

County Road Highway Maintenance Capital Budget: Progress on 2016/17 Schemes and the 2017/18 Programmes

Report of the Acting Chief Officer for Highways, Infrastructure Development and Waste

Please note that the following recommendations are subject to consideration and determination by the Cabinet (and confirmation under the provisions of the Council's Constitution) before taking effect.

Recommendations: That:

- (a) Progress on 2016/17 capital funded highway maintenance schemes detailed in Appendices I and II to this report be noted;**
- (b) The capital funded highway maintenance programmes for 2017/18 as set out in Appendices III and IV be approved;**
- (c) Detailed allocation of the available budget be determined by the Acting/Chief Officer for Highways, Infrastructure Development and Waste on the basis of the Highways Infrastructure Asset Management Plan, and within the limits of the approved budget;**
- (d) Authority to amend the programme to maximise the impact of the programme be delegated to the Acting/Chief Officer for Highways, Infrastructure Development and Waste, within the agreed policy guidelines subject to consultation with the Cabinet Member for Highway Management and Flood Prevention for any budget changes to individual schemes exceeding £25,000;**
- (e) The 2017/18 capital programme be increased by £3.169 million, to reflect the allocation of the National Productivity Investment Fund (NPIF) grant.**

1. Summary

This report presents information on the programmes and schemes of highway capital maintenance work delivered in 2016/17.

It presents the latest network condition information and key performance indicator data, which measures performance against the levels of service agreed in Devon's Highway Infrastructure Asset Management Plan (HIAMP). Road Condition Trend Data demonstrates the effective use of the available funding and the benefits of using the Devon Highway Infrastructure Asset Management Plan in investment decision making.

Government has decided its formulae for the allocation of highway capital maintenance funds, which includes a Needs Allocation, an Incentive Fund, a Challenge Fund, a Pothole Action Fund and a National Productivity Investment Fund and the allocations to Devon are reported.

This report details proposals for capital funding of highway maintenance programmes and schemes in 2017/18. These include for capital maintenance of carriageways, footways, cycleways, drainage systems, road restraint systems, street lighting, bridges and other highway structures.

The report seeks approval of the schemes and programmes in accordance with the requirements of the Financial Regulations.

2. Background

The highway network is the most valuable infrastructure asset that the County Council manages and maintains. It is key to enabling safe and resilient links for people to connect with their communities, to lead to healthy, prosperous lives; to get to work, to get to education, to get to health services, to participate in exercise and leisure activities, to bring people to Devon to enjoy our beautiful county, to bring goods in and connect Devon's people and produce to the rest of the world.

As the Local Highway Authority, Devon County Council has the duty to maintain a road network of 7,710 miles (12,408 km) comprising:

- 582 miles (934 km) of principal (A) roads,
- 396 miles (637 km) of non-principal (B) roads,
- 2,706 miles (4,355 km) of non-principal (C) roads,
- 4,026 miles (6,479 km) of unclassified roads,
- over 2,400 miles (3862 km) of footways,
- over 3,500 bridges,
- 1,579 retaining walls with a total length of 73 miles (117km),
- highway embankments,
- road restraint systems,
- traffic signal installations,
- cycleways,
- over 80,000 street lights and illuminated signs and bollards.

There are basically three types of maintenance works undertaken:

- (a) Reactive repairs such as pot-hole filling, vehicular damage to highway bridges, dealing with flooding, replacing road signs and markings, clearing vegetation which, if neglected, would pose a potential danger to road users. Additionally during the winter period precautionary salting and snow clearance are carried out as needed.
- (b) Routine or cyclic maintenance such as gully emptying, grass cutting, minor works to bridges and structures, cleaning and clearing of drainage pipes, ducts and channels and the like, mostly carried out to a defined frequency.
- (c) Planned, programmed or structural maintenance, for example carriageway resurfacing, reconstruction and surface treatments, bridge and retaining wall strengthening, major examinations of bridges and structures, road restraint system renewal, drainage renewal, street lighting and traffic signals replacement.

This report deals with capital funding of planned, programmed or structural maintenance (c above), to restore or replace highway components which are dilapidated due to traffic loading, weather impacts or aging of assets. The investment is to arrest or slow deterioration and to add value to highway asset. Capital investment in the highway network will keep assets structurally sound and therefore reduce the risks of defect formation, which require repairs funded from Revenue. When investment is made at the right time long term maintenance costs will be reduced.

Cabinet endorsed the Highway Infrastructure Asset Management Plan at its meeting in November 2016 and the schemes and programmes for 2017/18 proposed in this report flow from the application of the HIAMP principles.

3. Highway Infrastructure Asset Management

Devon's Highway Infrastructure Asset Management Policy, Strategy and Plan was adopted by the County Council at its meeting on 9th November 2016.

It provides the framework and approach to deciding on capital investment in highway asset and has been used in recommending programmes and schemes contained in this report.

The Highway Asset Management approach uses lifecycle planning to inform the optimal timing and treatment at each stage of an asset's life.

Where there are insufficient Capital Funds to meet all of the needs of the network, the HIAMP enables decisions to be made on schemes and programmes to reduce as far as possible whole life costs.

For example, the large surface dressing programme provides a cost effective way of preventing or slowing deterioration of significant lengths of minor road carriageways compared to reconstruction or resurfacing of worn out carriageways.

The HIAMP prioritises capital investment on the A and B road network as these are the busy roads that are most important for the economy and wellbeing of Devon. It also provides for adequate structural maintenance of key links into all significant communities.

4. Financial Considerations and Sources of Funding

In November 2014, following consultation, the Department for Transport (DfT) announced a new formula for allocating Local Highway Maintenance funding allocations until 2021. The new funding model includes a needs formula, an incentive formula and a Challenge Fund. The forward announcement of funding enables authorities to improve long term planning by providing a commitment on the capital funding settlement over six years.

Devon has been awarded £37.611 million in 2017/18 for the needs based formula which is calculated on the quantity of all highway features and provides funding for structural maintenance of all highway asset, not just carriageways. In addition other capital funding has been announced by Government. Devon's Pothole Action Fund awarded in 2017/18 is £3.192 million and the National Productivity Investment Fund is £3.169 million. In addition there is an opportunity to bid for funding through the next tranche of the Highways Maintenance Challenge Fund and the Highways Maintenance Incentive Fund.

Future needs formula allocations are shown in Table 1 below. Allocations from 2018/19 onwards are indicative only.

With regard to the Incentive formula, a self-assessment questionnaire has been submitted to the DfT claiming Band 3 level for Devon and this could secure an additional £3.522 million for 2017/18 (see Table 1). This figure has been included within the capital programme.

The criteria for evaluation of the Incentive formula include efficiency in service delivery, good compliance with asset management principles, collaboration with other highway authorities and good supply chain management.

Table 1 DfT Needs Based and Incentive formula allocations.

Devon		Indicative incentive element by “band” of self-assessment ranking (£)		
	Total needs/formula allocation (£) announced in December 2014	Band 3 highest band	Band 2 medium band	Band 1 lowest band
2015/16	42,306,229	No incentive funding		
2016/17	38,784,623	2,347,737	2,347,737	2,112,964
2017/18	37,610,754	3,521,606	3,169,446	2,112,964
2018/19	34,042,193	7,090,167	4,963,117	2,127,050
2019/20	34,042,193	7,090,167	3,545,084	709,017
2020/21	34,042,193	7,090,167	2,127,050	0

The Pothole Action Fund announced in 2015 is designed to assist in dealing with the backlog of potholes through repair or action to prevent them forming in the first place. The funding is allocated by formula shared by local highway authorities in England, between 2016/17 and 2021. Spend will be targeted to priority sites across the network through discussion between members and local highway officers to ensure the funds are used as efficiently as possible and will have the biggest impact over the network.

During 2015 Devon was successful in securing an additional Challenge Fund of £10.2 million to provide replacement LED street lighting on all main roads, taking advantage of modern innovation in lighting design and thereby improving the asset condition, reducing maintenance and energy costs and the associated carbon emissions. This work is progressing well with over £5.95 million spent to date. The scheme will be concluded in 2017/18.

There is an opportunity to secure further funding through the Challenge Fund for 2017/18; this is in the process of being prepared for submission to the DfT by 31st March 2017.

