

Planned capital maintenance programmes

Future planned capital maintenance programmes

Details on how we manage highway infrastructure asset management can be found in our [Highway Infrastructure Asset Management Plan page](#).

In summary, we will implement cost-effective maintenance strategies which provide the longest life for the lowest cost. We will no longer be tackling maintenance on a “worst first” basis.

Carriageways and footways

We will focus our resources on surface treatments (such as surface dressing) at locations just before major deterioration starts. These treatments will seal roads, preventing water getting in to the underlying structure, slow deterioration of the road surface, restore skid resistance, provide resilience to pothole formation and extend useful life. Depending on traffic volumes, surface dressing normally lasts between 6 to 12 years

Some resurfacing will be done where this is an appropriate treatment in the lifecycle plan for particular sections of road. Resurfacing with hot bitumen will last for approximately 10 to 20 years dependent on the volumes of traffic using the road. Surfacing with micro-asphalt can be expected to last between **5 and** 10 years.

Priorities and locations for surface treatment works will be identified using data from regular safety inspections, reports from councillors, parish councils, community groups and the public and annual condition surveys using specialist equipment. Programmes of work will be reviewed annually.

A similar approach will be taken for footways.

Structures

Maintenance will focus on the planned replacement of components at the right time to extend the life of existing bridges, culverts and retaining walls.

We will continue with prioritised major refurbishment and management of structures that have reached the end of their useful life.

Street lighting and lit signs

We will continue with our programme of LED lantern replacements to reduce ongoing maintenance and energy costs.

Column replacements will be undertaken based on condition data, used to identify locations where columns have reached the end of their useful life. These will continue to be replaced with galvanised steel columns which are resistant to rusting and provide extended life.

Improvements in reflective sign materials and changes in legislation provides the opportunity to replace some lit signs with unlit alternatives in appropriate locations, reducing future maintenance and energy costs.

Intelligent traffic systems (traffic signals and variable message signs)

We will continue to invest in LED equipment and low voltage connections, extending the period between lamp changes (bulbs) and reducing energy costs.

Where possible, the replacement of traffic signals will be undertaken where other works are planned to reduce disruption and cost. Where it is not possible to co-ordinate replacements with other works, condition data and fault reporting records will be used to identify, plan and prioritise maintenance works.

Drainage infrastructure

To supplement our annual infrastructure cleansing programmes, capital investment will be prioritised taking into account the impact of flooding on the highway network, using criteria set out in the [Suffolk Local Flood Risk Management Strategy](#) and considering the impact of flooding on the local community and economy.

This means we will focus funding on locations where there is a risk to life, property and major highway infrastructure, with other less-critical work being given a lower priority and delivered when we have other works in the area, wherever possible.