

Part I

Electoral Divisions affected:
All

Transport Asset Management - Review of Service Standards

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Executive Summary

The Transport Asset Management Plan (TAMP) was approved by the Cabinet Member for Highways and Transport in June 2014 and sets out the key strategic priorities of the county council, as the highway authority for Lancashire during the period 2015/16 to 2029/30.

The TAMP introduced a number of important changes to the way the county council manages its transport assets including the use of asset condition data to set service standards.

The condition of the A, B & C road network is determined via the use of annual SCANNER surveys which categorise each 10mtr stretch of road as being either RED, AMBER or GREEN. This report sets out the progress the county council has made in improving the condition of the A, B and C road network in Lancashire between May 2014 and May 2016.

The report advises that as a result the TAMP, which brought about a change in the way we maintain our A, B and C road network significant progress has been made over the past few years. In 2014, 75% of A roads, 60% of B roads and 50% of C roads were regarded as GREEN which indicates those lengths of carriageway which are generally in a good state of repair. By May 2016 the condition of the A, B & C road network had improved so that at least 77% of A roads, 72% of B roads and 80% of C roads were regarded as GREEN.

As a result of this improvement the county council has achieved its interim service standards and therefore needs to set further, more challenging standards, in order that we can continue to work towards meeting the 5 year target set out in the TAMP.

In respect of the footway/footpath network, service standards have previously been determined using 'secondary' data such as the number of safety critical defects as

identified by the Highway Safety Inspectors. As a result of a number surveys carried out to the Footway Network Survey (FNS) methodology that have been completed, the county council now has objective data about this asset group. This information is currently being assessed and a further report will be submitted once this information has been analysed.

Recommendation

The Cabinet Member for Highways and Transport is requested to:

- (i) Approve that the interim standard of at least 85% A roads, 80% B roads and 75% C roads having a condition that is regarded as GREEN is adopted as set out in the report;
- (ii) Note the information relating to the network of footways and other footpaths maintained from the Highways Service budget.

Background and Advice

The Transport Asset Management Plan (TAMP) was approved by the Cabinet Member for Highways and Transport in June 2014 and sets out the key strategic priorities of the county council, as the highway authority for Lancashire, during the period 2015/16 to 2029/30.

The TAMP introduced a number of important changes to the way the county council manages its transport assets, namely:

- An acknowledgement that we can't do everything at once;
- The introduction of a phased approach to Transport Asset Management;
- A move away from 'worst first' to a preventative maintenance regime;
- The setting of Service Standards for each asset type;
- Using 'condition' data to measure the performance of each asset grouping;
- Using 'condition' data to allocate capital monies;
- Annually reporting of performance.

An essential component of an effective asset management regime is the ongoing monitoring of asset condition. This not only enables us to determine where an asset is in its life-cycle, but also allows us to intervene with the right treatment at the optimal time so we can use our scarce resources in the most cost effective manner as prevention is significantly more cost effective than cure.

Road Condition A, B and C Road Network

The condition of the A, B and C road network is determined each year via the use of SCANNER surveys which are carried out by vehicles travelling at normal traffic speed that collect information relating to different parameters of the road. All

measurements are recorded and loaded into a software programme which calculates an overall Road Condition Index (RCI) for each 10 metre subsection. The RCI is then used to classify a section of road as being RED, AMBER or GREEN.

A GREEN classification indicates those lengths of carriageway which are generally in a good state of repair. An AMBER classification indicates those lengths of carriageway where some deterioration is apparent and needs to be investigated at an early opportunity so as to determine the optimum time for planned maintenance. A RED classification indicates lengths of road which are in poor overall condition and are likely to require planned maintenance soon.

