

Highway road marking management plan 2024-30



Document Control

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Background

Historically road markings have been provided as a reactive service on an ad hoc basis because of enquiries from the public and from general highways safety inspections. There has not been a dedicated budget set aside for road marking provision and as a result, we have not been able to produce a planned approach to ensuring road markings are kept at a continued adequate level of visibility for highways users. This leaves the authority at risk of 3rd party claims, increased complaints, and reputational damage.

Some capital investment has been made available over the last 6 years to address this issue; however, this has been sporadic and often as a late amendment to overall budgets and therefore has not allowed for any forward planning for this service. As a result, operational efficiencies have not been made and available budgets have not been maximised. In addition, without the ability to produce and publish planned programmes in advance there are low levels of satisfactions with residents and member representatives as a result.

Road Markings Strategy

A provisional annual capital budget will be made available for the 6 years from 2024/25.

Why do we need road markings?

MK Highways needs to manage the highways lining asset in a planned way to ensure that lining on the highway network is serviceable and fit for purpose and to allow for efficiencies and best value in delivery.

Primarily road markings appear on carriageways and are determined by the 'Traffic Signs, Regulations and General Directions 2016' (TSRGD). In addition, Milton Keynes has more than 350 kms of segregated joint cycleways/footways (redways) that interface with carriageway and have standard marking detailing at these locations.

Milton Keynes Highways will manage this asset group split into the following categories.

- Grid Roads and Grid Road Roundabouts
- Principal Roads (A Roads not included in Grid Roads)
- Non-Principal Roads (B and C Roads not included in Grid Roads)
- Unclassified Roads (All other Roads not included in the above categories)
- Redways (All Cycle routes)
- Reactive ad-hoc safety markings
- Off Street Parking

The above will allow a budget to be set aside each year to undertake road marking in each of the above categories and as this approach works on 6-year cycle roads should be surveyed and markings renewed in time, before markings become too worn and less effective.

As the budget supplied is not limitless and will not allow for all markings to be replaced on the 6-year cycle there will still need to be a level of prioritisation, this will be outlined in the 6-year plan.

Request for new road markings will not be considered as part of this programme of works, the highways traffic management team will determine any requests in accordance with their existing assessment process.

Road marking within both on and off-street parking will be included within this programme. This is dealt with separately by MKCC parking team and marking will be on an ad hoc basis.

With regards to environmental considerations the principal contractor will be required to demonstrate that all road marking processes and materials are sustainable and meet the local authority's objectives.

- Measure and benchmark carbon use to drive reduction
- Avoid the use of harmful materials or processes
- Reduce transport emissions by promoting low-emission vehicles
- Promote low impact and sustainable building methods and materials
- Continue to encourage waste reduction, reusing and recycling
- Value for money is delivered through the full consideration of quality and whole life costs
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We will continually work with suppliers throughout the lifetime of the contract to encourage continual improvements in their practices.

6 Year Road Marking Plan

The purpose of our highways road marking plan is to manage this highways asset in a planned way to allow for efficiencies and best value in delivery.

The plan will initially start in Year 1 by addressing outstanding safety related lining in each of the categories, this will address any outstanding priority works prior to starting the planned 6-year cycle which will formally start in the financial year 2024/25.

Budget Allocation

Each of the categories identified requires an assessment to provide the necessary budget to carry out the works. This has been based upon historical knowledge of the network markings condition, the number of markings, priority of the road, and other factors such as traffic management costs.

The following table identifies the annual budget allocation by category.

Category	Annual Budget Allocation by %
Grid Roads & Roundabouts	23%
Principal Roads	5%
Non-Principal Roads	12%
Unclassified Roads	30%
Redways	6%
Reactive Safety Markings	12%
Off Street Parking	12%

Note: The above values are indicative and may require adjustments within year, dependant on surveys. Efficiencies on traffic management costs may be realised if works can be combined with other projects, this will be an objective for our service provider for all work planning.

Priorities

It is not possible to re mark all lining with the available budget, therefore the identified lining must be prioritised based on safety of the road user.

List of Priorities.

1. Stop Lines
2. All Give Way Lines
3. Lane discipline markings on roundabouts
4. Edge Marking Lines – rural unlit sections
5. Speed Limit Markings
6. Centre Lines
7. Lane Discipline Markings
8. Double Yellow Lines
9. Ancillary Markings such as Disabled Bay markings

Other factors need to be considered when setting priorities such as degree of wear, category and location of road i.e., heavily worn edge markings on an unlit high speed rural road will be considered a higher priority than a partly worn centreline on a lit low speed estate road.

Surveys

Surveys on identified primary roads from Year 2 shall be carried out during the April to establish the list for the year, this shall then be combined with inspection records for the identified towns/estates and customer enquiries plus Vaisala AI survey data.