The National Infrastructure Productivity Fund is provided to improve local highways and transport networks to boost productivity and add to the economy of the area through improvements in its infrastructure. Devon’s allocation proposed for highway structural maintenance is £3.169 million.

In summary, the funding sources for 2017/18 are:

LTP Settlement 2017/18	£37,611,000
Pothole Action Fund	£3,192,000
National Productivity Investment Fund	£3,169,000
Incentive Fund (Band 3)	£3,522,000
DfT Challenge Fund – Street Lighting	£3,962,000
Total	£51,456,000

5. Trends in Road Condition

A Road Assessment Vehicle (SCANNER) is used to collect data on road surface condition. The data provides information on condition and trends for A roads, B roads, C roads and Unclassified roads.

Figures 1, 2, 3 and 4 provide summary road condition indicator data in a graphical form using a traffic light approach to reflect road condition. The relative condition of the carriageway Road lengths that have only minor deterioration are shown in green, lengths that should be considered for maintenance works immediately are shown in red and lengths that are at stages of deterioration in between are in amber. In figures 1, 2 and 3 it is evident from the survey data that Devon's A, B road network has over the past 10 years remained in a relatively good and stable condition. This reflects the effectiveness of the HIAMP in focusing of investment on priority routes.

Unclassified roads combined with C roads make up 87% of Devon's total road network. Analysis of the unclassified road network shows a higher proportion (23%) of this network is in the red condition and in need of immediate maintenance. In addition there is a significant proportion (43%) of unclassified roads that are at various stages of deterioration. This reflects the fact that there is insufficient funding provided by Government to meet all of the needs of the network.

Work on the major road network and key links into communities has been made a high priority. The major road network matches the primary winter salting network, which is designed to keep communities and businesses on the move when winter weather affects the county.

The condition data shows that the general condition of a large part of the urban and rural minor road network is vulnerable to the formation of potholes and will remain so unless sufficient money is invested to carry out structural carriageway repairs to add resilience so that future works can then keep pace with normal wear and tear and deterioration.

6. Analysis

The current cost of the asset has been valued at £12.17 billion (Gross Replacement Cost) under CIPFA guidance (excluding land costs) and includes all highway assets such as carriageways, footways, bridges and street lighting. Carriageways which include the road surfaces and the underlying construction layers form by far the greatest portion by value of Devon's highway assets. The gross replacement cost of carriageways alone is £10.31 billion.

Central to the Devon asset management approach is the development of a performance framework to monitor progress against defined levels of service. Current performance is shown in Appendix VI. This analysis shows that levels of service are currently being achieved and supports the decisions regarding funding allocation of available budget against each asset group elements in the 2016/17 programme and also supports continuing with this approach for 2017/18.

Using inventory data, network condition data and by selecting appropriate maintenance treatments, it has been calculated that it would cost £167m to improve all roads currently rated as red (needing planned maintenance soon). Also that it would require an investment of approximately £38m per year just to maintain all of Devon's carriageways in a steady state. However, Government's Capital Funding to Devon only allowed £29m to be invested in carriageway maintenance in 2016/17 year, a shortfall of £9m.

The impact of insufficient funding is particularly noticeable on our minor roads in urban and rural areas. It is therefore essential that the available funding is effectively targeted to deliver the most cost effective maintenance of each asset in the longer-term.

To ensure that all communities, including small rural communities have access to a road infrastructure that is resilient, well connected and safe capital investment will continue to be made on roads prioritised by maintenance category and or included in the primary salting network but which are outside of the A and B network.

The programme to upgrade bridges on Principal Roads to meet the 44 tonne gross vehicle weight capacity has been substantially completed. Across the Devon network there are 298 bridges that are classed as sub-standard indicating they do not meet the 44 tonne weight requirement; of these 73 are small span clapper bridges across Dartmoor which will not be strengthened as they do not pose a serious risk to the highway user. There are 78 bridges with weight restriction signs in place that can remain as they do not adversely affect movements in and around the local communities. That leaves 98 bridges which do not meet the maximum current weight limit; these will be managed in accordance with national policy 'BD79 Management of Sub Standard Structures' as they do not pose a significant risk to the highway user.

Devon's bridge stock is classed as "Good" in the nationally adopted method of reporting condition based on the current average rating of 91 and reflect a similar position on condition to last year. The large size of Devon's bridge stock is such that despite the good overall condition rating, there remain over 800 structures classed as "fair" or "poor" with the latter category indicating there is a significant risk to public safety. These "poor" structures are managed and the level of risk is mitigated by weight restriction signs, physical measures or monitoring. The average condition of the retaining wall stock is 68 (72.47 in 2016 for the same reason as above) which places it in the category of "poor" and this is reflected in the number of failures of walls compared to bridges and the funding proposals in the highway capital programme.

7. Capital Highway Maintenance Programmes: 2016/17

Appendix I shows progress with the 2016/17 Highways programme.

Appendix II shows progress with the 2016/17 Bridges and Highway Structures programme.

8. Capital Highway Maintenance Programmes: 2017/18

The available funding for 2017/18 is £51,456,000.

It is proposed to allocate this as follows:

Highway Structural Maintenance	£40,743,000
Challenge Fund (Low Energy Street Lighting)	£3,962,000
Bridge and Structures Programme	£6,750,000
Total	£51,456,000

The National Productivity Investment Fund (NPIF) announced in the autumn statement is proposed to fund structural highway maintenance on the A361, to compliment the proposed scheme to provide a new junction to the east of Tiverton.

April 2017 sees the start of a new Term Maintenance Contract (TMC) with a new provider Skanska UK Ltd. The contract aligns itself with the Highway Maintenance Efficiency Programme (HMEP) Form of Contract which targets the way Local Highway Authorities conduct their business. It invites the sector to adopt new ways of working to deliver efficiency savings through the development of working alliances by collaboration and change with other authorities and providers. It provides tools to improve standardisation and improved procurement processes whilst advocating the use of life cycle planning in its approach to Asset Management. It encourages the collecting, sharing and the comparing of performance on customer/quality and cost to deliver value-for-money and driving targeted efficiencies.

The contract has been developed to reflect these HMEP principles with the introduction of

target costing on the majority of services delivered, this approach encourages contractor performance that will enable increased performance in service delivery.

There is a requirement within the contract for a fixed overhead charge, this charge is apportioned between capital and revenue works. The capital element is charged as a percentage to each capital highway scheme that is delivered through the contract.

Procurement of surface dressing and micro-asphalt for the 2017/18 and 2018/19 programme will be through a competitive tender process outside of the TMC. Preparation of these roads in advance of these works will be delivered through the TMC and is shown under Pre-patching and Preventative Programme in Appendix III, for both Principal (£0.477 million,) and Non-Principal (£8,15 million) roads totalling £8, 627 million.

In February 2016 work began on the widening of Bridge Road in order to provide two continuous outbound lanes from Countess Wear to Matford roundabout. A contribution of £0.571million for renewal of highway surfacing elements to the scheme has been allowed for in the 2017/18 budget.

It is proposed to allocate this funding as outlined in Appendix III and Appendix IV.

Key elements include:

(i) Highway Structural Maintenance (HSM): Principal Roads (A class roads)

- £9.8 million to specific larger schemes with a high pothole count and structural defects or which will rectify carriageways with potential skidding defects.
- £0.5 million on surface dressing and preparatory patching works. This will surface dress carriageways in 2017/18 and prepare roads for the 2018/19 dressing programme.

All will target "red" and "amber" SCANNER data to maintain the proportion of A roads in a red condition at less than 4%.

(ii) Skid Resistance Treatment

Skidding resistance is an essential attribute for road safety however it is considered neither affordable nor practicable for all roads on the highway network to be surveyed for skid resistance consequently, Devon limits routine annual surveys to the principal road network only. In addition any sites identified through the annual collision review as being skid collision sites will also be included in the programme of assessment.

It is not possible to treat all parts of the principal road network that are currently below the current standard therefore the work is prioritised and limited to potentially high risk sites with a history of collisions. This includes sites with a reported skidding resistance deficiency and a history of collisions on wet surfaces, others with a high deficiency (greater than or equal to – 0.15) and collisions on dry surfaces. £1.3 million has been allocated for this work

(iii) HSM Non-Principal Roads

£5.2 million has been allocated to make further progress on non-Principal roads and to undertake preparatory patching and surface treatment on local roads. This will support the strategic pledge for 'B' roads and help prioritise repairs to the more minor network.

