

## Amendments to Essex Highway Maintenance Strategy Maintenance Policy and Standards April 2008

The following amendments to the wording of the maintenance strategy apply following the revised maintenance priorities decision implemented August 2013;

- 1.1. To rescind the first bullet point for Item 1 of the Winter Service Policy, which refers to 'carriageways of secondary distributor status and above', detailed on Page 116, Chapter 13 of the Essex Highway Maintenance Strategy Maintenance Policy and Standards April 2008 (which hereafter shall be referred to as 'the Maintenance Strategy') and replace with;

"Carriageways of County Road status"

- 1.1. The current description of the Carriageway Hierarchies only, detailed in the Maintenance Strategy page 55 Chapter 8, item 8, Table 8 (and detailed in 'Well-Maintained Highways the code of practice for Highway Maintenance Management July 2005'), will remain in place for non-carriageway defects. The following table applies to identify the new Carriageway Hierarchies: 'County Route PR1', 'County Route PR2', and 'Local Roads'.

Maintenance Strategy April 2008		Following August 2013 revised Maintenance Priorities	
Hierarchy	Inspection Frequency	Hierarchy	Inspection Frequency
Strategic route	1 Month	County Route PR1	Monthly
Main Distributor	1 Month		
Secondary Distributor	3 Months	County Route PR2	Every three months
Link road	6 Months		
Local Access Road and Minor Access Road	12 Months	Local Roads	Annually

- 1.1.1. Revise the current priority response times detailed on page 43 Chapter 8, Item 3 of the Maintenance Strategy for those defects which have been identified on the road surface only as per the following table; (defects included within Carriageway Surface and Carriageway Structural defects in Confirm). Existing priorities will remain for all other defects. A list of defects not affected by these changes can be found at the bottom of this document in Appendix 1.0.

Existing as Per Maintenance Strategy April 2008		Following August 2013 Revised Maintenance Priorities - County routes		Following August 2013 Revised Maintenance Priorities – local roads	
Priority response	Response Time	Priority response	Response Time	Priority response	Response Time
P1	2 hours	P1	2 hours*	P1	2 hours*
P2	End of next working day	P2	2 working days*	P2	5 working days*
P3	Up to 28 calendar days	P3	Up to 28 calendar days	P3	Presumption not to undertake repair within a stated time period
P4	More than 28 days	P4	Defect to be considered for repair as part of the planned maintenance programme	P4	Defect to be considered for repair as part of the planned maintenance programme

- 1.1.2. The current Priority 1: '2 hour make safe or repair from the time the defects is assessed on site by an inspector' will remain and will apply to all roads.
- 1.1.3. The current Priority 2 'make safe or repair by the end of the next working day from the time the defect is assessed on site by an inspector', will change to a make safe or repair within two working days from the time the defect is assessed on site by an inspector where this is practicable (where the site can be accessed safely within this time period) if on the 'County Routes' hierarchy. If the defect is on the 'Local Roads' hierarchy the response will be a make safe or repair within 5 working days from the time the defect is assessed on site by an inspector.
- 1.1.4. Where a Priority 1 or Priority 2, as referenced above, requires a 'follow up' treatment to undertake a permanent repair, this will be undertaken within five working days of the completion of the 'make safe' irrespective of whether it is on a 'County Routes' hierarchy or 'Local Roads' hierarchy. The exception to this will be where the permanent repair can be accommodated via planned works.
- 1.1.5. The current Priority 3 'up to 28 calendar days repair' will remain for the 'County Routes' hierarchy, and the timescale will be amended for local roads. There will be a presumption NOT to undertake a repair within a stated time period. In the case of 'Local Roads' where a Priority 3 has been identified in response to a customer enquiry, this issue of NOT to undertake a repair within a stated time period will be

addressed through appropriate wording in the reply. For example, wording such as (but not specifically): “There are currently no plans to undertake repairs to this road. However, the defect you have reported will be monitored for purpose of safety, and where deemed necessary dealt with as part of a planned maintenance scheme in due course”. The exception to this will be roads providing direct access to emergency services, where a repair can be undertaken at the discretion of the Business Unit Leader for Maintenance and Operations.

- 1.1.6. The current Priority 4 ‘more than 28 calendar days repair, within the next available programme will be amended with a presumption not to undertake a repair within a stated time period. Defects categorised as P4 are considered to be low priority, meaning that either or both the likelihood of interaction and resulting risk is low. Therefore defects categorised as P4 will be either considered for repair when planned resurfacing works take place.
- 1.1.7. The statement referring to the departure from the Code of Practice, at the bottom page 55 of the Maintenance Strategy, will be revised to: ‘Note: neither the carriageway hierarchy description, nor the corresponding frequency of inspection, conform to the recommendations within Well Maintained Highways; Code of Practice for Highway Maintenance Management July 2005. The reason for the departure is to implement a revised carriageway hierarchy and corresponding inspection frequency, to facilitate the setting of levels of service and the corresponding prioritisation of funding in a manner deemed more appropriate for the authority within an environment of reduced government funding.