The annual TAMP refresh document contains details relating to our progress in maintaining a range of transport assets during the preceding 12 months. The last update was presented to Scrutiny Committee in July 2016. In respect of the A, B and C Road network the report advised:

- This asset grouping comprised of 2,567km of highway,
- The May 2016 SCANNER survey showed that the quantity of GREEN roads was 1,807km - an increase of 416km (30%) from 1,931km in 2014,
- All districts have seen an overall improvement in the condition of the A, B & C road network,
- The general improvement in the B & C road network has returned many roads in a number of districts to their 2009 condition,
- Between 2014 and 2016 the average % of GREEN on:-
 - A roads increased by 2.16%% (50.33km)
 - B roads increased by 3.92% (91.84km)
 - C roads increased by 14.95% (276.57km)
- Overall the A, B & C road network is regarded as being ACCEPTABLE

The TAMP sets a 5-year target to the end of March 2020 of '90-85-80' whereby no less than **90%** of A roads, **85%** of B roads and **80%** of C roads are considered to be GREEN. As this target was considered to be challenging, an interim service standard of '75-60-50' (i.e. 75% A roads, 60% B roads 50% C roads) was set, so as to initially bring all roads up to an ACCEPTABLE standard.

The move from 'first-worst' to a preventative maintenance regime has resulted in significant progress being made across this asset grouping over the past few years to the extent that the initial interim standards have now been exceeded. As a result of this progress, the condition of the A, B & C road network as at May 2016 should be regarded as being '77-72-70' GREEN. (i.e. 77% A roads, 72% B Roads, 70% roads). This improvement has returned many of Lancashire's of the B & C roads close to their 2009 condition.

In order that the 5-year target set out in the TAMP can be met, it is important that further, challenging, interim standards for 2017/18 onwards are set so that resources

can continue to be allocated on an objective basis. A new interim standard is therefore proposed. The table below sets out both our targets and progress between 2014 and 2020.

Targets - Progress	Green %
1 st Initial Target - set 2014	75% (A roads) 60% (B roads) 50% (C roads)
Assessed Position - May 2016	77% (A roads) 72% (B roads) 70% (C roads)
Proposed 2 nd Initial Target	85% (A roads) 80% (B roads) 75% (C roads)
Final TAMP target – March 2020	90% (A roads) 85% (B roads) 80% (C roads)

It is considered that setting the challenging target of 85-80-75 GREEN (85% A roads, 80% B roads, 75% C roads) will allow the momentum of previous years to be maintained.

Footways and footpaths maintained from the Highways service budget

Footways are the ways comprised within the width of a vehicular highway for use on foot only. Footpaths are highways for use on foot only. Some footpaths maintainable at public expense are maintained by the Highways Service. (Others form part of the rights of way network managed by the Planning and Environment Service.) The TAMP considers those maintained by the Highway Service and all the footways. For convenience they are referred to as footways in this report.

The TAMP wherever possible has tried to use objective data collected by engineering surveys when setting the service standards and performance targets for each of the asset groupings. Where this is not available 'secondary' data sources have been used on an interim basis to measure asset 'condition'.

As the county council had not undertaken footway surveys for a number of years prior to the approval of the TAMP, up-to-date condition data was not available. As a result, the TAMP used a combination of the number of footway defects identified by the Highway Safety Inspectors and the number of claims arising from trips/falls on the footway.

Over the past 12 months the county council has been collecting objective condition data relating to all the footways in Lancashire using a modified version of the Footway Network Survey (FNS) methodology which was developed by the Transport Research Laboratory. It is considered to be a cost effective method of condition data capture that could be applied to the whole footway network and be repeated frequently enough to support good asset management.

The FNS will result in individual sections of the footway network being placed into one of the four categories below,

- Condition Level 1 – As New
- Condition Level 2 – Aesthetically Impaired
- Condition Level 3 – Functionally Impaired
- Condition Level 4 – Structurally Unsound

In addition to identifying condition, the FNS will also identify the types of defects are typically present on the footway which will help guide subsequent maintenance choices.

The results of the recent footway survey are currently being analysed.

Further work is now being undertaken to split this information into rural/urban footways and a further report will be submitted once this information has been analysed.

Consultations

This information has been shared and agreed with the Highways Infrastructure Asset Management Strategy Board.

Implications:

This item has the following implications, as indicated:

Risk management

This report will enable the momentum and progress with regards working towards meeting the service standards as set out in the TAMP for the A, B & C road network to be maintained.

List of Background Papers

Paper	Date	Contact/Tel
Report to the Cabinet Member for Highways and Transport - Draft Transport Asset Management Plan 2015-2030	10 June 2014	Dave Gorman/(01772) 534261

Reason for inclusion in Part II, if appropriate

N/A