£8.2 million has been allocated on surface dressing and preparatory patching works. This will surface dress carriageways in 2017/18 and prepare roads for the 2018/19 surface dressing programme. Roads can often be economically restored to nearly new condition

and its life extended by intervening at the right point in the roads life cycle. Using a whole life costing approach focuses maintenance to minimise the total maintenance costs over the lifetime of the asset. Surface dressing as a cost effective preventative treatment provides that intervention treatment extending the period where more costly reconstruction maintenance will be necessary at a later date.

Included within the £8.2 million above, £0.8 million has been directed at the unclassified urban estate roads as part of the preventative approach.

(iv) Footways

£1.7 million will be used to keep footways in a condition that is reasonably safe and commensurate with established usage. A significant programme of footway slurry sealing is planned in 2018/19 as this is a cost effective treatment for repairing worn surfaces. A greater area of footway can be treated using this preventative approach. 2017/18 will be used to prepare the footways ahead of the planned slurry sealing programme in the following year.

It is proposed to target £250,000 of footway budget to replacing and upgrading slab footways in urban areas. Such footways generate a lot of customer feedback, associated with defects. To improve maintenance longevity consideration will also be given to replacing such footways with alternative lower maintenance surfaces. Any change in surface will be agreed in consultation with local communities.

(v) Drainage

A £1.1 million programme of drainage repair and upgrading is planned. This will prioritise on drainage issues on the winter salting network and other major roads.

(vi) Road Restraint Systems

£0.9 million has been allocated to continue with the upgrading and replacement of road restraint systems. This year will mainly focus on barriers on major roads, high risk sites, principal road timber posts, timber post systems that cross the M5 motorway or trunk roads and principal road rail overbridge and adjacent rail systems.

(vii) Road Weather Stations

The Road Weather Stations used to determine when gritters are mobilised to undertake winter service, are between 10 and 20 years old, and becoming obsolescent. There is a need to start a replacement programme at £100k p.a. over a 4-5 year period to ensure we have adequate reporting systems to satisfy our resilience requirements.

(viii) Bridges and Structures

A programme is proposed to strengthen five priority sub-standard bridges on lower category roads during 2017/18. These have either a very low carrying capacity or show significant signs of distress. Where appropriate, other sub-standard bridges are being managed using a risk-based approach "Management of Sub-standard Structures".

A significant footbridge in Sidmouth, Alma Footbridge, was badly damaged in the storms of 2012 and is planned to be replaced. An allowance has been made in the 2017/18 budget for detailed design with an option to commence construction work towards the end of the financial year subject to all permissions being in place.

The effects of extreme weather events continue to impact on all highway structures with bridges being particularly vulnerable to scour in extreme flooding events. An ongoing

programme to assess the scour susceptibility of Devon's bridges will continue in 2017/18 and beyond. A significant proportion of the bridge stock has now been checked resulting in improved confidence in the resilience of this safety critical component of the highway.

Forward design on two sites (Chudleigh Knighton and Axmouth) identified from the previously mentioned scour assessment and routine general inspections will progress during 2017/18.

The increased rainfall experienced in recent years has resulted in significant number of failures of retaining walls, highway embankments and cutting slopes. Not all of these structures are in Devon's ownership but the management of the highway and consultation with riparian owners has created a significant amount of work for the structures asset management team. A large programme of retaining wall strengthening schemes was undertaken in 2016/17 and a similar size programme will continue in 2017/18 with 16 schemes across the whole of the County in the programme with a budget of £1.695m.

The ongoing programme of structural inspections of retaining walls will continue and along with an increase in spending on wall repairs will produce a steady improvement in the condition of the stock. In 2017/18 £150,000 will be spend on major examinations of retaining walls.

Work continues on the assessment of modern post tensioned bridges, which require detailed inspections and assessments on an 18 year cycle. These structural assessments are necessary to help identify and prioritise essential works and to best maintain and improve the condition of the bridge stock. This programme is planned to be completed in 2017/18.

Bridges on some major routes such as the A380, A361 and A39 are between 30 and 40 years old and as such are approaching major maintenance intervention periods. Components such as waterproofing, expansion joints, movement bearings and structural paintwork all reach the end of their serviceable life at similar times. A forward programme to undertake major component replacements will continue over the next 5 years; a large project to replace the expansion joints on the Kenwith Viaduct on the A39 was completed in 2016/17. The largest scheme in the programme is the Torridge Bridge on the A39 at Bideford which has two large expansion joints; it is proposed to replace these in 2017/18 at a cost of £850,000.

The last two decades has seen the development of national cycle paths across the county and with these, ownership of a number of redundant railway structures has been transferred to the authority. The larger structures are multi span steel viaducts and as such require major maintenance painting in order to keep them serviceable. Two refurbishment projects were completed 2016/17 at Fremington and Rock park; in 2017/18 the sub-structure of the Landcross Viaduct near Torrington will be repainted at an estimated cost of £650,000.

A number of the older large bridges in Devon are in need of major refurbishment. In 2015/16 & 2016/17 essential repairs, painting work and refurbishment of the lifting span of Shaldon Bridge took place at a cost of £1,000,000. The refurbishment of the Grade 2 listed Iron Bridge in Exeter is planned for 2017/18.

(ix) Storm Damage

In line with DfT requirements for highway authorities to make provision within their funding allocation, a storm contingency reserve of £2 million has been incorporated within the programme for possible repairs should storm damage be experienced during the year.

9. Options/Alternatives

The programme for 2017/18 optimises the use of the available funding and follows the

approved HIAMP to reduce whole life maintenance costs. Any reduction in the programme would therefore further compromise Devon's ability to the agreed levels of service and reduce the resilience of the local authority highway network to the dis-benefit of businesses and all road users.

An alternative to the Highway Infrastructure Asset Management Plan's preventative regime would be to repair roads on a 'worst first' basis and focusing maintenance on the sections of road in the poorest condition. This is a high cost approach adding more than 30% in maintenance costs over time to maintain road condition resulting in fewer roads being treated in the longer term.

In going against sound asset management principles it could also adversely affect future financial settlements from DfT who have said that they will take this into account in future submissions for funding.

10. Consultations

The results of the 2016 National Highways and Transport (NHT) Public Satisfaction Survey reflect public perception of performance, importance and desire for various activities to be funded. Analysis shows that the condition of the highway network and the speed and quality of repairs are important to the public.

The complete survey can be seen at <http://nhtsurvey.econtrack.com>

A summary of the results illustrating condition of road surfaces since 2009 is shown at Appendix VI. The 2016 survey shows that the level satisfaction with the condition of the highway in Devon is low at 38% but in line with the national average. Although this is an improvement on the 2015 results (36%) the previous trend has been one of reduced level of public satisfaction although there has been an upward trend of improved public satisfaction appearing over the last 2 years. We have seen a similar trend in the results for neighbouring authorities in the South West Region.

11. Sustainability Considerations

The ability to efficiently transport people and goods around the County underpins Devon's economy and has a direct impact on the quality of our environment.

When maintenance work is undertaken it is managed to ensure that the effect on the surrounding environment is kept to a minimum. On carriageways, surface treatment and reconstruction work is tightly controlled to achieve long term durability. Recycled materials and secondary aggregates are used whenever possible. When carriageway surfacing incorporating primary materials is required, a durable low noise material such as stone mastic asphalt is considered.

Construction contracts include for recycling plans to ensure that the use of natural resources is reduced where recycled alternatives exist.

12. Carbon Impact Considerations

The carbon impact of this highway maintenance programme through the manufacture and planning of the materials is likely to be offset by reduced emissions from highway users utilising a better maintained network, and using suitable alternatives such as walking and cycling. The completion of the countywide part night lighting scheme and the introduction of LED on main roads will contribute to reducing the county council's carbon footprint.

13. Equality Considerations

Where relevant to the decision, the Equality Act 2010 Public Sector Equality Duty requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

Taking account of age, disability, race/ethnicity (includes Gypsies and Travellers), gender and gender identity, religion and belief, sexual orientation, pregnant women/new and breastfeeding mothers, marriage/civil partnership status in coming to a decision, a decision maker may also consider other relevant factors such as caring responsibilities, rural isolation or socio-economic disadvantage.

