

Environment, Economic Growth and Transport Scrutiny Committee
Meeting to be held on Monday, 11 March 2024

Electoral Division affected:
(All Divisions);

Corporate Priorities:
Delivering better services;

Value for Money - Potholes

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Brief Summary

The Transport Asset Management Plan (TAMP) sets out how Lancashire County Council intends to manage the highway assets efficiently and effectively. To achieve this, the TAMP sets out that there is a focus on risk-based investment on preventative and preservative treatments.

This risk-based approach is also applied to the management of safety defects, which includes potholes.

Recommendation

The Environment, Economic Growth and Transport Scrutiny Committee is asked to note and comment on the report.

Introduction

The Transport Asset Management Plan (TAMP) sets out how Lancashire County Council intends to manage its highway assets efficiently and effectively. To achieve this, the TAMP sets out the Council's focus on risk-based investment in preventative and preservative treatments.

In response to questions raised by the scrutiny committee, this report sets out:

- History of highway maintenance funding and outline of how related decisions are reached by the county council.
- Introduction on the allocation of spending, and the methodology used.
- Detail on the grading system and Gaist (solutions company) mapping and the approach to maintaining highway assets – reactive and planned.
- Why certain roads are selected for repair and others are not.



- Details of price rises and inflation pressures.
- How pothole repairs meet the requirements in the TAMP, their effectiveness, cost, and current demand due to network condition.

TAMP assumptions and original investment profiles.

The original TAMP assumed that, by focusing on specific asset types within each phase, each asset type would meet an acceptable standard by the end of the relevant TAMP phase, therefore requiring less investment in subsequent phases.

The allocation of funds using TAMP principles reflects any variation in available funding from the Department for Transport (DfT) and other funding sources.

Phase 1 (2015-2020) achieved its stated objective of improving the condition of A, B, C road networks. A variation between the funding originally expected for this phase of the TAMP and the funding which was eventually received means that footways did not receive the level of investment originally planned.

Phase 2's (2020-2025) focus is on the unclassified network (urban and rural). The pre-existing condition of the urban residential network, as determined by lifecycle modelling, made clear that this network would require intensive investment when compared with the rural network. It is therefore clear that it will be necessary to continue investment in the urban unclassified residential network into Phase 3 (2025-2030).

The Council recognise that streetlight assets will continue to require investment, and this is a priority for Phase 3. Other objectives for Phase 3 include further investment in bridges and retaining walls and in drainage schemes.

Progress to date

The Transport Asset Management Plan End of Phase 1 Review report, presented to Cabinet in November 2020, showed that the preventative maintenance approach has delivered an improvement in the condition of the A, B, C road network, whilst the condition of the other asset groups has remained approximately static.

Progress against the standards set is reported to Cabinet, usually in September each year, and in the TAMP refresh documents. These have shown that:

- The A, B, C road network continues to remain static and within the agreed end of Phase 2 targets.
- The Urban and Rural Unclassified road network continue to require investment, with between 25-30% of the network requiring structural maintenance.
- Bridge condition remains approximately static.
- Traffic Signals have shown an improvement with a reduction in the number of obsolete sites, due to a revised approach which replaces only essential redundant equipment rather than whole site replacement.
- The proportion of street lighting columns over 40 years old is increasing, with further investment required to improve the condition of this asset class.

The shift away from worst first to asset data-led preventive strategies have delivered the desired effect. Table 1 below shows that the proportion of ABC roads in combined RED and AMBER condition has reduced significantly since the introduction of the TAMP.



Table 1:

% RED & AMBER	March 2014	March 2023
A Roads	30.70%	18.50%
B Roads	47.50%	25.20%
C Roads	54.50%	31.70%

The service standards set for A, B and C roads was set against the Association for Public Service Excellence Direct Management Group (APSE DMG) Benchmarking group and agreed by Cabinet, December 2020, as part of the review of Phase 1 and moving into Phase 2 of the TAMP. This set a band of condition that the Lancashire figure should be within by the end of Phase 2 (March '25). Below are our current results, as of March 2023. Figures 1-3 below show the position for the A, B and C roads RED condition.

Note: APSE DMG DM1 authorities – County councils and councils with a hectareage over 100,000, A-N authorities anonymised.

