

Appendix 'B' – 2020/21 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 2020/21 Highways Maintenance capital programme is set out below:

Asset Class	2020/21 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 condition survey data 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>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).</p>
Urban Unclassified Roads	<p>Pre patching, surface dressing and resurfacing determined on a countywide prioritisation based on condition survey data 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>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).</p>
Rural Unclassified Roads	<p>Pre patching, surface dressing and resurfacing determined on a countywide prioritisation based on condition survey data 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>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).</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>

Asset Class	2020/21 Proposed Criteria
Moss Roads	A strategy for Moss Roads has been approved and includes a prioritised hierarchy of need which has been used to determine the proposed 2020/21 programme
Drainage	Countywide prioritisation based on risk of flooding and potential impact.
Street Lighting	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 and Structures	Countywide prioritisation based on priority bridges as indicated by condition and strategic importance.
Structural Defects	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 2020/21 capital programmes and the development of the 2021/22 capital programme
Future Design/Site Investigation	This will enable robust costs to be established to ensure the proposed capital programme for 2021/22 is deliverable.
Planned Additional Maintenance	<p>The following projects are priorities that are currently unfunded and need to be delivered urgently;</p> <ul style="list-style-type: none"> • Road Rail Incursions (£0.043m) • Low Bridge Height Signing (£0.030m) • Union Road Bridge (£0.130m) • Weather Stations (yr1) (£0.080m) • West Bradford Bridge (£0.175m) • Hodder Land slip (£0.200m) • Ringtanes Lane, Lowgill collapse (£0.025m)
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 • Vehicle restraint barrier assessments • Bridge risk based assessments
Derby Street Bridge	The 2020/21 Incentive Fund final contribution for the Derby Street Bridge project.

Transport

The proposed criteria for determining the countywide allocations and the projects to be included in the 2020/21 Integrated Transport capital programme is set out below:

Asset Class	2020/21 Proposed Criteria										
Road Safety Projects	Countywide prioritisation based on the number of casualties, 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" data-bbox="427 1088 1436 1447"> <thead> <tr> <th data-bbox="427 1088 1257 1164">Wider Benefits to be considered for schemes with FYRR < 50%</th> <th data-bbox="1260 1088 1436 1164">Weighting</th> </tr> </thead> <tbody> <tr> <td data-bbox="427 1169 1257 1245">Encourages the use of routes away from cycling accident locations</td> <td data-bbox="1260 1169 1436 1245">6</td> </tr> <tr> <td data-bbox="427 1249 1257 1326">Improves the amenity and perceived risk that would encourage more people to cycle</td> <td data-bbox="1260 1249 1436 1326">2</td> </tr> <tr> <td data-bbox="427 1330 1257 1406">Improves cycling access to employment, houses and education</td> <td data-bbox="1260 1330 1436 1406">2</td> </tr> <tr> <td data-bbox="427 1411 1257 1447">Improves cycling routes for leisure cyclists</td> <td data-bbox="1260 1411 1436 1447">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
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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.										
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.										