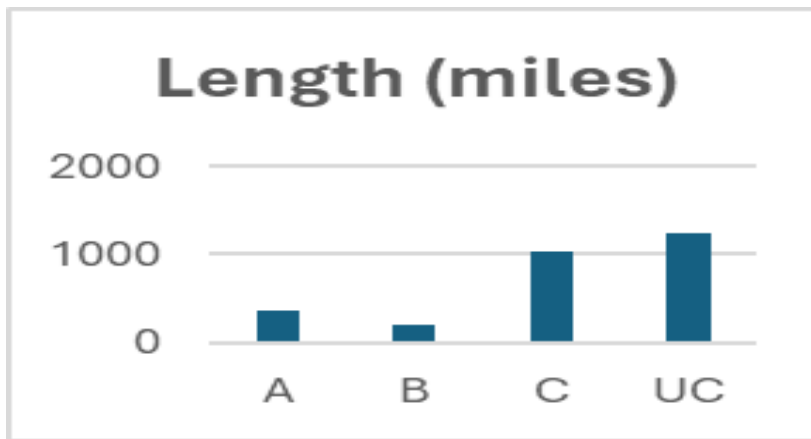
### **Background**

2. Further to a request at a previous Environmental Select Committee, and in line with our commitment to improve communications and engagement with residents relating to Highways and Transport matters, this report details previous investment in carriageway surfacing activities by Area Board.
3. The local highway network in Wiltshire comprises over 2,800 miles (4,554 kilometres) of road. Effective and efficient highway asset management is essential to allow residents, business and visitors to undertake travel in and around the county to meet daily needs, as well as for leisure and recreation.
4. The highway infrastructure in Wiltshire is the Council's most valuable asset, with a replacement value of over £5 billion, and its lack of availability can have a considerable impact on communities and the economy.
5. Whilst the A and B class roads are a small proportion of the network, they carry the most traffic and have a higher number of accidents.

**Table 1:** Length of road by classification

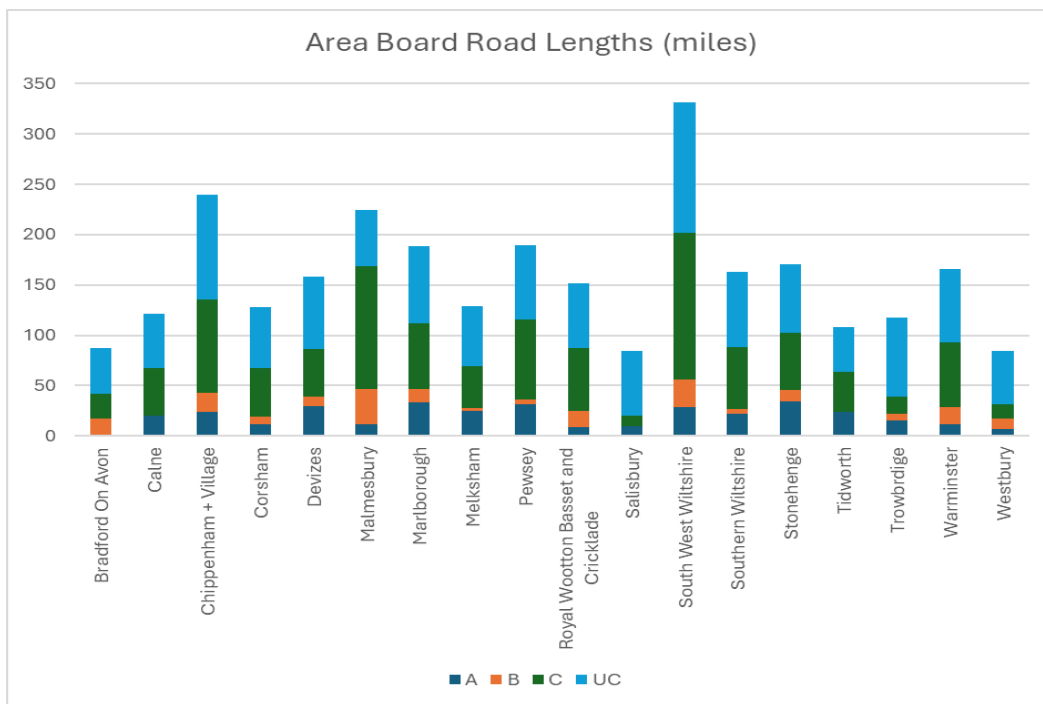
<b>Description</b>	<b>Length (miles)</b>
Principal A Class Road	356
B Class Road	201
C Class Road	1042
Unclassified Road	1251
<b>Total</b>	<b>2850</b>

**Figure 1:** Length of road by classification



6. In Wiltshire, the lengths of road in each Area Board area vary considerably, with different proportions of road types, topography, and geological conditions.