Figure 1

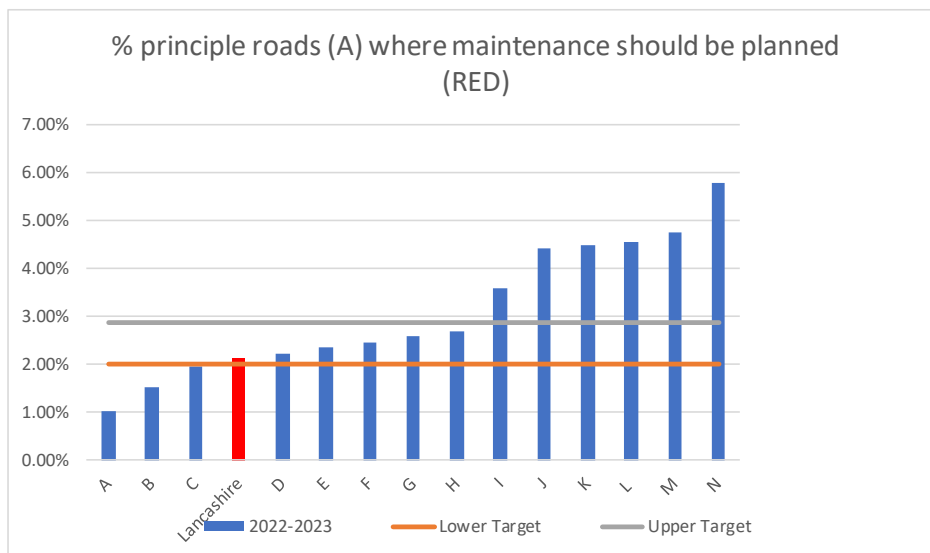


Figure 2

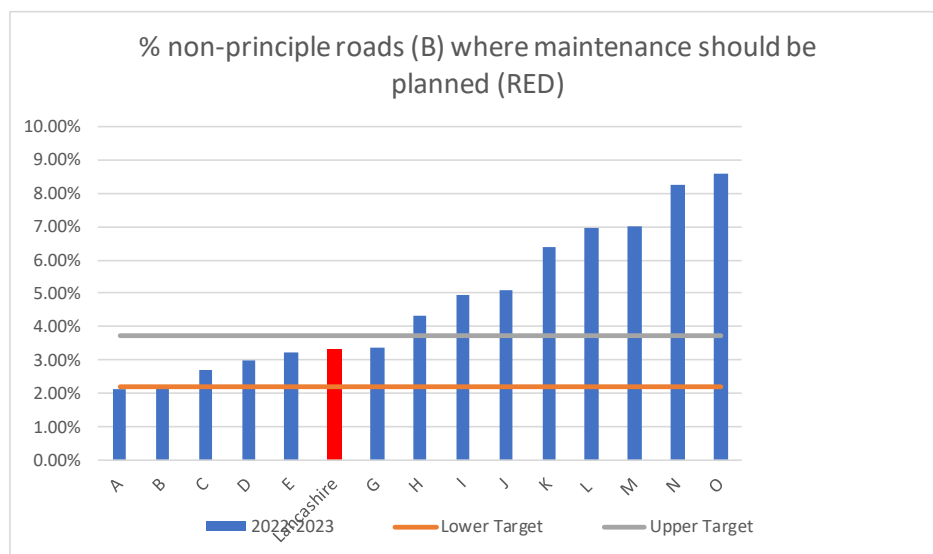
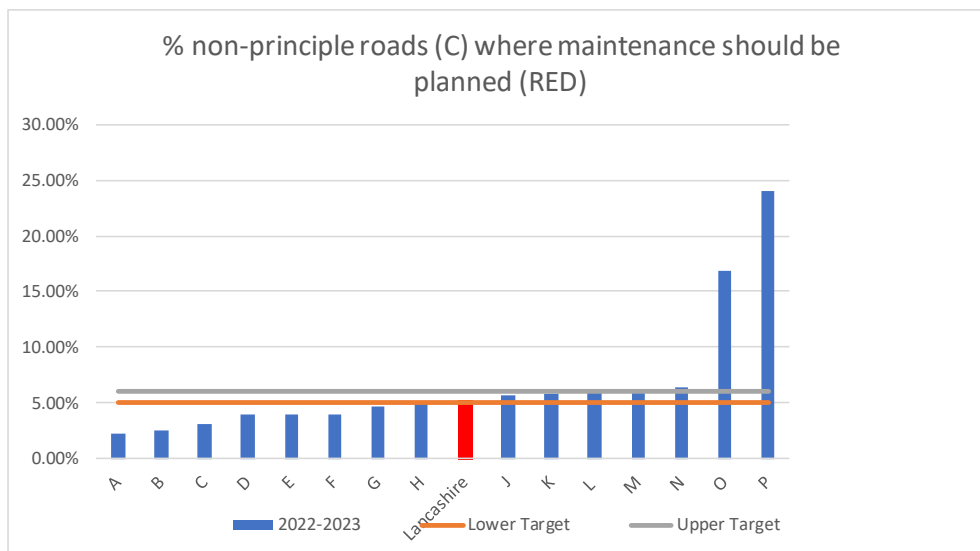


Figure 3



These results show that the county council is on track to meeting the end of Phase 2 targets and is amongst the best performing Authorities.