This may be achieved, for example, through completing a full Equality Impact Needs Assessment/Impact Assessment or other form of options/project management appraisal that achieves the same objective.

A copy of an updated overview of the Budget 2017-18 Equality Impact Assessment for all service areas has been circulated separately and is available to all Members of the Council at: <https://new.devon.gov.uk/impact/published/budget-setting-201718/>.

14. Legal Considerations

The lawful consequences of the recommendations have been considered in the preparation of this report.

The reduction in the revenue allocation will put more pressure on the amount and type of work that will be completed in the capital budget. This will lead to an overall reduction in maintenance standard and potential road closures, particularly on the minor part of the network. This may be legally challenged by local residents and other road users.

There is also likely to be an increase in user dissatisfaction and complaints which could lead to challenges to the Authority under Section 56 of the Highways Act.

A reduction in routine maintenance could also result in more safety defects that will lead almost inevitably to an increase in third party claims and potentially litigation.

15. Risk Management Considerations

The proposals contained in this report have been assessed and all reasonable actions are taken to safeguard the Council's position.

The cumulative reduction in the revenue budget has significant implications for this capital allocation. Inability to undertake enough planned and general preventative maintenance work will result in an increased depreciation to the highways asset. This will lead to increased deterioration and defects and as a consequence, increased repair costs with potential for claims, which will put pressure on revenue and staffing budgets.

Where risks have been identified such as those associated with cost inflation or inclement weather, which could disrupt the capital programme by causing higher than anticipated costs

or delays respectively, the implications have been taken into account in preparing this report. This includes developing long term programmes and the provision for reasonable contingencies in the estimates for capital highway and bridge maintenance schemes.

16. Public Health Impact

The cumulative reduction in budgets could also have an impact on public health with reduced maintenance having an effect on sustainable travel alternatives, and potentially more injuries resulting from crashes, trips and falls.

17. Reasons for Recommendations/Conclusion

It is important to report to Cabinet on the performance of the highway network compared to the levels of service agreed as part of the HIAMP.

The DfT capital settlement for 2017/18 provides funding for capital maintenance of highway assets and this report sets out proposed programmes to optimise their availability and safe use for the travelling public. Approval of schemes and programmes of highway maintenance will enable the delivery of the 2017/18 plan to commence.

The report alerts Members to the fact that Government provides insufficient capital funding to meet all network maintenance needs. However, the proposed programme is designed to make best use of the available financial resources using the Cabinet endorsed Asset Management approach.

Meg Booth
Acting Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: All

Cabinet Member for Highway Management and Flood Prevention: Councillor Stuart Hughes

[Local Government Act 1972: List of Background Papers](#)

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Background Paper	Date	File Reference
Impact Assessment	January 2017	https://new.devon.gov.uk/impact/published/budget-setting-201718/