**Figure 2:** Breakdown of Area Board road lengths by classification



7. The Council undertakes preventative and reactive maintenance to effectively and efficiently maintain the network and a variety of surfacing processes and treatments are used. These processes and treatments have been selected based on technical surveys and site inspections to ensure cost effective maintenance of the carriageways and to address identified road safety issues.
8. The Council has robust processes in place to monitor road conditions and skid resistance to identify priority sites in need of treatment, and these form the basis of the annual planned work programmes.

## **Wiltshire Highways Investment Plan**

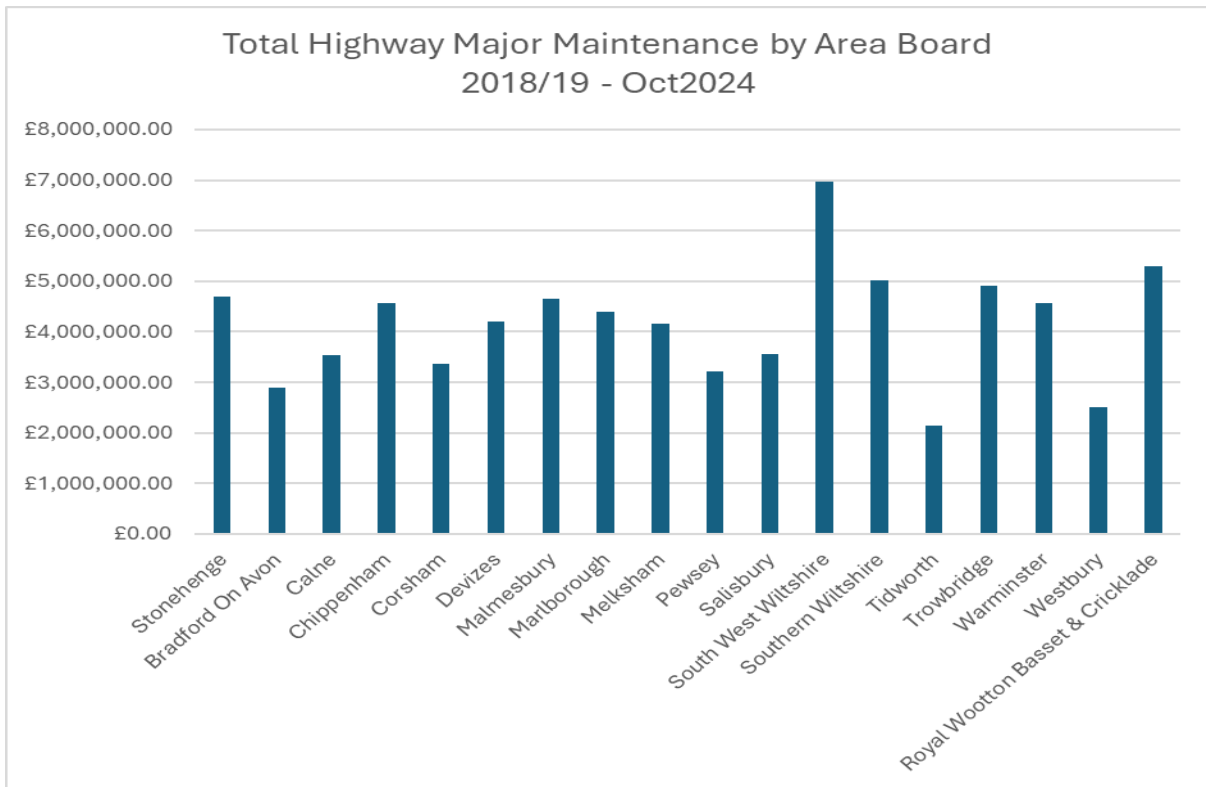
9. The Council's Asset Management Policy and Strategy sets out the approach to maintaining the Council's highway infrastructure. The Council has applied the principles of asset management to the maintenance of its highway network for many years. This involves taking into account the lifecycle of the assets and monitoring performance of the intervention and investment strategies, with the objective of minimising expenditure while providing the required performance.
10. Carriageways represent the largest element of the highway asset. The condition of carriageways is assessed by means of various regular surveys, including the use of vehicle mounted lasers and visual inspections. This information is used to prioritise sites based on their condition and anticipated deterioration.
11. A detailed analysis of current carriageway condition has been undertaken to ensure that investment in the network continues to be targeted at the right areas. A full explanation of the analysis carried out to inform the programme and historic condition data broken down by Area Board is set out in the **Wiltshire Highways Investment Plan 2024 to 2025**, a copy of which can be found at [Highways maintenance - Wiltshire Council](#).