It was identified in 2014, when the prevailing maintenance approach was on a 'worst first' basis, that the condition of Lancashire's Highways was deteriorating at an unacceptable rate. In response, the TAMP was introduced and approved by Cabinet as a data-led approach to the maintenance of all highway assets. The TAMP strategy identified a need to focus on preventative treatments to slow deterioration whilst reducing initial and whole of life cost.

Introduction on how spending is allocated, and the methodology behind this.

Our annual resurfacing programme aligns with our long-term maintenance plan or TAMP (Transport Asset Management Plan). This takes a proactive approach to help ensure we carry out preventative maintenance at the most appropriate time, using the most cost-effective solution. This in turn reduces the rate of deterioration, preventing the need for more costly maintenance sooner than would normally be required. The location of potential works (district/division) in which it falls is not taken into consideration in the allocation of funds. Rather, a condition-led, countywide approach is taken to where maintenance is needed to ensure best value for money.

The apportionment of funding between the Asset groups (Carriageways, Bridges, Street Lighting Columns etc) depends on the contemporaneous TAMP phase, overall condition, lifecycle analysis and risk assessment, and is presented to Cabinet each March as part of the approval of the Capital Programme and use of the Highways Maintenance Grant and other approved funding.

All of the county's roads and footways are assessed on an annual basis in preparation for the capital programme for the following year. The process for the countywide analysis is undertaken in an objective way using data to make decisions, allowing accountable, transparent and fully justifiable decisions to be made without prejudice.



The assessment is undertaken using Geographic Information System (GIS) Software and utilises a prioritisation strategy underpinned by the overall base condition of the carriageway or footway (such as extent of cracking, rutting, chipping loss etc.), of which a full condition survey is undertaken annually for the classified roads such as ABC's and the Urban, Rural and footways are surveyed every other year as these types of highways do not deteriorate as fast as the classified network which carry the majority of the traffic and heavy goods vehicles.

The outcome of this assessment is combined with the numbers of accepted safety defects (potholes, tripping hazards, failed patching etc), the number of public complaints and the importance of the carriageway or footway.

The importance of a Highway within any proposed scheme is determined by the number of strategic factors and associated perceived risks for the whole or the majority of its extent, as set out below. The greater the number of strategic factors, the greater strategic value the proposed scheme has:

- The Resilient Route Network – the core routes deemed as needed to 'Keep Lancashire Moving'.
- Emergency Diversion Routes – alternative routes utilised in event of maintenance requiring closure to main transport routes.
- Abnormal Loads Routes – Routes required for the passage of high sided or wide transportation.
- The Primary Route Network – the routes between DfT designated Primary traffic destinations .
- Primary and secondary Gritting Routes – routes established as being vital to movement of winter services and transport.
- Bus Routes – public transport routes which are relied upon.
- Bus Stops (for footway schemes) – indicators of a higher footfall.

The Local Deterioration Fund (LDF) was created to bridge a gap that was identified between what repairs were achievable within current revenue budget constraints and what is perceived to be a capital maintenance scheme. Therefore, a process was put in place to ensure the schemes that fell between these two operations could be funded but still prioritised. LDF schemes are generally less 2000m², which typically requires no more than a single day of machine laid resurfacing or two days for a reconstruction. The LDF generally assesses and commissions schemes three times per year. This allows a flexible programme to be developed that can better deal with roads that have deteriorated quickly to be resurfaced within year. The prioritisation of LDF schemes differs from the main capital programme in that the strategic importance of the highway is not considered. The number of repeated maintenance visits, defect numbers and stakeholder reports are the main factors.

Currently there are over £15m worth of LDF schemes costed up and ready to be programmed and delivered.



Detail on the grading system and Gaist mapping and the approach to maintaining the asset – reactive and planned.

