

Appendix 'A'

2016/17 Proposed Criteria to Determine Maintenance of Assets, Road Safety, Cycling and Public Rights of Way New Starts Programmes

The proposed criteria for determining projects to be included in the 2016/17 capital programme is set out below.

Asset Class	2015-16 Proposed Criteria
A,B,C Roads	<p>Pre patching, surface dressing and resurfacing 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>Advance Design Resources allocated to support the development of the 2016-17 capital programme.</p> <p>Geotechnics Resources allocated to support the development of the 2016-17 capital programme.</p>
Urban Unclassified Roads	<p>80% on the basis of the length of the network in each district, and 20% on the basis of the numbers of highway safety defects identified in each district. 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).</p>
Rural Unclassified Roads	<p>50% on the basis of the length of the network in each district, and 50% on the basis of the number of highways safety defects identified in each district. 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).</p>
Footways	<p>Countywide allocation of £3m:</p> <p>£2.5m allocated on the basis of 50% length of the network in each district, and 50% on the basis of the number of highway safety defects identified in each district.</p> <p>£0.5m allocated as part of a 3 year rolling programme to ensure that the targeted intervention repairs can be funded. This is to be split evenly to enable £0.125m additional funding to be available for 4 district each year. 2014/15: Lancaster, West Lancashire, Wyre and Preston 2015/16: Fylde, Hyndburn, Burnley and Pendle 2016/17: South Ribble, Chorley, Ribble Valley and Rossendale</p>

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 (Jan15 – Dec 15) to provide responsive intervention as defects occur. 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.
Road Safety Projects	Countywide prioritisation based on the number of casualties, anticipated accident savings, cost, local perception of safety and community support.
Cycling	Countywide prioritisation based on number of cycling casualties, anticipated accident savings and cost.
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.