pd210317cab County Road Highway Maintenance Capital Budget
hk 08 300317

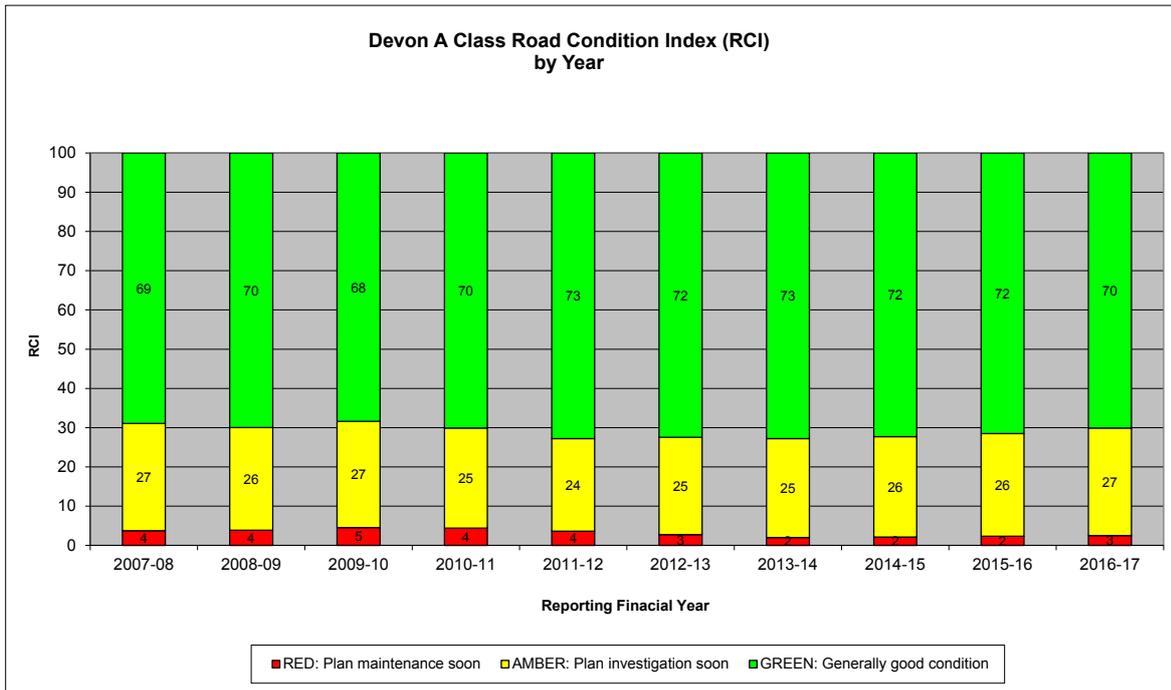


Figure 1

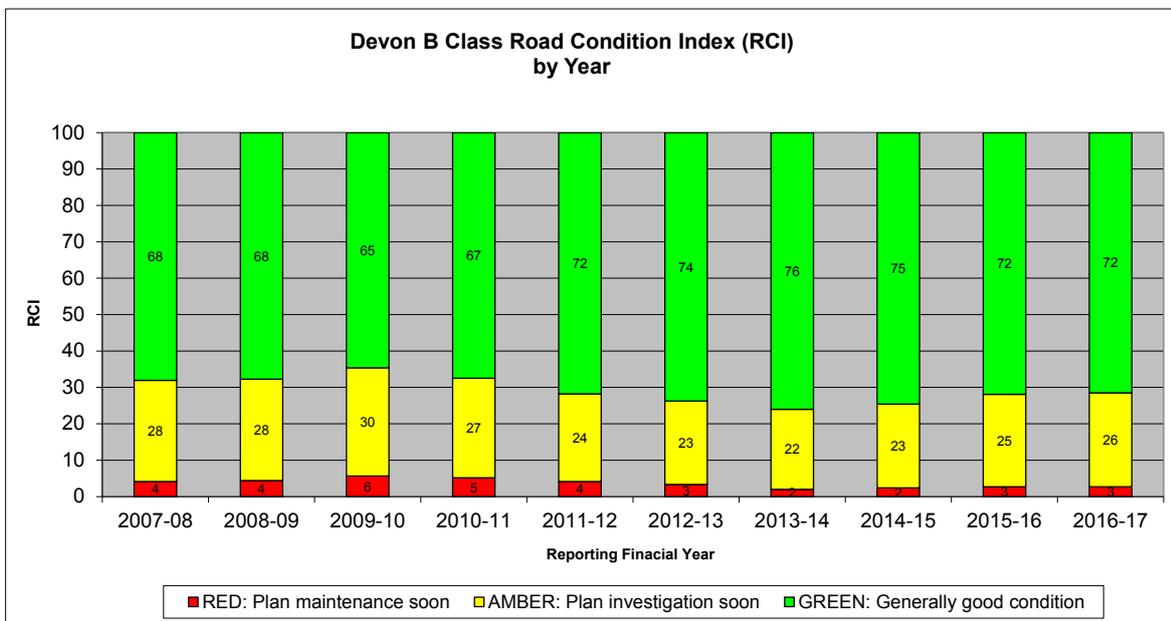


Figure 2

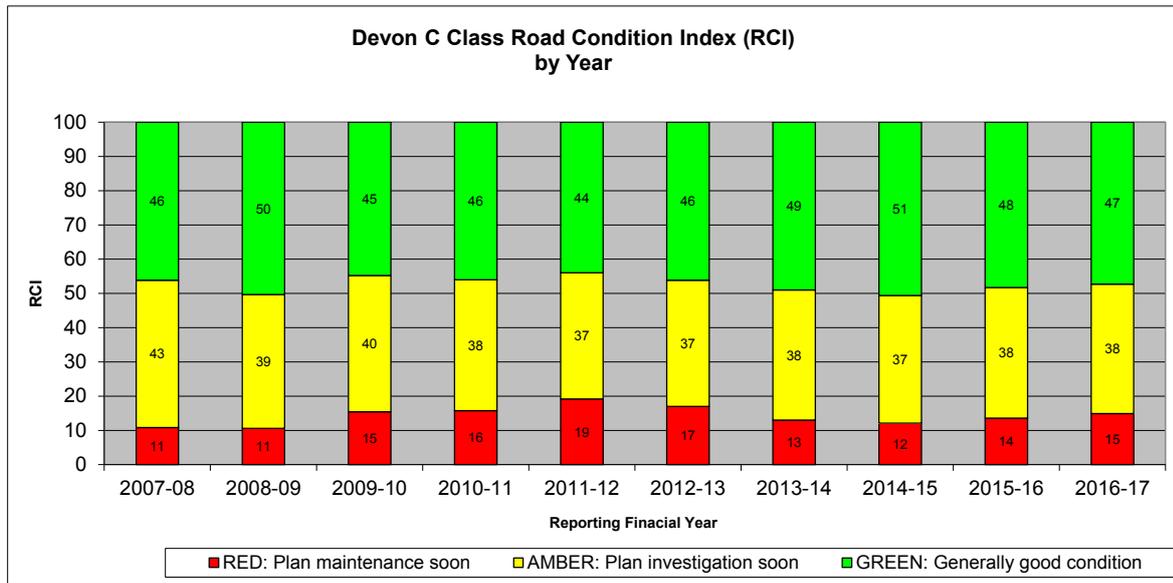


Figure 3

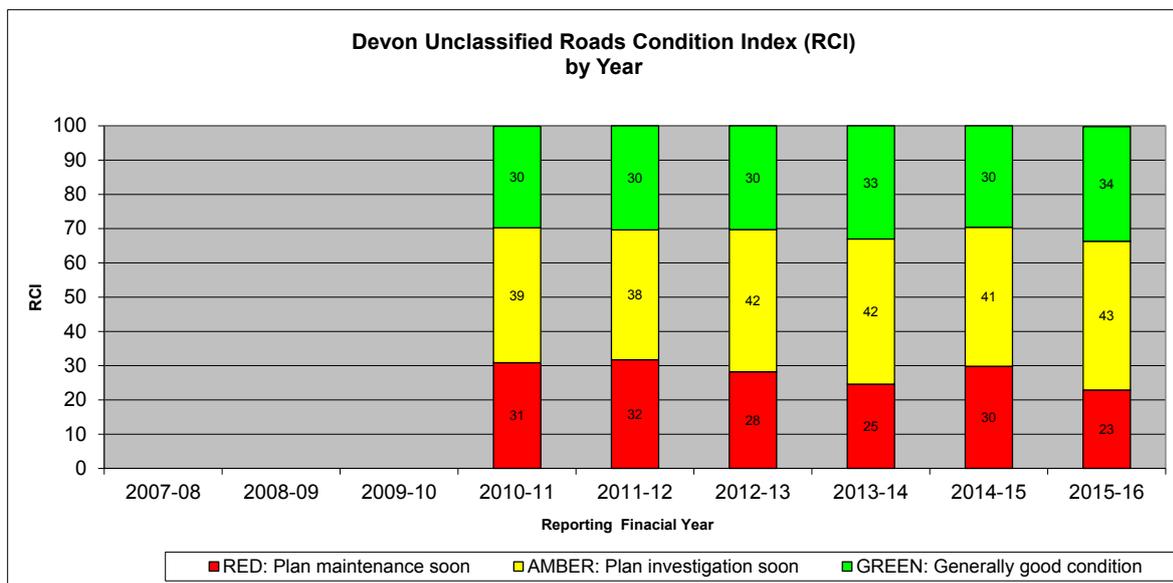


Figure 4

Appendix I
To HIW/17/34

Highway Structural Maintenance Programme 2016/17

Road	Scheme Name	Treatment Type	Scheme Total £'000
A388	Stibb Cross to Holsworthy (Various Sites)	Resurfacing	286
A379	Powderham Arch Kenton	Signing	12
A377	Deep Lane to Little Silver Wood - High Bickington	Structural	20
A383	Vicarage Hill Kingsteignton	Resurfacing	139
A380	Churscombe Roundabout Marldon	Resurfacing	148
A39	A39 Fairy Cross to Knotty Corner Alwington CP	Resurfacing	50
A380	A380 Woodlands Lodge Telegraph Hill Kenn	Resurfacing	94
A388	A388 Swingate Cross to Blagdon Cross Clawton	Resurfacing	262
A375	A375 Heathfield Manor to Gittisham Hill House Honiton	Resurfacing	108
	Commitments		77
	<u>Principal Roads</u>		
	SCRIM Remedial Works		922
	Surface Dressing		2,409
	Pre Patching for 2016/17 Surface Dressing		349
	Pre-patching for 17/18 Surface Dressing (summer 2016/17)		80
	Pre-patching for 17/18 Surface Dressing & Micro (winter Prin - 2016/17)		46
	<u>Non-Principal Roads</u>		
	Non-Principal Road Recovery Programme		3,218
	Surface Dressing		7,564
	Pre Patching 2016/17 Surface Dressing (winter 2015/16)		971
	Pre Patching 2017/18 Surface Dressing (summer 2016/17)		2,509
	Pre Patching 2017/18 Surface Dressing (winter 2016/17)		450
	Storm legacy works (Report HCW/13/42)		526
	<u>All Roads</u>		
	Kingskerswell Village		175
	Urban Estate Roads (micro)		532
	Spray Injection Patching		785
	Joint Sealing		358
	Pre Surface Dressing Cleaning / Design		623
	Wet/Dry Collision Sites		0
	High Skid Resistance Surfacing Programme		1,664
	Carriageway Condition Surveys		325
	Forward Design and Investigation		0
	Material Testing		192
	Scheme Delivery		650
	Footways		1,949
	Cycleway, PROW & Unsurfaced Roads		472
	Road restraint systems - strategy priority 1a		9
	Road restraint systems - strategy priority 1b		224
	Road restraint systems - strategy priority 1c		1
	Road restraint systems - strategy priority 1d		801
	Road restraint systems - strategy priority 2 schemes		262
	Road restraint systems - strategy priority 3 schemes		5
	Road restraint system - damage permanent replacements		454
	Drainage works		1,166
	Cattle Grid structural repairs		56
	Extreme Weather Resilience Contingency		0
	Pothole Action Fund		1,944
	DfT Challenge Fund - Street Lighting		6,173
	Street Lighting Columns		729
	Street Lighting Remote Monitoring System		106
	Traffic Signal Replacements		550
	Depots Demobilisation		237
	HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME		40,682