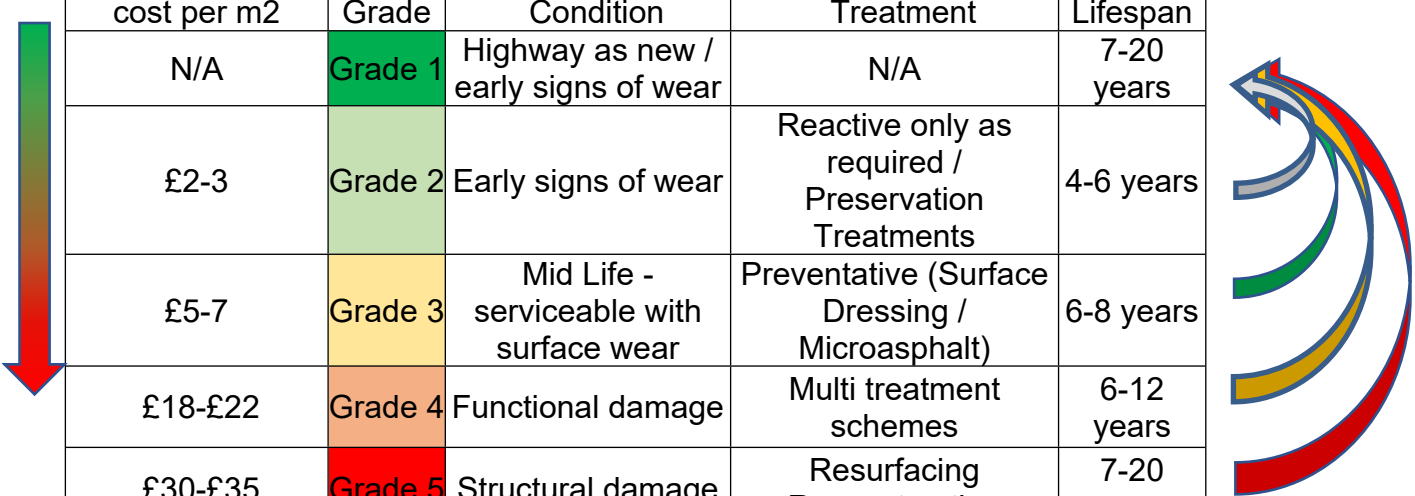
The condition of our classified roads, unclassified roads and footways is measured through a video condition survey procured from Gaist. Gaist analyse the survey and provide a condition grading, as described below in figure 4, for each 10m section of highway. The lifecycle of a highway represents the deterioration of a highway from as new to end of life. Highway's lifecycle planning involves drawing up long-term plans for managing an asset grouping with the aim of providing the required levels of service at the lowest whole life cost. For carriageways this entails three main types of treatment:

- Preservation – pre-emptive treatment that prevents the early onset of surface ageing, slowing the initial deterioration process. (Generally undertaken on grade 1 and 2 highways)
- Preventative - seals the highways surface from water ingress preventing further deterioration and restores surface texture and skid resistance. (Generally undertaken on grade 3 highways)
- Resurfacing / Reconstruction - replacement of the highways surfacing and potentially sub layers, where the highway has deteriorated to the point where unplanned maintenance is required to keep the highway safe. (Generally undertaken on grade 4/5 highways)

The ideal process for managing the highway is illustrated below, whereby through targeted preservation and preventative treatments highways are kept in grades 1 and 2 condition. The preservation and preventative treatments are the most cost effective not only in the short term but over the whole life cycle. Through this approach more can be done for less. Figure 4, below, illustrates this.

Figure 4

Approximate cost per m2	Grade	Condition	Treatment	Treatment Lifespan
N/A	Grade 1	Highway as new / early signs of wear	N/A	7-20 years
£2-3	Grade 2	Early signs of wear	Reactive only as required / Preservation Treatments	4-6 years
£5-7	Grade 3	Mid Life - serviceable with surface wear	Preventative (Surface Dressing / Microasphalt)	6-8 years
£18-£22	Grade 4	Functional damage	Multi treatment schemes	6-12 years
£30-£35	Grade 5	Structural damage	Resurfacing Reconstruction	7-20 years



The condition data is applied on a digital map layer which allows it to be viewed geographically and graded 1-5. Table 2 describes the condition grades.



Table 2: Gaist Condition Grade Outline Definitions

Condition Grade	Description
Grade 1 - Damage-free	As new condition, no damage identified.
Grade 2 - Signs of wear and indicators of risk	The earliest visible onset of deterioration. Risk factors are also identified within these grades, such as patching or re-instatements where accelerated deterioration is likely to occur. Damages may be limited to the surface or they may indicate early stages of structural issues that could cause more rapid deterioration
Grade 3 - Serviceable	More advanced deterioration although these should not have a significant impact on road users. Damages may be limited to the surface or they may indicate structural issues that could cause more rapid deterioration. As with Grade 2, risk factors are also identified within these grades, such as patching or re-instatements
Grade 4 - Functional impairment	This grade refers to levels and types of damage that affect the functionality of the asset and that have a noticeable impact on users. The damage can usually be rectified by surface treatments, but there may also be signs of structural damage.
Grade 5 - Structural or severe surface impairment	This grade indicates severe surface failure and/or structural impairment, where full-depth resurfacing, or partial or full reconstruction is required to rectify the problems.

Why certain roads are selected for repair and others are not.

Members have expressed concerns that a road that they know is in poor condition is not on the capital programme list but ones that appear to be in better condition are and ask for justification for this. In order to achieve the best value for money we carry out preventative works where we can avoid having to carry out more expensive resurfacing treatments in the future. The selection of schemes is not only based on the physical condition of the road (what people can see) but also a number of important strategic factors that help to maintain the integrity of our network.

