**2017/18 Proposed Criteria to Determine Maintenance of Assets, Road Safety, Public Rights of Way and Pothole Action Fund New Starts Programmes**

The proposed criteria for determining the county wide allocations and the projects to be included in the 2017/18 capital programme is set out below.

| Asset Class | 2017/18 Proposed Criteria |
|---|---|
| A,B,C Roads | Committed level of investment as set out in the TAMP<br><br>Pre patching, surface dressing and resurfacing determined on a countywide prioritisation based on condition derived from scanner and local parameters which includes life expectancy and deterioration modelling.  Also includes the number of defects, claims and complaints received.  Additionally the strategic significance is assessed based upon priority gritting routes and higher risk routes.<br><br>Contribution to condition surveys and core sampling to support the delivery of the 2017/18 capital programme and the development of future capital programmes. |
| Urban Unclassified Roads | Pre patching, surface dressing and resurfacing determined on a countywide prioritisation based on condition survey data.<br><br>Surface dressing schemes have been ranked based on the principles set out in the TAMP.  Carriageway and inlay schemes are ranked on condition (worst first), traffic (type) and use (volume).  Also includes the number of defects, claims and complaints received<br><br>Contribution to condition surveys and core sampling to support the delivery of the 2017/18 capital programme and the development of future capital programmes. |
| Rural Unclassified Roads | Pre patching, surface dressing and resurfacing determined on a countywide prioritisation based on condition survey data.<br><br>Surface dressing schemes have been ranked based on the principles set out in the TAMP.  Carriageway and inlay schemes are ranked on condition (worst first), traffic (type) and use (volume). Also includes the number of defects, claims and complaints received<br><br>Contribution to condition surveys and core sampling to support the delivery of the 2017/18 capital programme and the development of future capital programmes. |
| Footways | A countywide allocation prioritisation based on condition survey data and the number of highway safety defects identified. Also includes the number of defects, claims and complaints received.<br><br>Contribution to condition surveys and core sampling to support the delivery of the 2017/18 capital programme and the development of future capital programmes. |

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| Asset Class | 2017/18 Proposed Criteria |
|---|---|
| Drainage | Countywide prioritisation based on risk of flooding and potential impact. |
| Light Column Replacement | District Allocation: 70% on the basis of reduction of risk based on condition, and 30% on the basis of unexpected failures based on inventory records. |
| Traffic Signals | Countywide prioritisation based on the proportion of units beyond their operational life. |
| Bridges | Countywide prioritisation based on priority bridges as indicated by condition and strategic importance. |
| Structural Defects | Indicative allocation based on the previous 12 months of defect data (Jan16 – Dec 16) to provide responsive intervention as defeats occur.<br><br>Apportioned on an area basis in line with the new highway organisation using this criteria. All defects that meet the safety intervention criteria will be addressed and therefore the actual expenditure will reflect operational demand. |
| Advance Design | Resources allocated to support the development of the 2017/18 capital programme. |
| Road Safety Projects | Countywide prioritisation based on the number of casualties, anticipated accident savings, cost, local perception of safety and community support. |
| Public Rights of Way | Countywide intervention: design and works to address structural repairs on the Public Rights of Way network on an ongoing basis and to address issues as they arise throughout the year. |
| Pothole Action Fund | Permanent pothole repairs across Lancashire on sections of roads in a condition which currently require the most regular visits to keep them safe and serviceable. These locations will be ranked on a countywide rather than district basis. An analysis of data has identified an increase in the number of repeat visits to repair potholes on the unclassified network. It is therefore proposed that this funding is directed at the unclassified network |