

2019/20 Proposed Criteria to Determine Highway Maintenance and Transport New Starts Programmes

Highway Maintenance

The proposed criteria for determining the countywide allocations and the projects to be included in the 2019/20 Highways Maintenance capital programme is set out below:

Asset Class	2019/20 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 include 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 core sampling to support the delivery of the 2019/20 capital programme.</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 Transport Asset Management Plan (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 core sampling to support the delivery of the 2019/20 capital programme.</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 core sampling to support the delivery of the 2019/20 capital programme.</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 core sampling to support the delivery of the 2019/20 capital programme.</p>
Moss Roads	<p>A strategy for Moss Roads is under development including a prioritised hierarchy of need which will determine the proposed 2019/20 programme</p>

Asset Class	2019/20 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	Apportioned on an area basis. All defects that meet the safety intervention criteria will be addressed and therefore the actual expenditure will reflect operational demand.
Safety Camera Maintenance	In partnership with Lancashire Constabulary a programme of urgent work will be developed based on the information gained through the inspections. This programme will maintain and where necessary replace safety camera infrastructure on the highway.
Surveys, coring, and Geotechnical investigations	This will allow an evidence base to be developed to ensure schemes are developed in line with TAMP principles. The programme of works will support the delivery of the 2019-20 capital programme.
Jet Spray/Patching	Following the success of the Jet Patching programme in 2018/19, it is proposed that this technique is utilised in 2019/20. This will be a reactive programme developed in year and targeted based on road condition data
Emerging Priorities	<p>The following projects are priorities that are currently unfunded and need to be delivered urgently;</p> <p>Lancaster Cattle Grids (£0.15m) - These are a series of cattle grids on Rake House Brow and Littledale Road in the Lancaster district. If these cattle grids are not repaired this road will need to close preventing access to a number of properties.</p> <p>Tower Lodge Retaining Wall (£0.08m) – this work will ensure that the slope will not be able to encroach onto the highway resulting in a road closure on the C477 Marshaw Wyre.</p> <p>Cuerdale Slope Monitoring (£0.035m) – this slope is on the edge of the River Ribble where a scout hut is situated. Monitoring this slope will determine the magnitude of the issue and ensure measures are in place to stabilise the slope to protect the scout hut and the B6230 Cuerdale Lane.</p>
Risk Based Condition Assessments	<p>This work will ensure that a targeted programme of maintenance can be developed that is evidence based;</p> <ul style="list-style-type: none"> • Column testing (£0.175m) • Vehicle restraint barrier assessments (£0.400m) • Bridge risk based assessments (£0.575m)
In year priorities	To enable any in year priorities to be addressed.

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Surface Dressing and pre patching	This allocation will seal the patching undertaken as part of previous Pothole Action Fund Programmes using treatments such as surface dressing / micro asphalt to extend the life span of the patching work undertaken to date. These locations will principally be in urban and rural areas.
Derby Street Bridge	The 2018/19 Incentive Fund made provision to contribute funding the Derby Street Bridge project. The approval included a first call on 2019-20 Incentive Fund to provide a further contribution.
Fishergate Public Realm Improvements	This funding will allow additional hostile vehicle restraint measures to be introduced on Fishergate.

Transport

The proposed criteria for determining the countywide allocations and the projects to be included in the 2019/20 Integrated Transport capital programme is set out below:

Asset Class	2019/20 Proposed Criteria										
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.</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> <tr> <td>Improves cycling access to employment, houses and education</td> <td>2</td> </tr> <tr> <td>Improves cycling routes for leisure cyclists</td> <td>1</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	Improves cycling access to employment, houses and education	2	Improves cycling routes for leisure cyclists	1
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										
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.										
Bus Stop Compliance	The Equality Act places a statutory responsibility on the county council to improve the accessibility of public transport in terms of bus stops, this is a programme of works to ensure our bus stops meet that responsibility.										

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Pipeline Project Development	This allocation will allow the development of pipeline projects in order to take advantage of future government funding opportunities.