Bridge Assessment and Strengthening Programme 2016/17

BD 79 - Management of Sub Standard Structures	7,500
Bridge Assessments - EDG	25,000
Bridge Assessments - Jacobs	36,813
Bridge Assessments - Post Tensioned Bridge Inspections (Jacobs)	92,000
Bridge Strengthening - 352 Devonport Leat (rockleaze)	100,000
Bridge Strengthening - 984 Shaldon Bridge	170,773
Bridge Strengthening - Hornshayes Bridge (2046) - EDG	10,000
Bridge Strengthening - Longham (23)	9,696
Bridge Strengthening - Pattard (3186)	1,000
Bridge Strengthening - Pattard (3186) - EDG	5,000
C472 Taw Bridge No 128 - EDG	175
F/D - Major Refurbishments - 02529 Baulk Bridge	15,000
F/D - Newbridge Chudleigh Knighton Invert/ Apron (797)	5,000
F/D - Prevention of Suicides at Taw & Torridge Bridges	15,000
F/D Bridges - F120 Alma Footbridge Sidmouth	45,000
F/D Bridges - F120 Alma Footbridge Sidmouth Geotechnical Advice (Jacobs)	334
F/D Major Refurbishment - Bideford Long Bridge	45,000
Thorverton Bridge - Major Maintenance	20,000
F/D Major Refurbishment - Iron Bridge, Exeter	25,000
F/D Retaining Walls - A377 Blackboards Carriageway Stabilisation (2015)	45,000
F/D Retaining Walls - A396 Ashley Recycling Centre	8,000
F/d Retaining Walls - Beacon Lane, Kingswear	5,000
Joints and Bearings - Kenwith Viaduct joint replacement	254,136
Joints and Bearings - River Bray Viaduct Joint Replacement	7,000
Joints and Bearings -A39 Torridge Bridge joint replacement	10,000
A380 Bridges - Component Replacement	2,500
Legacy Work Waterstave bridge, Bradnich DCC Ref 2655	1,819
Major Refurbishment - B3344 Bovey Bridge Cantilever Footway	475,000
Major Refurbishment - Fremington Viaduct, Barnstaple	353,000
Major Refurb - Rock Park	425,000
River Yeo Cycle & Footbridge (4774) - Major Refurbishment (2015)	75,000
major refurb A379 Shaldon Bridge lifting span refurbishment	145,000
Minor Refurbishment - Bridge Inspector Allocations - East	128,000
Minor Refurbishment - Bridge Inspector Allocations - North	95,000
Minor Refurbishment - Bridge Inspector Allocations - South	46,500

Principal Inspections - Bridges (EDG)	150,000
Principal Inspections - Bridges (Jacobs)	73,747
Principal Inspections - Laser Scanner Surveys	1,030
Principal Inspections - Retaining Walls (Jacobs)	105,000
Railway Structures Assessment / Inspection Jacobs Rail Personal Track Safety (PTS) Support	394
Retaining Walls - 1 Coombe Close, Dartmouth	22,104
Retaining Walls - 50694 Barwynds	57,239
Retaining Walls - 51419 East Allington	26,123
Retaining Walls - 51807 Tucking Mill Wood	30,000
retaining wall Comyn Reconstruction (BM 5105)	49,103
Retaining Walls - A379 Near Silver Bridge Embankment Strengthening (Brixton To Yealmpton)	570,000
Retaining Walls - A386 Landcross	340,000
Retaining Walls - A39 Shirwell Hairpin Bends	10,000
Retaining Walls - A396 Stoke Woods	5,000
Retaining Walls - A399 Bray Quarry + 650 Retaining Wall	62,737
Retaining Walls - B3193 Teign Valley (500m South of Golf Club)	25,000
Retaining Walls - B3193 Teign Valley (500m South of Golf Club) Geotechnical (Jacobs)	12,535
Retaining Walls - B3227 Shillingford Road Nr Huckley Bridge	7,594
Retaining Walls - B3230 Muddiford Plaistow Mills	20,000
Retaining Walls - B3230 New Barnstaple Road, Ilfracombe	170,000
Retaining Walls - Bank Stabilisation C974 Avonwick Road - Charford Manor	2,288
Retaining Walls - Bittaford	115,500
Retaining Walls - Bow Bridge Blackawton	10,450
Retaining Walls - Bow Road Harbertonford	237,000
Retaining Walls - Brayford South (50404) (Bray Quarry +950)	5,000
Retaining Walls - Byter Mill Lane	189,717
Retaining Walls - C460 Combe Martin	35,000
Retaining Walls - Chudleigh Road, Bideford	25,000
Retaining Walls - Cloonavon Lynmouth	115,000
Retaining Walls - Clovelly High Street near Harbour	30,000
Retaining Walls - Farrants Hill, Dunsford	19,690
Retaining Walls - Gatcombe Mill (New Wall)	114
Retaining Walls - Gordon Road Retaining Wall (BM 51806)	18,127
Retaining Walls - Hardstone	87,986
Retaining Walls - Higher Contour Road, Kingswear	14,339
Retaining Walls - Hillside Road, Hele, Ilfracombe	41,000

Retaining Walls - Keepers Cottage, Lower Washfield	18,734
Retaining Walls - Long Drag Hill	14,559
Retaining Walls - Neighbourhood Team minor works	50,000
Retaining Walls - Newton Ferrers Riverside Road West	569
Retaining Walls - Rockside (50476)	50,000
Retaining Walls - Russell Court, Tavistock (51529) - Jacobs	44,901
Retaining Walls - Strand Hill - Dawlish Retaining Wall	702
Retaining Walls - Tuckermarsh	220,000
Retaining Walls - Weir Quay, Bere Alston	39,170
Retaining Walls - West of Ward House Bridge No 543	3,000
Retaining Walls - Withleigh	2,280
Scour Protection - 2016 Axmouth (Inc 3934 Side Span)	223
Scour Protection - Denham Bridge - Jacobs	166,394
Scour Protection - Puslinch Bridge No 428	38
Stage 1 Scour Assessment Inspection Work non main rivers	215
Stage 1 Scour Assessments Non Main Rivers	100,000
Sub standard Parapet - Bridford Mill - junction remodelling	13,500
Sub standard Parapet - Sowton Mill new parapets	5,000
Sub Standard Parapets - Fatherford Bridge Parapet Extension	3,085
Sub standard parapets Exe Bridges Refurbishment	18,500
Sub Standard Parapets U2201 Norley Bridge	70,000
Teign Estuary Viaduct - waterproofing and expansion joint replacement	(223,100)
Traffic and Signing - Low Head Room Bridges	12,500
Resurfacing under Alphington Road Railway Bridge	4,500
Total	6,002,833

