

2021/22 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 2021/22 Highways Maintenance capital programme is set out below:

Asset Class	2021/22 Proposed Criteria
A,B,C Roads	<p>Committed level of investment as set out in the Transport Asset Management Plan (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 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 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 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	2021/22 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 2021/22 programme
Drainage	Countywide prioritisation based on risk of flooding and potential impact on flooding to property and highway, and developed to address drainage issues prior to undertaking carriageway maintenance.
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 2021/22 capital programmes and the development of the 2022/23 capital programme
Localised Deterioration Fund	Small schemes determined on a countywide prioritisation based on condition, the number of defects, repeat visits to defects, claims and complaints received, along with the route strategic significance.
Additional Maintenance	<p>The following projects are priorities that are currently unfunded and need to be delivered:</p> <ul style="list-style-type: none"> • Network Rail Low Bridge Height Signing & Canal Bridge Protection • Weather Stations (yr2) • Cattle Grid replacement in Lancaster District • Trashscreen Safety Work • Emerging issues
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
Safer Roads Resurfacing Contribution	The 2021/22 contribution to support the Safer Roads Project with required additional resurfacing works

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="432 1055 1439 1413"> <thead> <tr> <th data-bbox="432 1055 1259 1135">Wider Benefits to be considered for schemes with FYRR < 50%</th> <th data-bbox="1259 1055 1439 1135">Weighting</th> </tr> </thead> <tbody> <tr> <td data-bbox="432 1135 1259 1216">Encourages the use of routes away from cycling accident locations</td> <td data-bbox="1259 1135 1439 1216">6</td> </tr> <tr> <td data-bbox="432 1216 1259 1296">Improves the amenity and perceived risk that would encourage more people to cycle</td> <td data-bbox="1259 1216 1439 1296">2</td> </tr> <tr> <td data-bbox="432 1296 1259 1377">Improves cycling access to employment, houses and education</td> <td data-bbox="1259 1296 1439 1377">2</td> </tr> <tr> <td data-bbox="432 1377 1259 1413">Improves cycling routes for leisure cyclists</td> <td data-bbox="1259 1377 1439 1413">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.										