

Appendix A - 2018/19 Proposed Criteria to Determine Maintenance of Assets, Road Safety, Cycling Safety and Public Rights of Way New Starts Programmes

The proposed criteria for determining the countywide allocations and the projects to be included in the 2018/19 capital programme is set out below

Asset Class	2018/19 Proposed Criteria
A,B,C Roads	<p>Committed level of investment as set out in the TAMP</p> <p>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.</p> <p>Contribution to condition surveys and core sampling to support the delivery of the 2018/19 capital programme and the development of future capital programmes.</p>
Urban Unclassified Roads	<p>Pre patching, surface dressing and resurfacing determined on a countywide prioritisation based on condition survey data.</p> <p>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</p> <p>Contribution to condition surveys and core sampling to support the delivery of the 2018/19 capital programme and the development of future capital programmes.</p>
Rural Unclassified Roads	<p>Pre patching, surface dressing and resurfacing determined on a countywide prioritisation based on condition survey data.</p> <p>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</p> <p>Contribution to condition surveys and core sampling to support the delivery of the 2018/19 capital programme and the development of future capital programmes.</p>
Footways	<p>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.</p> <p>Contribution to condition surveys and core sampling to support the delivery of the 2018/19 capital programme and the development of future capital programmes.</p>

Asset Class	2018/19 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 age of units beyond their operational life, number of faults attended and vehicle accident records.						
Bridges	Countywide prioritisation based on priority bridges as indicated by condition and strategic importance.						
Structural Defects	<p>Indicative allocation based on the previous 12 months of defect data (Jan17 – Dec 17) to provide responsive intervention as defects occur.</p> <p>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.</p>						
Advance Design	Resources allocated to support the development of the 2018/19 capital programme.						
Road Safety Projects	Countywide prioritisation based on the number of collisions, anticipated accident savings and cost.						
Cycling Safety	<p>Stage 1 £50,000 to be top sliced from the overall allocation to be used for monitoring and evaluation of schemes in the approved programme in terms of casualty rate and other anticipated outcomes. This information will be used to inform the development of future cycling programmes.</p> <p>Stage 2 Schemes with a First Year rate of Return (FYRR) greater than 50% will be identified, prioritised and funded up to the remaining approved allocation.</p> <p>Stage 3 If stages 1 and 2 have been completed and funding remains available it is proposed that other criteria is applied to the projects with a FYRR lower than 50% to assess whether the schemes have the potential to offer wider benefits. The assessment would consider;</p> <table border="1"> <thead> <tr> <th>Wider Benefits to be considered for schemes with FYRR < 50%</th><th>Weighting</th></tr> </thead> <tbody> <tr> <td>Encourages the use of routes away from cycling accident locations</td><td>6</td></tr> <tr> <td>Improves the amenity and perceived risk that would encourage more people to cycle</td><td>2</td></tr> </tbody> </table>	Wider Benefits to be considered for schemes with FYRR < 50%	Weighting	Encourages the use of routes away from cycling accident locations	6	Improves the amenity and perceived risk that would encourage more people to cycle	2
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Encourages the use of routes away from cycling accident locations	6						
Improves the amenity and perceived risk that would encourage more people to cycle	2						

	Improves cycling access to employment, houses and education	2
	Improves cycling routes for leisure cyclists	1
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	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 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.	