Year 1 – 2024/25

Grid Roads + Roundabouts
Priority Lining from all Inspections, Reports and AI Surveys
Principal Roads
Priority Lining from all Inspections, Reports and AI Surveys
Non-Principal Roads
Priority Lining from all Inspections, Reports and AI Surveys
Unclassified Roads
Priority Lining from all Inspections, Reports and AI Surveys
Redways
Priority Lining from all Inspections, Reports and AI Surveys
Reactive safety markings
Markings reported from areas in future years programme in need of immediate work

Year 2 – 2025/26

Grid Roads + Roundabouts
H1, H2, H3, H4, H5
Principal Roads
A428
Non-Principal Roads
B526
Unclassified Roads
Olney, Newport Pagnell, Villages north of Newport Pagnell
Redways
Redway junctions from safety inspections
Reactive safety markings
Markings reported from areas in future years programme in need of immediate work

Year 3 – 2026/27

Grid Roads + Roundabouts
H6, H7, H8, H9, H10
Principal Roads

A509
Non-Principal Roads
C Roads West of M1 and North of H4 Danstead Way
Unclassified Roads
Hanslope, Castlethorpe, Stony S, Haversham, Wolverton, New Bradwell, Wealds, Estates North of H3
Redways
Redway junctions from safety inspections
Reactive safety markings
Markings reported from areas in future years programme in need of immediate work

Year 4 – 2027/28

Grid Roads + Roundabouts
V1, V2, V3, V4, V5, V6
Principal Roads
A4146
Non-Principal Roads
C Roads East of M1 and North of Newport Pagnell
Unclassified Roads
Bletchley, W. Sands, Wavendon, Brickhills
Redways
Redway junctions from safety inspections
Reactive safety markings
Markings reported from areas in future years programme in need of immediate work

Year 5 – 2028/29

Grid Roads + Roundabouts
V7, V8, V9
Principal Roads
A421
Non-Principal Roads
C Roads South of Danstead Way
Unclassified Roads
Estates South of H3 and North of H7
Redways
Redway junctions from safety inspections
Reactive safety markings
Markings reported from areas in future years programme in need of immediate work

Year 6 – 2029/30 (to complete network cycle)

Grid Roads + Roundabouts
V10, V11
Principal Roads
A422
Non-Principal Roads
B565, B5388
Unclassified Roads
Estates South of H7 – North of Bletchley
Redways
Redway junctions from safety inspections
Reactive safety markings
Markings reported from areas in future years programme in need of immediate work

Annual Methodology for Programming Works

A download from AMX (or the current highways management system) for lining recorded by the service provider's inspectors will be imported into Excel, as base information for the upcoming year i.e., Year 1 = 2024/25 financial year.

A visual survey will be carried out in March/April of the roads identified on the programme for that corresponding year. A review of Vaisala AI lining survey data from the most recent survey will also be done. Once complete, a list of lining requiring renewal shall be drawn up and submitted for costing together with the download from AMX (or the current highways management system).

Each package will be produced as a batch of works that shall be entered into a standard template, checked, and signed off by the Highways Team Leader prior to handing to the service provider for delivery.

Note: Lining works are subject to weather conditions, there is an expectation that the bulk of the lining programme will be delivered before winter, to maximise daily productivity and to minimise ancillary costs, such as the need to dry a damp road which only adds unnecessary extra costs. As line refreshing on the highway is constantly required, especially following severe winter weather, a small element of the annual budget is set aside to undertake works in February and March in a mainly reactive approach.

Signing Works as Complete

On completion of each batch a sample inspection shall be undertaken to determine quantities claimed and quality of finished works. In the event a site is inspected, and the quantity varies from

that claimed, and no early warning has been issued to advise of the variation to the works, an adjustment to the application must be made. This can be either positive or negative.

If the works are found to be of unsatisfactory quality then the cost for that individual job will be rejected in the application pending correction via the remedial process below.

1. Assess site works
2. Record the defect with a photo
3. Issue a 28-day remedial instruction against the original job number for that job batch
4. On notification that works are complete – inspect works
5. If satisfactory notify MKC finance officer
6. If unsatisfactory issue another 28-day remedial instruction then follow items 1 to 3 in this process.

On completion of all batches at year end, a single completion certificate shall be issued listing all batches and individual completion dates for those batches from which the 12-month defects period commences. All lining works to be guaranteed for 2 years.

Outcomes and Benefits

The key opportunity secured by this strategy is to support MK City Council's statutory duty under section 41 of the Highways Act 1980: - to keep the highway in a safe condition. A consequence of this plan should be a reduction in insurance claims; and when delivered in a programmed efficient manner, it will minimise disruption to the highway network in Milton Keynes.

The plan drives 'best value' by allowing planned regular programmes that can be combined with other planned work activities.

Additional benefits will include improved public perception of the authority as having a well maintained network with highly visible road markings. This will also addresses concerns of the public and stakeholders, and thus reduces the number of service requests and complaints.

A well-structured lining programme also supports other Environment and Property Directorate activities, whereby other environmental services combine their works in our visible forward lining programme whilst sharing traffic management.