Appendix III
To HIW/17/34

Highway Structural Maintenance Programme 2017/18

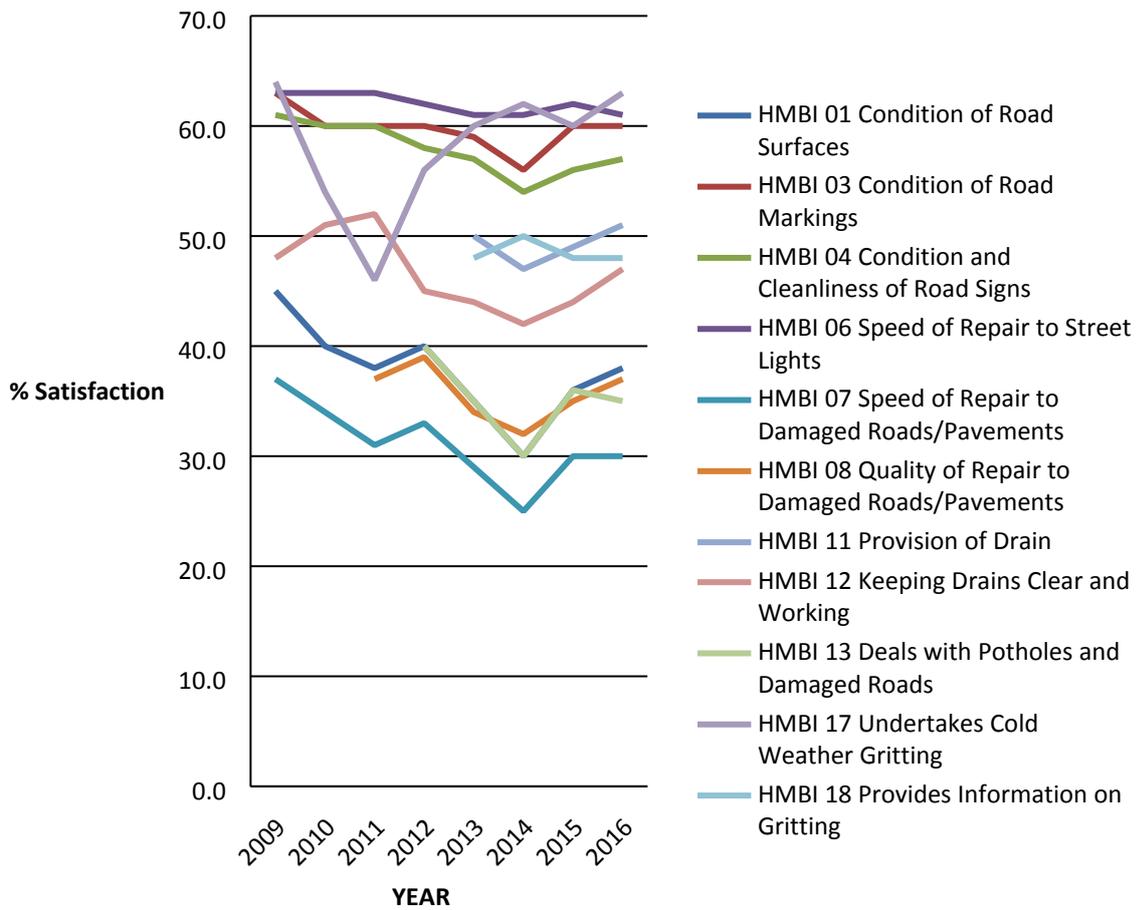
Road	Scheme Name	Treatment Type	Estimate £'000
A39	A39 Bucks Cross Woolfardisworthy	Resurface/Overlay	100
A39	A39 Fairy Cross to Knotty Corner Alwington CP	Resurface/Overlay	250
A361	A361 Little Mullacott St Brannocks Road Ilfracombe	Resurface/Overlay	85
A361	A361 Score Chapel St Brannocks Road Ilfracombe	Resurface/Overlay	140
A377	A377 Old Exeter Road Bishops Tawton	Resurface/Overlay	154
A377	A377 South Molton Road Elston Cross Kings Nympton	Resurface/Overlay	110
A377	A377 Weirmarsh Farm High Bickington	Resurface/Overlay	140
A377	A377 Woodforde Umberleigh	Resurface/Overlay	10
A379	A379 Brixton Road Yealmpton CP £180K	Resurface/Overlay	180
A379	A379 Exeter Road Dawlish	Resurface/Overlay	136
A379	A379 March Cottages Chillington	Resurface/Overlay	135
A379	A379 Sandygate Roundabout Exeter	Resurface/Overlay	700
A379	A379 Teignmouth Hill Dawlish	Resurface/Overlay	35
A379	A379 The Strand Starcross	Resurface/Overlay	35
A380	A380 Ware Barton south bound Kingsteignton	Resurface/Overlay	400
A381	A381 Bickleigh Copse to Totnes Cross Halwell Totnes	Resurface/Overlay	245
A381	A381 Cuttery House East Allington	Resurface/Overlay	75
A381	A381 Higher Fallapit Farm East Allington	Resurface/Overlay	175
A381	A381 Teignmouth Road Bishopsteignton	Resurface/Overlay	90
A381	A381 West Alwington Hill Kingsbridge	Resurface/Overlay	72
A381	A381 Western By Pass to Gerston Cross Totnes	Resurface/Overlay	14
A381	A381 Wolborough St Newton Abbot	Resurface/Overlay	50
A382	A382 Blenheim Terrace Monks Way Bovey Tracey	Resurface/Overlay	15
A384	A384 The Parsonage Ashburton Road Dartington	Resurface/Overlay	64
A386	A386 Broadmead Merton	Resurface/Overlay	60
A386	A386 Higher Lodge Broadmead Merton	Resurface/Overlay	21
A386	A386 Myrtle Street Appledore	Resurface/Overlay	36
A386	A386 Pixon Lane roundabout to Drake statue Tavistock	Resurface/Overlay	30
A388	A388 Chapel Street Holsworthy	Resurface/Overlay	31
A388	A388 Saltrens Bideford	Resurface/Overlay	214
A3015	A3015 Honiton Road Exeter	Resurface/Overlay	50
A3052	A3052 Church Street Sidford	Resurface/Overlay	35
A3052	A3052 High Street Sidford	Resurface/Overlay	65
A3072	A3072 Ashleigh Farm Exeter Hill Shobrooke	Resurface/Overlay	11
A3072	A3072 Dart Bridge Bickleigh	Resurface/Overlay	35
A3072	A3072 Rydon Farm Holsworthy	Resurface/Overlay	135
A3079	A3079 Morecombe Cross to Cookworthy Halwill	Resurface/Overlay	133
A3122	A3122 Church Street Halwell	Resurface/Overlay	33
A3122	A3122 Church Street Halwell Cross Halwell	Resurface/Overlay	24
A3124	A3124 Cocktree Sampford Courtenay	Resurface/Overlay	153
A3124	A3124 Triggers Hill Old Parsonage - Beaford	Resurface/Overlay	83
A3126	A3126 Bolham Road Petroc roundabout Tiverton	Resurface/Overlay	30
	Design / Supervision		216
	National Productivity Investment Fund		3,169
	Bridge Road Contribution (A379)		571
Principal Roads			
	SCRIM Remedial Works		1,300
	Preventative Programme		327
	Pre Patching for 2018/19 Preventative Programme (summer 2017/18)		100
	Pre Patching 2018/19 Preventative Programme (winter 2017/18)		50
Non-Principal Roads			
	Non-Principal Road Recovery Programme		5,200
	Preventative Programme		3,900
	Pre Patching 2018/19 Preventative Programme (summer 2017/18)		4,000
	Pre Patching 2018/19 Preventative Programme (winter 2017/18)		250
All Roads			
	Pothole Action Fund		3,192
	Spray Injection Patching		1,000
	Joint Sealing		250
	Pre Surface Dressing Cleaning / Design		650
	Wet/Dry Collision Sites		50
	High Skid Resistance Surfacing Programme		600
	Carriageway Condition Surveys		325
	Fixed Contract Overhead Charge		1,122
	Contract Mobilisation Charge		410
	Material Testing		200
	Scheme Delivery		650
	Footways		1,650
	Cycleway, PROW & Unsurfaced Roads		400
	Road restraint systems - strategy priority 1c (rd/rail High Risk)		1
	Road restraint systems - strategy priority 1d (timber post over trunk rds)		329
	Road restraint systems - strategy priority 2 (A rd/rail rd overbridge)		255
	Road restraint systems - strategy priority 3 (All remaining rd/rail overbridge)		50
	Road restraint system - damage permanent replacements		300
	Drainage works		1,100
	Cattle Grid structural repairs		100
	Extreme Weather Resilience Contingency		2,000
	DfT challenge bid match funding		1,117
	Street Lighting		720
	Road Weather Station Renewal Programme		100
	Traffic Signal Replacements		500
HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME			40,743

