

## 2021/22 Approved Criteria to Determine Highway Maintenance 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
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.
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.