## Appendix 1.0 Revised hierarchy details

New County/Local Hierarchy	Category	Hierarchy Description	Type of Road General description	Description
<p>PR1 – These routes will carry large volumes of high speed traffic through and around Essex. It is essential that traffic on these routes remains free flowing, that they are maintained to the highest standards, and that unnecessary obstructions are removed promptly.</p>	1	Motorway	Limited access motorway regulations apply	Routes for fast moving long distance traffic. Fully grade separated and restrictions on use. These are not maintained by Essex County Council.
		Radial Feeders	Final journey route into or out of town centres	These routes feed traffic to and from the inter-urban routes (to their final destination) and carry large volumes of traffic during the peak hours when people are trying to access/leave town centres. They will normally be developed areas in towns and village centres. It is essential that traffic on these routes remains free flowing, that they are maintained to the highest standards, and that unnecessary obstructions are removed promptly. They will normally have car park guidance systems and traffic signals to aid the flow of traffic and manage areas of conflict between the different modes and hierarchies. Therefore it will be necessary to check and, if required, adjust the systems regularly.
	2	Strategic Route	Trunk and some Principal 'A' roads between primary destinations	Routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited.

	3a	Main Distributor	Major Urban Network and Inter-Primary Links.  Short – medium distance traffic.	Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. In urban areas speed limits are usually 40 mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety.
	3b	Secondary Distributor	Classified Road (B and C class) and unclassified urban bus routes carrying local traffic with frontage access and frequent junctions.	In rural areas these roads link the larger villages and HGV generators to the Strategic and Main Distributor Network. In built up areas these roads have 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. On-street parking is generally unrestricted except for safety reasons.
PR2 - The remaining County Routes as defined in the LSA.  Although not as important as the Priority 1 routes, the Priority 2 routes still perform an essential traffic	2	Strategic Route	Trunk and some Principal 'A' roads between primary destinations	Routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited.

<p>management distributory function between the local network and Priority One County Routes. They will be accessed by a number of different types of user including local buses. Therefore, motorised vehicular traffic will generally take precedence over the other modes on these routes.</p>	3a	Main Distributor	<p>Major Urban Network and Inter-Primary Links.</p> <p>Short – medium distance traffic.</p>	<p>Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. In urban areas speed limits are usually 40 mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety.</p>
	3b	Secondary Distributor	<p>Classified Road (B and C class) and unclassified urban bus routes carrying local traffic with frontage access and frequent junctions.</p>	<p>In rural areas these roads link the larger villages and HGV generators to the Strategic and Main Distributor Network. In built up areas these roads have 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. On-street parking is generally unrestricted except for safety reasons.</p>
	4a	Link Road	<p>Roads linking between the Main and Secondary Distributor Network with frontage access</p>	<p>In rural areas these roads link the smaller villages to the distributor roads. They are of varying width and not always capable of carrying two way traffic. In urban areas they are residential or industrial inter-connecting roads with 30mph speed limits, random pedestrian movements and uncontrolled parking.</p>

			and frequent junctions.	
Local Roads - Local roads will comprise all roads not defined as County Routes. These roads will be diverse in nature and use but will fall into one of the following descriptions:	4a	Link Road	Roads linking between the Main and Secondary Distributor Network with frontage access and frequent junctions.	In rural areas these roads link the smaller villages to the distributor roads. They are of varying width and not always capable of carrying two way traffic. In urban areas they are residential or industrial inter-connecting roads with 30mph speed limits, random pedestrian movements and uncontrolled parking.
Developed – normally residential roads. These roads will be in towns and some residentially developed parts of villages. Their functional use is similar. i.e. mixed priority use, carrying local traffic only, routes leading to amenities and through residential areas.	4b	Local Access Road	Roads serving limited numbers of properties carrying only access traffic.	In rural areas these roads serve small settlements and provide access to individual properties and land. They are often only single lane width and unsuitable for HGVs. In urban areas they are often residential loop roads or cul-de-sacs.
Rural - all other roads will be in this category. They will generally be unclassified				

<p>roads linking small areas of development such as hamlets, farms and tourist attractions to each other and the strategic vehicle routes. Their use will be local in a transportation function but these roads are likely to form parts of important cycling, horse riding or walking leisure routes.</p>				
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