Potential reasons for this include (but are not limited to):

- The good condition road is probably on the preventative programme.
- Roads are prioritised only against roads of the same classification.
- Repeat visits to potholes is a significant factor in prioritisation. Some roads in poor condition are subject to repeat visits to fix potholes while others are not. The ones with repeat visits are prioritised over those without.

To address in year Member concerns the Localised Deterioration Fund programme was created, as described above. This is prioritized on Member and public concern, addresses works that can be done in a maximum of 2 days, and focuses on areas



which have required multiple visits to fix potholes. It is also reviewed 3 times a year to address in year deterioration and concerns raised in year.

Details of price rises and inflation pressures.

Inflationary pressures on resources have increased in the range of 8% to 15% over the last 18 months. This is mostly due to global factors such as availability of materials, in particular oil and aggregates due to the Issues in the middle east and Covid - 19. Aggregate and oil supplies are currently in short supply, driving significant price increases. Another contributing factor is the higher interest rates, which are also playing a part in increased supplier and contractor costs.

Pothole repairs background

In 2019, The Association of Directors of Environment, Economy, Planning and Transport (ADEPT) was commissioned by the Department of Transport to develop "Potholes – A Repair Guide" following the particularly intense winter of 2017/2018 which caused more potholes to appear across Britain's road network.

The published guide set out recommendations, that local authorities adopt a **"prevention is better than cure"** principle when aiming to improve the resilience of the highway network and minimise the formation of potholes from the outset. The TAMP determines the allocation of funding for asset management maintenance and improvement as discussed above.

Potholes – What are they and why do they appear?

There is no nationally agreed definition of a pothole, but most highway users consider potholes to be surface defects of any shape or size. Road surfaces tend to deteriorate due to two main factors, traffic and weather. The greater the weight of vehicles using the road, the faster the surface will wear out. In terms of weather, whilst it is acknowledged that hot and cold temperatures can exacerbate deterioration, highways which are continually wet or have standing water are particularly prone to pothole damage.

The network in Lancashire is especially vulnerable compared to some other authorities due to the levels of rain we experience annually, the varying topography and relation to sea levels. In areas where the water table is particularly high such as in Lancashire's coastal plain, water is as likely to damage a road surface from below as above.

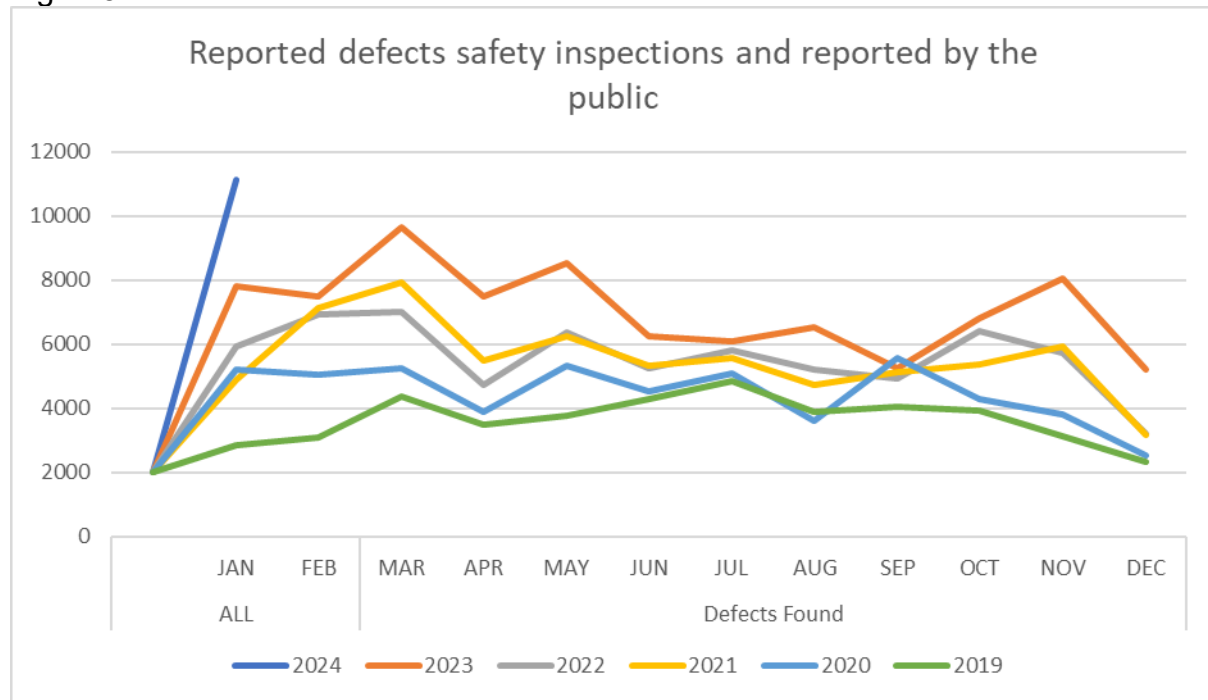
In 2019, there was a forecast increase in volume of traffic of 50% between 2010 and 2040 predicting an even faster rate of deterioration. In rural locations, farm vehicles and heavy goods vehicles conveying livestock and produce are getting heavier and larger, straddling the edge of the road surface and soft verges, burying highway drains, and creating ruts and cracking on the rural network.

