

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
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, thus reducing the need for reactive maintenance and repeat visits to potholes\ safety defects.
Preventative Find and Fix	Preventative find and fix to address defects and preserve condition. Focus on the Rural Unclassified Network
A, B, C Roads	Preservation: A6 James Towers Way, which is part of the Resilient Route Network, is showing early signs of distress especially near some of the transverse joints. Early intervention of this treatment provides the most cost-effective way to protect the capital investment made on this part of the network by prolonging the life of the carriageway at the optimum time in the material lifecycle; thus, reducing the need for reactive maintenance.
A, B, C Roads	Major Route Network -Surface Dressing. Major Route Network to reduce the rate of deterioration of the network as part of a recognised lifecycle planning and management of the A road network, thus reducing the need for reactive maintenance and repeat visits to potholes\safety defects.
A, B, C Roads	Resurfacing of 2 schemes on the Classified Network. These are the next 2 highest priority schemes identified in the ABC Capital Programme 23/24 but there was insufficient funding to commission these schemes. These schemes were identified to have a large number of pothole/defects and customer complaints and are on the strategic network, and selected in line with the TAMP principles, therefore eliminating the need for reactive maintenance and repeat visits to potholes\ safety defects. The 2 schemes are: C356 - Goosnargh Lane from Melrose to Langley Lane C700 - Broadway - Helmshore Road to Lancaster Avenue
Structural Defects	All defects that meet the safety intervention criteria will be addressed and therefore the actual expenditure will reflect operational demand.
Bridges and Structures	33886 – Rivington Reservoir Retaining Wall. Reservoir retaining wall supports the A683 which is part of the Resilient Route Network. It collapsed in 2020 following heavy flooding and failure of the highway drainage system. Funding of £303,000 was allocated for the repairs based on initial estimates for the work from an allocation of £5m for flood recovery projects. Temporary barriers were initially installed to make the site safe for road users and allow the road to open to traffic while a project was developed to enable the wall to be rebuilt. The road is carried on top of a dam that belongs to United Utilities meaning that consideration of the potential effect of any work on the stability of the

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	<p>dam has been necessary. This has resulted in the design process being more involved than first envisaged with detailed investigation of the stability of the dam being necessary and design proposals being more comprehensive than planned for.</p> <p>The current temporary situation is only appropriate for a limited time period as the condition of the failure will continue to get worse. This could lead to lane restrictions on the road or possible closure at some point. The cost of the design process and the projected cost of the repair are higher than the initial estimate and further funding is required to deliver the project and ensure the long term integrity of the route.</p>
Street Lighting	Supporting column replacement focusing on assessing the most vulnerable columns