**Appendix IV
To HIW/17/34**

Bridge and Structures Programme 2017/18

BAS 2017/18	Project Description	Budget Estimate
Bridge Strengthening		
Crediton Station leat	150k works, £25k D&S	175,000
Hornshayes	Strengthen abutments	40,000
Pattard (3186)	Strengthened bridge - new layout	75,000
Exeter Hill	Flood defence scheme	100,000
Longham (00023)	Permanent loads only, saddle	30,000
Alma Footbridge	Potential start 17/18, complete 18/19	250,000
Retaining Wall Strengthening		
Budget Holding Code	Unplanned schemes identified in year	175,000
Harbetonford Phase 3	Retaining wall/Embankment strengthening	200,000
Combe Martin	Retaining wall/Embankment strengthening	30,000
Chudleigh Road, East The Water	Retaining wall/Embankment strengthening	50,000
Hillside, Ilfracombe	Retaining wall/Embankment strengthening	160,000
Shirwell Hairpins	Retaining wall/Embankment strengthening	120,000
Blackboards	Retaining wall/Embankment strengthening	180,000
Shillingford Road, Huckely	Retaining wall/Embankment strengthening	80,000
Tucking Mill Wood	Retaining wall/Embankment strengthening	70,000
Teign Valley (500m south of Golf Club)	Retaining wall/Embankment strengthening	300,000
B3220 Muddiford Plaistow Mills	Retaining wall/Embankment strengthening	150,000
Cloonavon Wall	Complete 16/17 scheme	30,000
Hillgarth	Retaining wall/Embankment strengthening	35,000
Clovelly High Street	Retaining wall/Embankment strengthening	50,000
Langdon Barton	Retaining wall/Embankment strengthening	15,000
Tuckenhay	Retaining wall/Embankment strengthening	20,000
Landcross	Complete 16/17 scheme	30,000
Scour Protection		
BD97/12 Stage 1 Scour Assessments	Non Main Rivers	100,000
Newbridge Chudleigh Knighton	New invert	25,000
Axmouth Bridge & Side Span	Forward Design - New invert	8,000
Sub Standard Parapets		
Exe Bridge South	Refurbishment of railings	100,000
Principal Inspections (Bridges)		
Principal Inspections	Sites to be identified (SH)	400,000
Principal Inspections (Retaining Walls)		
Principal Inspections by Jacobs	Consultant - Jacobs	150,000
Post Tensioned Special Inspections		
Bridge Assessments - PTSI Inspections	Hillsford, Cherry, Landkey, Ducks Marsh	50,000
Bridge Assessments		
Bridge Assessments - Jacobs	Assessment of Sub Standard Bridges	50,000
Bridge Assessments - EDG	assess Bascule Bridge and Trews weir	50,000
Traffic and Signing		
'Low Headroom' bridges	Replace non standard signs to reduce collision risk	100,000
Alphington Road surfacing reprofiling	To reduce risk of railway bridge collision impact	32,000
Component Replacement, Major Route Bridges		
A361 - River Torridge joints	Replace both joints	850,000
Major Refurbishments		
Bideford Long Bridge	Mainly repointing	200,000
Iron Bridge, Exeter	Cast Iron/steelwork repairs	140,000
Landcross Viaduct	Corrosion protection	650,000
Thorveton	Concrete repairs	710,000
Cycleways		
PROW cycleway and bridleway bridges		250,000
Minor Refurbishment		
Bridge Inspector allocations	As identified in General Inspections	225,000
BD 79 - Management of Sub Standard Structures		
BD 79 - Management of Sub Standard Structure	Monitoring sub-standard structures	5,000
Forward Design - Bridges		
Bovey Bridge Cantilever	Service diversion work and f/d new structure	175,000
Baulk Bridge	Replacement bridge design	50,000
Prevention of Suicides at Major Bridges		
Works at two major North Devon Bridges		30,000
NHT Minor Works		
For minor wall schemes identified in year		35,000
Total	Total Project Column	6,750,000

NATIONAL HIGHWAYS & TRANSPORT NETWORK HIGHWAY MAINTENANCE BENCHMARKING INDICATOR RESULTS



Appendix VI to HIW/17/34

Levels of Service Key Performance Indicators

(Performance indicators have not been developed against each level of services as the selected indicators represent a strategic set of performance measures)

Level of service		Strategic Indicator	Means of Measurement	Indicator reported	Target	Performance Level			
						Excellent	Good	Fair	Poor
Overarching	Use an asset management 'whole life' approach to scheme prioritisation to ensure effective and efficient management of the asset.	The backlog value of the highway asset reported to Government is being maintained or decreasing	The accumulated depreciation as a percentage of Gross Replacement cost	Annual		<14% ✓	14-16%	16-20%	>20%
	Continue the development of community schemes such as the Community Road Warden Scheme (CRWS), Parish Paths Partnerships (P3), snow wardens, grass cutting, wild flower verge planting and similar community schemes to support sustainable communities.	Number of parishes, town councils or community groups taking up the schemes	As reported by Neighbourhood teams	Annual	In Development				

Carriageways	Inspect highways at set frequencies and prioritise repairs to safety defects in accordance with the Highway Safety Inspection Policy.	Completion of Safety Inspections on time	% of safety inspections completed on time	Monthly	100%	100%	90-99%	80 - 89%	< 80%
	Continue the development of the Community Road Warden Scheme (CRWS) by providing training, equipment and materials to local volunteers to assist with repairing non-safety defects and carrying out minor amenity maintenance activities.								
	Respond within 2 hours to any occurrence or incident that poses a threat to life or renders the highway unusable or unsafe.	Response to emergency call outs within policy timescales	% of callouts responded to within timescales	Monthly	In Development	90-100%	90-80%	80-75%	>75%

Carriageways Cont.	Using road condition data develop and deliver an annual programme of carriageway structural maintenance repairs including resurfacing, patching and surface dressing to maintain roads within available budgets.	The condition of the road network is nationally recognised as good	National Road Condition Index Percentage of network requiring planned maintenance	Annual	Minimise decline to stay in top quartile performance nationally	A >4% ✓	5-6%	6-10%	<10%
						B >4% ✓	5-6%	6-10%	<10%
						C >13% ✓	13-15%	15-20%	<20%
						Unclass >25% ✓	25-32%	32-40%	<40%
	Survey skidding resistance on A roads and investigate, monitor and repair deficiencies and/or put up slippery road warning signs.	Skid resistance surveys indicate high levels of skid resistance	Percentage of A roads in satisfactory condition	Annual		>90%	90-85%	85-80% ✓	<80%
Operate a winter service of precautionary salting and snow clearance on strategic roads and when possible on secondary routes as laid out in our Winter Service and Emergency Plan.	Precautionary gritting	% of routes started within the agreed start time (+/- 15 mins)	Monthly during winter	>95%	95-100% ✓	95-90%	90-85%	>85%	
Support communities in their efforts to salt local roads and footways by providing support and training to snow wardens as well as equipment and bagged salt where applicable.									

Footways & cycleways	Inspect footways and cycleways at set frequencies and prioritise repairs to safety defects in accordance with the Highway Safety Inspection Policy.	The condition of the Primary footway network is nationally recognised as good	Footway Network Survey. The percentage of footways in structurally unsound	Annual		< 4%	5-6%	6-10%	>10%
	Develop and deliver an annual programme of footway and cycleways maintenance repairs.					✓			
Structures	Carry out structures inspections in accordance with the national code of practice.	The condition of bridges is nationally recognised as good	Report on Bridge stock using the County Surveyors Society Bridge Condition Indicator	Annual	Maintain condition index score within the 'good' range	100 – 95 ✓	94 - 90	89 - 80	<79
	Monitor those structures considered to be below standard.								
	Using condition data develop and deliver an annual programme of bridge and retaining wall maintenance and structural repairs to maintain structures within available budgets.								
	Target structures which are in the Poor/Very Poor condition band where this has a potential impact on safety.								

Drainage	Investigate reports of highway flooding and damaged or blocked highway drains and take appropriate measures to get water off the highway, alleviate or mitigate flooding as appropriate.								
	Cleanse gullies on the salting network and in rural areas on an annual basis; and all others on a three year rolling programme or at required enhanced frequency.	Percentage of annual/triannual cleans completed on time.	Contractors cyclical maintenance returns reporting number of gullies cleansed and percentage of programme completed	Quarterly	100% of programme completed on time	100 – 95 ✓	94 - 90	89 - 80	<79
	Jet drainage systems on a reactive basis as they are reported or found through inspection.								
	Carry out an annual programme of grip cleaning and cutting.								
Safety Fencing	Assess safety fences when they are knocked down or damaged and repair or replace as required.								

Highway Lighting	Respond within 2 hours to reported traffic accidents involving lighting columns or other lighting emergencies.									
	Develop and deliver a programme of column repair and replacement in order to maintain the street lighting asset and reduce the risk of column failure.	Highway street lighting is in good condition	The percentage of columns older than their recommended design life	Annual	14.5% of columns are older than their recommended 40 year design life	<5%	5-8%	8-12%	>12%	✓
Public Rights of Way	Carry out regular ease of use inspections on footpaths.	The public rights of way network is easy for people to use	Former best value indicator 178. The percentage of PROW which are easy to use.	Annual	90% of PROW are easy to use	>92%	92-90%	90-80%	<80%	✓
	Continue the development of the Parish Paths Partnerships (P3) by providing support, training, equipment, materials and funding to enable volunteer maintenance of footpaths.									
Traffic management systems	Respond within 4 hours to signal failures.	Response to emergency call outs within contract timescales	% of callouts responded to within timescales	Monthly		90-100%	90-80%	80-75%	>75%	✓
	Operate an annual inspection, electrical testing and repair regime for all traffic signals and pedestrian crossings.									

Street Furniture	Repair or replace any safety signs knocked down or damaged by routine traffic accidents.	
Land	Carry out annual programme of grass cutting to maintain safe visibility at junctions and visibility splays.	
	Inspect highways trees and prioritise repairs to safety defects in accordance with the Tree Inspection Policy.	