### **Expenditure By Area Board**

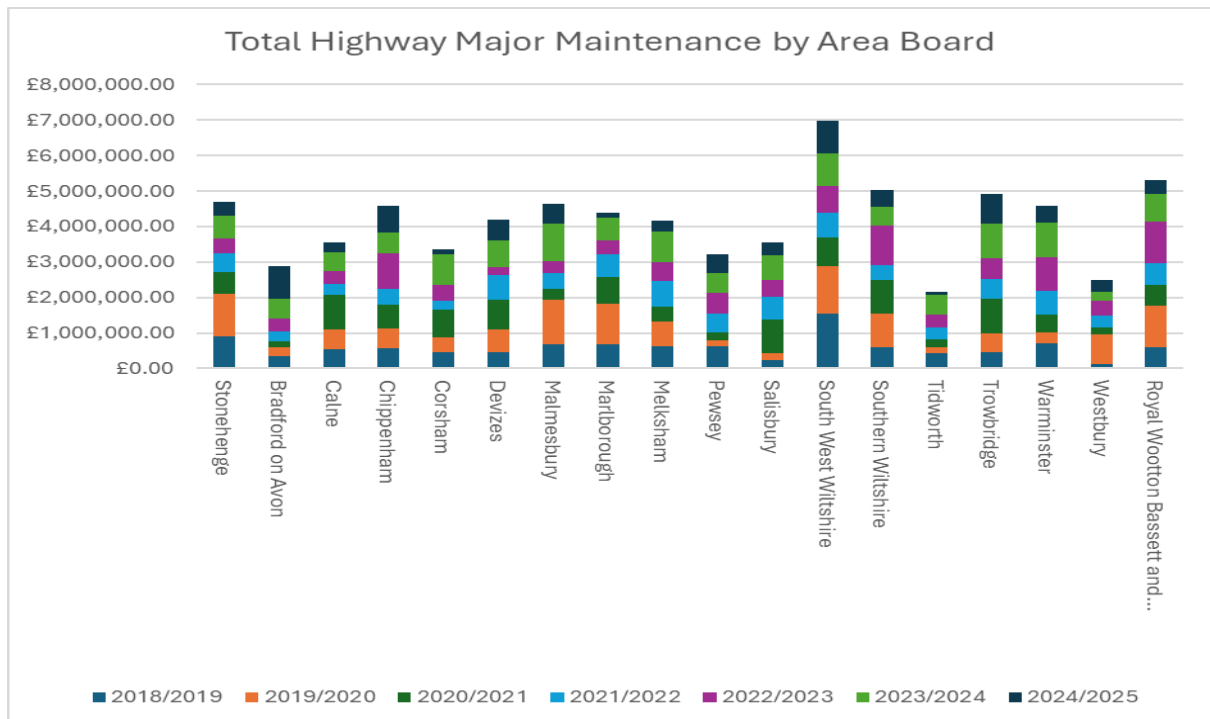
12. The following tables have been prepared to illustrate expenditure in carriageway surfacing activities for planned activities (forward work programme) from 2018/19, and reactive activities from 2021/22, to date. The difference in reporting timescales is due to the dates in which the Highways Infrastructure Asset Management System (HIAMS) modules went live.
13. HIAMS allows this level of data analysis where the previous software solutions available to the Council did not.