These factors are likely to have contributed to the year-on-year increase in structural defects identified through cyclic safety inspections and reported by members of the public in Lancashire.



See below last 5 years of identified structural defects both from safety inspections and reported by the public:

Figure5



We can see from the chart above, that over the 5 years shown, we see increasing peaks in October, May and November which tend to be related to heavy rainfall rather than winter conditions. The peaks shown in Jan, Feb and March can be attributed to winter related damage.

Total number of Structural defect repairs by year:

2019/2020	49,262
2020/2021	58,679
2021/2022	66,897
2022/2023	72,676
2023/2024	FORECAST 82,123

If the number of defects continues to increase at the same rate the following is forecast:

2024/2025	92,799
2025/2026	104,863

Impact of weather on defects and repairs: 2023 to 2024 Rainfall

The 2023 annual rainfall data provided by the Met Office shows that Lancashire has experienced higher rainfall levels over the year averaging at around 125% of the average rainfall recorded between 1991 – 2020. Some areas experienced the highest levels of around 135% of the average recorded rainfall.

Seasonal map data shows that summer and autumn rainfall comprised most of the annual rainfall with a particularly high rainfall in Summer with areas experiencing an average of 140% of the average rainfall recorded between 1991 – 2020 for the same time of year. Some areas experienced the highest levels of around 170% of the



average recorded rainfall for the same time of year. High rainfall is continuing in the current 23/24 winter season.

Met office data also provides annual rainfall amounts for the Northwest and North Wales from 1836 by month and by season. In 2023 the total annual volume was 1559.5mm. Previous years which have experienced more, or similar rainfall are 2020 at 1644.7mm. 2015 at 1530.4mm and 2012 at 1624.6mm.

Met office data also provides the number of days which experienced rain for the Northwest and North Wales from 1891. 2023 saw 190.5 days of rain. Previous years which have experienced more or similar are 2012 at 188.8 days, 2000 at 201.2 days. The rainfall maps show that the highway network has been consistently wet since the beginning of Summer. With high levels of rain continuing through Autumn and in the current winter season, it is fair to consider that the network has remained saturated for more than 6 months.

During the current winter season (from 13th October 2023) to 20th February 2024, of the 93 working days, 71 days had periods of rain.

This has significantly contributed to the current pothole damage and has been exacerbated by some periods of cold weather over winter, and by the increase in wide areas of pothole damage resulting in drivers unable to avoid driving into potholes significantly deteriorating already damaged sections of the highway.

It is clear from the weather data that years which have seen similar weather, there is some correlation with previous incidents of increased highway damage and storm related highway damage.

How are potholes best prevented?

Prevention

The most effective way to prevent potholes forming is to prevent water penetration into the road surface. The lifespan of a new road surface can be significantly extended by keeping it flexible for longer using spray applied rejuvenators that help to delay the point at which a surface starts to harden and crack.

Surface dressing can provide an additional waterproof surfacing layer to existing roads surfaces to prevent water ingress and extend the lifespan of older roads.

Keeping highway drainage systems working as effectively as possible is a key maintenance activity to minimise surface water ponding or flooding.

Ensuring all work carried out to the highway is of a high quality including the effective enforcement of statutory undertakers work to ensure that reinstatements or joints do not become points of failure.

Reactive Maintenance

If early preventative approaches are not used at the point that they can be most effective, then road surfaces will deteriorate. The ADEPT report states that "The current situation for most authorities across the country is that the condition of the road network is beyond the point where preventative maintenance techniques alone will suffice with the level of funding available".



Pothole Treatments

The permanency of any repair will depend upon a wide range of factors, but also the care and attention given to the quality of the work done. There are several factors which can influence the type of repair carried out:

- Existing road structure
- Traffic type and volume
- weather / climate/ season
- Road geography / alignment
- Quantity / clustering of defects
- Defect location relative to road width
- Traffic Management required.
- Risk Level
- Urgency

In extreme circumstances, local highway authorities may need to deviate from normal, preferred working practice to fulfil the statutory responsibility, under Section 41 of the Highways Act 1980, of keeping the highway as safe as possible.

