

**Appendix B: 2024/25 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 2024/25 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, higher risk routes and maintaining community connectivity.</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>

Asset Class	2023/24 Proposed Criteria to deliver the Transport Asset Management Plan priorities
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 Fix	Preventative find and fix to address defects and preserve condition. Focus on the Rural Unclassified Network.
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 2024/25 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>
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.
Programme support allowable within grant conditions	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 2024/25 capital programmes and the development of the 2025/26 capital programme.
Bridges and Structures	<p>Capital schemes based on Countywide prioritisation based on priority bridges and structures as indicated by condition and strategic importance. And county wide in year structural maintenance to bridges, footbridges and retaining walls as required: £4,820,000.</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: £780,000.</p>

Asset Class	2023/24 Proposed Criteria to deliver the Transport Asset Management Plan priorities
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>DfT Transport Network North additional funding: £300,000 replacement of high priority vulnerable columns.</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	<p>Risk based targeted programme of maintenance and inspection.</p> <p>Sites have been identified in priority order and investigation work will determine detailed programme.</p>
Planned Additional Maintenance	<p>In year maintenance priorities and unfunded projects, including:</p> <ul style="list-style-type: none"> • Bacup rock face stabilisation • Additional bridge safety work • Unexpected in year deterioration • Trashescreen safety work • Cattle Grid replacement
Capital Lining	<p>Ensure safety critical lining is to a good standard.</p>