### **Planned Major Carriageway Maintenance (2018/19 – October 2024)**

**Figure 3** - Total Planned Major maintenance including resurfacing, patching, surface dressing and micro asphalt.

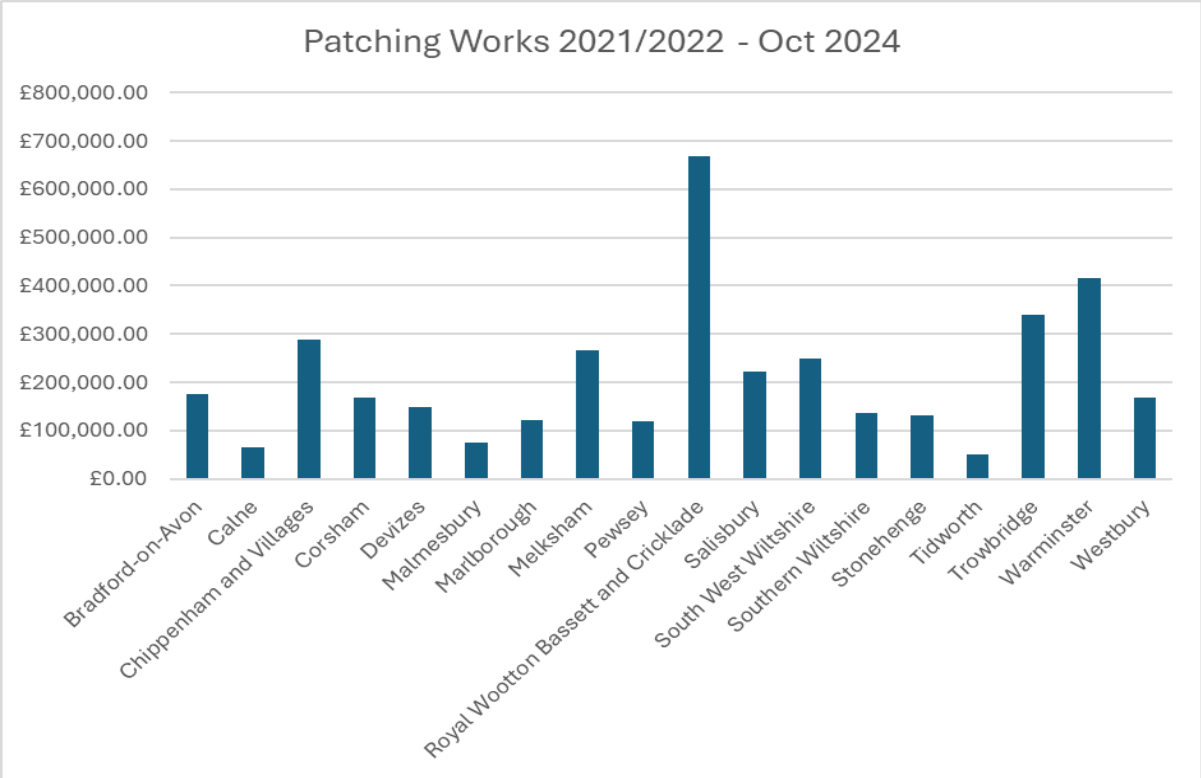


**Figure 4 - Total Planned Major maintenance including resurfacing, patching, surface dressing and micro asphalt by annual expenditure.**