Reactive maintenance is not perceived as a long-term benefit to the asset but as a short to midterm solution to ensure that the highway can continue to be used safely. It is generally considered that larger patching can expect a life span of around 6 to 10 years, whereas smaller pothole repairs may not be reasonably expected to last more than 1-2 years, perhaps less where there are significant structural defects or heavier traffic volumes. Lancashire County Council continues to use a first-time permanent repair approach in respect of pothole repairs.

In April 2022, in response to the high levels of demand generated by winter damage, and increasing industry costs, the method of repair was reviewed by the service. To manage the risk of increased defects on the network, against the timescales set out in the Highways Safety Inspection Policy and limited by the available budget and resources the following methods were adopted and remain in place:

- All defects with a target repair date of more than 10 working days are to be completed as first-time permanent repairs cut out and reinstated with hot bituminous material up to a maximum 5m².
- All defects with a target repair time of 10 days or less to be filled square with a cold lay material.



"Potholes – A repair Guide" (Prepared by the ADEPT Engineering Board for the Department of Transport in March 2019) sets out good national practice as below:

What to use (i.e. treatment)	Where to use (i.e. location – rural / urban and local / national)	When to use (Temp / Perm) (Season)	Risks	Benefits
Patching with hot asphalt, mastic or bitumen-based material	Suitable for most locations and surfaces	Permanent, all-year round	No specific risks	Recognised and the preferred solution Accepted by users
Thermal road repairs	Most effective on hot rolled asphalt surfaces	Permanent, all-year round	May not treat an underlying failure mechanism	Restores from early stage cracking and fretting
In-situ / thermal recycling	Suitable for most locations and surfaces	Permanent, all-year round	Needs high volume of work to be a cost-effective solution	Avoids unnecessary material wastage
Spray injection patching	Most effective on rural evolved roads with low traffic flows	Mixed reports of service life and durability, particularly during autumn / winter	May not treat an underlying failure mechanism and creates surplus chippings	May be deployed on a find and fix basis
Cold applied instant material	Anywhere, however life expectancy reduces with increased traffic	Mainly temporary, however some products are fairly permanent (but may adversely affect perimeter material)	Different products are required for different locations and / or weather Lack of attention and cost of return visit and reputation	Speed of repair Some products are more durable Makes the road safe again – for a period of time

The county council is currently trialling new systems of pothole repairs. These systems require no cutting, breaking or compacting and provide a quick and tidy sealed finish. These systems are currently deployed on the network and assisting in tackling the high workload.

Using the risk matrix and route hierarchy set out in the Highways Safety Inspection Policy, currently 48% of all structural repairs are repaired within 10 days or less, 52% are 20-day repairs. 42% of repairs are 10-day medium risk repairs carried out on the motorways, strategic routes, Main distributors and secondary distributors. See description below:



Category	Ref. No	Type of Road General Description	Description	Inspection Frequency
Motorway	1	Limited access - motorway regulations apply	Routes for fast moving long distance traffic. Fully grade separated and restrictions on use	Monthly
Strategic Route	2	Trunk and some Principal 'A' class roads between primary destinations	Routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited	Monthly
Main Distributor	3a	Major Urban Network and Inter-Primary Links. Short - medium distance traffic	Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. In urban areas speed limits are usually 40 mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety	Monthly
Secondary Distributor	3b	B and C class roads and some unclassified urban routes carrying bus, HGV and local traffic with frontage access and frequent junctions	In residential and other built up areas these roads have 20 or 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. On-street parking is generally unrestricted except for safety reasons. In rural areas these roads link the larger villages, bus routes and HGV generators to the Strategic and Main Distributor Network	3 Monthly



Funding for Pothole Repairs

The spend on structural defect repairs (structural defects includes all trip hazards and pothole defects) is:

2019/2020	£8.5m
2020/2021	£9.6m
2021/2022	£15.3m
2022/2023	£10.4m
2023/2024	Forecast £11m

Average cost of repair

The average cost of repair is difficult to determine with the available data, however a rough average cost can be established using the spend divided by the number of defect repairs. Spend for Lancashire not only includes for works costs of all labour, plant, equipment, materials, traffic management but also staff time and overheads.

2019/2020	£172
2020/2021	£163
2021/2022	£224
2022/2023	£155
2023/2024	£133

Industry price increases have been impacting construction costs since 2021/2022 and were roughly estimated at around 22% with increases mainly across asphalt, concrete, traffic management, fuel, and labour. These rises fluctuate slightly but remain a consistent pressure on the available budgets today. The estimated cost of repairs can be seen to reduce due to the implementation of the new method of working from April 2022. There is also a small cost decrease when large numbers of structural defects are identified in close proximity, therefore lower costs to repair due to less travel and traffic management.

