

2023/24 Proposed Criteria to Determine Highway Maintenance New Starts Programme

The proposed criteria for determining the countywide allocations and the projects to be included in the 2023/24 Highways Maintenance capital programme is set out below:

Asset Class	2023/24 Proposed Criteria to deliver the Transport Asset Management Plan priorities
A, B, C Roads	<p>Maintain the network at the current level through predominantly preventive and preservative treatments</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>Arrest the accelerating decline of the urban unclassified 'residential' network through structural capital schemes, focusing on recycling where possible, for those roads showing 95%-100% structurally impaired and repeat visits to Structural Defects (Potholes), and through the use of the Localised Deterioration Fund to reduce structural defect repeat visits and address local and Member concerns.</p> <p>Structural patching and surface dressing for those roads showing multiple smaller areas of structural deterioration.</p> <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>Structural capital schemes, focusing on recycling where possible, for the worst areas and preventative treatments on the most strategic routes.</p> <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. 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>
Preventative Find and Ffix	Preventative find and fix to address defects and preserve condition. Focus on the Rural Unclassified Network

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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 2023/24 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.
Footways	<p>Focus on the areas of worst condition with greatest footfall for vulnerable users, such as around schools, hospitals. Consideration to be given to areas of high deprivation. Predominantly use of recycled materials.</p> <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>
C and Rural Unclassified Roads	Externally funded via the redevelopment of the BAE Samlesbury Enterprise Zone. Utilising recycled pavement materials from the site that would otherwise have to be disposed of. Roads selected for this treatment have been highlighted as priorities while developing the Rural Unclassified and C Road Programmes and have also been identified as suitable for receiving the recycled material because there are minimal kerb/level constraints and property and side road interfaces, meaning the recycled material can be imported to site and raise the level of the existing road. This provides a more robust solution to these roads where the road construction has never been designed but evolved over many years.
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.
Structural Defects	All defects that meet the safety intervention criteria will be addressed and therefore the actual expenditure will reflect operational demand.
Capital Programme Support	Site investigations, surveys, coring, geo tech, Traffic Regulation Orders. This will allow an evidence base to be developed to ensure schemes are developed in line with Transport Asset Management Plan principles. The programme of works will support the delivery of the 2023/24 capital programmes and the development of the 2024/25 capital programme
Bridges and Structures	<p>Capital schemes based on Countywide prioritisation based on priority bridges as indicated by condition and strategic importance: £3,500,000</p> <p>Principal Bridge Inspections and other Risk Based Condition Assessments. This work will ensure that a targeted programme of maintenance can be developed that is evidence based: £900,000</p>
Street Lighting	<p>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: £1,600,000</p> <p>Risk-based column testing and replacement focusing on assessing the most vulnerable columns: £750,000</p>
Traffic Signals	<p>Countywide prioritisation based on the age of units beyond their operational life, obsolescence, number of faults attended and vehicle accident records.</p> <p>Sites have been identified in priority order and investigation work will determine detailed programme.</p>
Vehicle Restraint Systems	Risk based targeted programme of maintenance and inspection.

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Planned Additional Maintenance	<p>In year maintenance priorities and unfunded projects, including:</p> <ul style="list-style-type: none"> • Network Rail Low Bridge Height Signing & Canal Bridge Protection • Priority signing at fords • Unexpected in year deterioration • Trashescreen safety work • Cattle Grid replacement