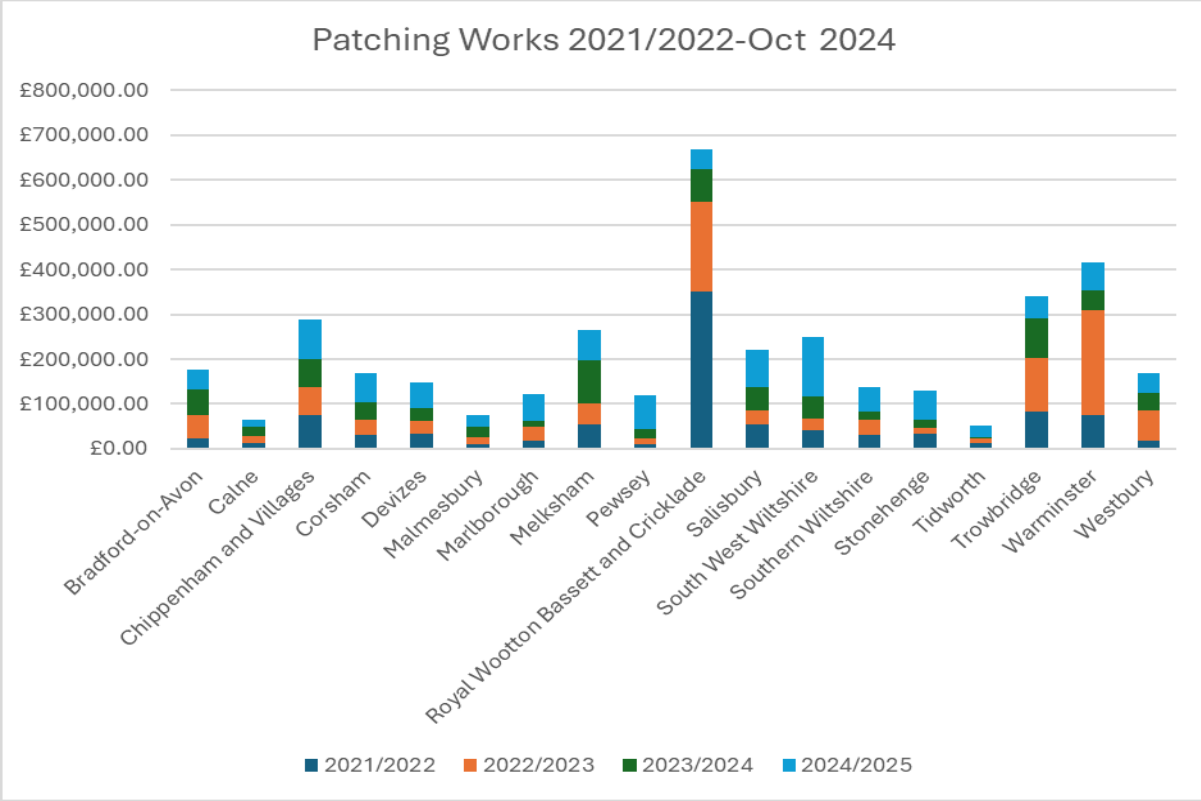


**Reactive Maintenance Patching (2021/22 – October 2024)**

**Figure 5 – Patching works.**



**Figure 6 – Patching works by annual expenditure.**



## Pothole Gangs (2021/22 – October 2024)

Figure 7 – Pothole Gangs

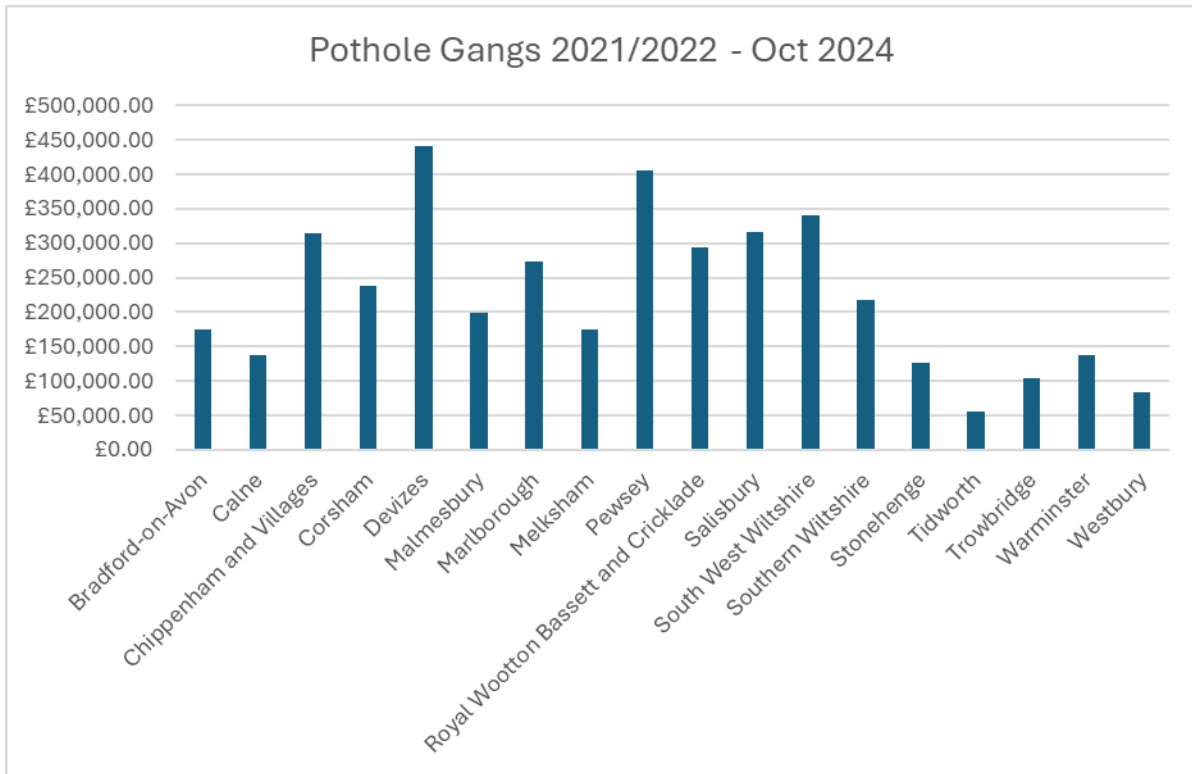
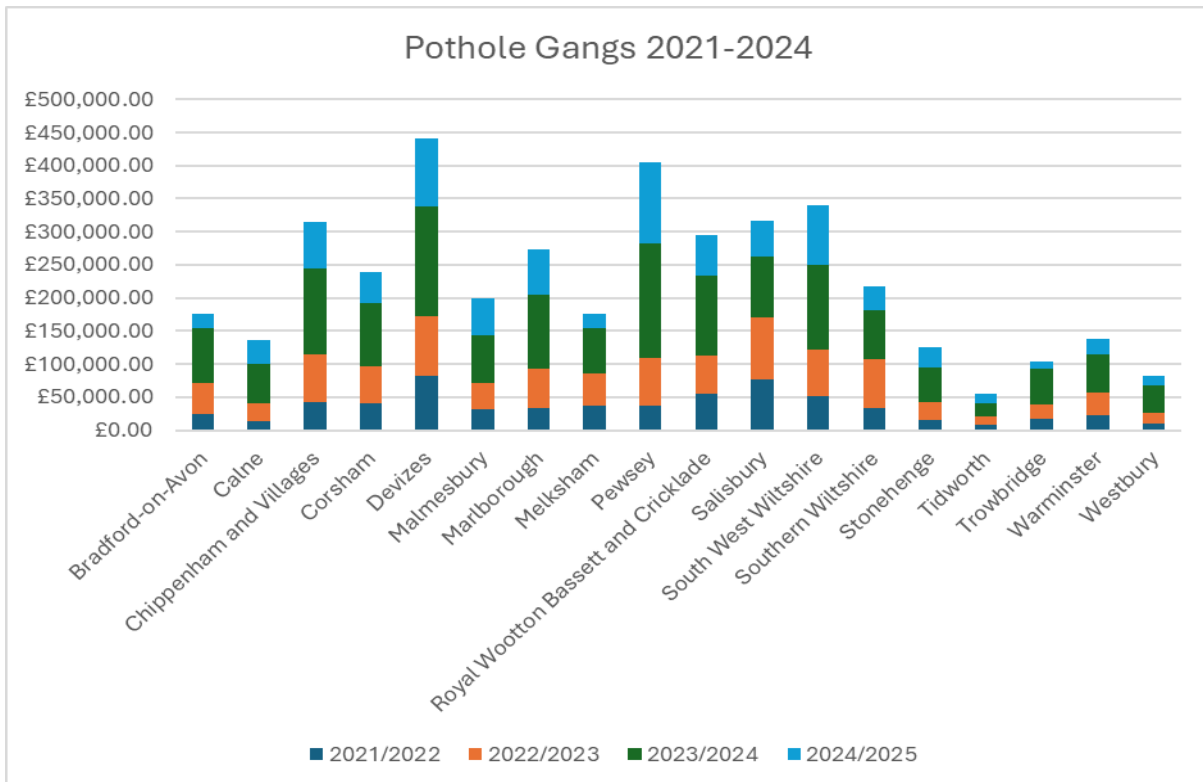