Resources

Daily Logs have been kept of structural defects works across all depots since April 2022 to carefully monitor spend. This report also details the level of resource used at each depot, including external contractor resources. As a rough guide 1 crew can repair 2925 defects per year, therefore the required resources to complete repairs have been increasing:

2019/2020	49,262	17 crews
2020/2021	58,679	20 crews
2021/2022	66,897	23 crews
2022/2023	72,676	25 crews
2023/2024	FORECAST 82,123	28 crews

If the number of defects continues to increase at the same rate the following is forecast:

2024/2025	92,799	32 crews
2025/2026	104,863	35 crews

This resource will be required to address the structural defect works only, crews at depots carry out a much wider range of activities including drainage works which



Member discretion over which potholes get repaired.

The risk-based approach recommended nationally in "Well Managed Highways Code of Practice" underpins the Lancashire County Council Highways Safety Inspection Policy which sets out Lancashire County Council's defence in discharging its statutory duties under Section 41 of the Highways Act.

Lancashire County Council relies on 3 key points when defending claims as follows:

- Demonstrating an understanding of the statutory duties set out in the Highways Act.
- Having a comprehensive Highways Safety Policy which sets out a consistent approach to risk management and defect prioritisation.
- Having a trained inspectorate which can demonstrate competency in making decisions relating to defect repairs in line with the policy.

Any discretion-based decision making which could not be referenced to these key points would severely weaken the ability of the council to defend claims and could open the council to increased costs and reputational damage.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

Financial

The minimum level of funding to manage the asset within a reasonable level of risk is now estimated between £41.7million and £45.2million, with the sustainable investment level of funding between £51.88million and £56.2million.

The Department for Transport allocation of £28.811million, with the additional £3.661million for 2024/25 apportioned along Transport Asset Management Plan principles will help to manage overall risk.

The risks associated with an effective reduction in funding available for 2024/25 due to the current inflationary pressures, include:

- Reduced ability to maintain the progress already made in Phase 1 of the Transport Asset Management Plan in improving the ABC network and maintain it in a good condition through phase 2 of the Transport Asset Management Plan.
- Reduced ability to address phase 2 priorities, particularly the urban unclassified network that is currently considered 'poor' and will deteriorate further. This will also have the impact of an increased number of structural



defects having to be dealt with on a reactive basis and a likely increase in concerns raised by members of the public.

- Increased risk of street lighting column failure, causing risk to the public, throughout Phases 2 and 3 of the Transport Asset Management Plan. This can be mitigated by transferring funds from column replacement to column testing; however, the backlog in column replacement will increase as a result.
- Potential increase in the failure of traffic signal equipment on the strategic road network, throughout Phases 2 and 3 of the Transport Asset Management Plan.
- Risk in effectively assessing bridge condition, including effects of scour and severe weather events, and developing timely maintenance programmes, prejudicing the delivery of priorities of Phase 3 of the Transport Asset Management Plan as well as carrying additional risks during Phase 2.
- Not adequately addressing the Phase 2 priorities during Phase 2 of the Transport Asset Management Plan (up to March 2025) also puts further pressures on the Phase 3 priorities and substantially increases risk through Phase 3 of the Transport Asset Management Plan.
- A reduced ability to maintain the ABC network in a good condition through preventative treatments through Phase 2 will not have an immediate effect on condition of the network in Phase 2 of the Transport Asset Management Plan but will increase the maintenance backlog for Phase 3 of the Transport Asset Management Plan. This and the carried over backlog of the unclassified networks to Phase 3 will mean an increased backlog.

In order to manage these risks the approach to managing the different asset groups, whilst still being aligned to the original Transport Asset Management Plan approach of preventive maintenance over 'worst first', have been amended for each asset type. These approaches appeared in the Transport Asset Management Plan Refresh for 2023, published September 2023.

The 2024/25 Department for Transport grant funding allocation also assumes that the county council will qualify for Band 3 Incentive funding through the Self-Assessment process. The assessment of officers is that the county council will be confirmed as qualifying for Band 3 funding. However, funding may be reduced if Band 3 status is not achieved. Moving away from the TAMP, asset management could prejudice the banding status. The DfT Self-Assessment has 9 of the 22 questions relating to Asset Management approach and states.

"We would expect Band 3 authorities to have implemented the asset management practices recommended in the guidance for some time and as such can demonstrate the outcomes they set out to achieve, as well as progress in achieving these outcomes." ([DfT Self-Assessment questionnaire 2019.pdf](#))

And that Asset Management Policy and Strategy is one of the three 'corner stones' of the Self-Assessment.



Legal

The Authority has a duty to maintain publicly maintainable highways, both vehicular and those which are in the Public Rights of Way network. Maintenance includes drainage and includes maintaining various structures such as some bridges, culverts, etc. The standard required is that each road be in such repair as to render it reasonably passable for the ordinary traffic of the neighbourhood at all seasons of the year without danger caused by its physical condition.

Local Government (Access to Information) Act 1985 List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A