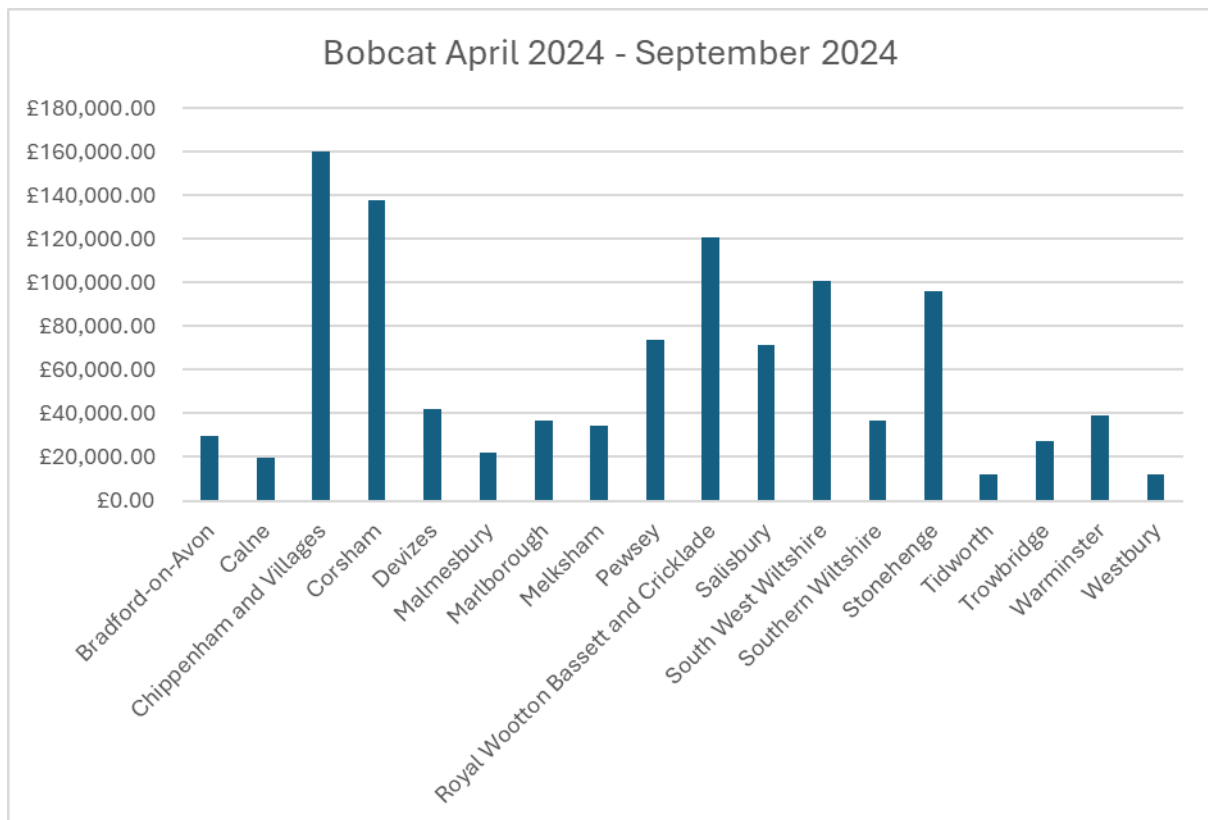


Figure 8 – Pothole Gangs by annual expenditure



**Figure 9 – Preventative Bobcat surfacing 2024/25 financial year.**



**Conclusions**

- 14. All community areas have received a level of expenditure through both planned and reactive works.
- 15. The level of expenditure is variable across each of the Community areas. This is to be expected given the variability in carriageway length, type, topography, geology and traffic levels.
- 16. Planned interventions are based on surveyed need with works taking place in accordance with Asset Management principles after analysis of robust and consistently collected data.