

County Road Highway Maintenance Capital Budget: Progress on 2017/18 Schemes and Proposals for the 2018/19 Programmes

Report of the 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 2017/18 capital funded highway maintenance schemes detailed in Appendices I and II to this report be noted;**
- (b) The capital funded highway maintenance programmes for 2018/19 as set out in Appendices III and IV be approved;**
- (c) Detailed allocation of the available budget be determined by the 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) The 2018/19 Highways, Infrastructure, Development and Waste capital programme is increased by £2,237,308, funded by external grants. This is additional Pothole Action Fund grant that was awarded by the Department for Transport in February 2018.**

1. Summary

This report presents information on the programmes and schemes of highway capital maintenance work delivered in 2017/18.

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 the allocations to Devon are conveyed in this report.

This report details proposals for capital funding of highway maintenance programmes and schemes in 2018/19. 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 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. During the winter period precautionary salting and snow clearance operations are carried out as needed.
- (b) Routine or cyclic maintenance such as gully emptying, grass cutting, 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 HIAMP at its meeting in November 2016 and the schemes and programmes for 2018/19 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 9 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.

Devon has been awarded £34.042 million in 2018/19 for the needs based formula which is calculated on the quantity of all highway features and provides funding for structural maintenance of all highway assets, not just carriageways. This is included in the approval; 2018/19 capital programme. Other capital funding previously awarded or anticipated by Government are detailed below:

- Additional Devon's Pothole Action Fund awarded in 2017/18, £2.237 million.
- £2.992 million carry forward from 2017/18 for Challenge Fund 2A awarded for the A361 junction improvement works east of Tiverton.
- £1.878 million carried forward from 2017/18 to complete Challenge Fund 1, replacement LED street lighting programme.
- Devon's Incentive Funding (Band 3) is anticipated at £7.09 million and has been included in the approved 2018/19 capital programme

A further allocation from the Pothole Action Fund is also anticipated for the 2018/19 year but the value of this is not yet known. The 'needs formula' allocations are shown in Table 1 below. Allocations from 2019/20 onwards are indicative only.

Following Devon's submission of a self-assessment questionnaire regarding the Incentive formula to the Department for Transport (DfT) claiming Band 3 level for the authority, an additional £7.09 million of funding for 2018/19 (see Table 1) is anticipated.

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 Department for Transport Needs Based and Incentive Formula allocations.

Devon County Council		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 Councillors and local Neighbourhood teams to ensure the funds are used as efficiently as possible and that 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. It is anticipated that completion of the programme will be within the first quarter of 2018/19 and £1.87 million has been carried over to fund this.

In summary, the funding sources for 2018/19 are:

LTP and PAF 2017/18 projected variance	£2,090,000
LTP needs formula allocation 2018/19	£34,042,193
Pothole Action Fund (PAF) additional 2017/18 allocation	£2,237,308
Incentive Fund (Band 3)	£7,090,167
A361 East of Tiverton (Challenge Fund Tranche 2A) projected 2017/18 variance	£2,992,500
Street Lighting (Challenge Fund 1 2017/18 projected variance)	£1,878,000
Total	£50,330,168

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 to this report 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 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 C road network (Fig 3) indicates a trend over the past 4 years in the gradual deterioration of this part of the network, currently showing 17% in red condition requiring immediate action.

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 including a significant proportion (43%) that is at various stages of deterioration.

The continued gradual deterioration in the minor road network reflects the fact that there is insufficient funding provided by Government to meet all the needs of the county road network.

Work on the A and B road network and key links into communities has been made a high priority. This 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 £12.26 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 £10.2 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 in general, levels of service are currently being achieved and supports the decisions regarding funding allocation of available budget against each asset group elements in the 2017/18 programme and also supports broadly continuing with this approach for 2018/19.

The indicators identify that more funding should be allocated to C class road repairs at the expense of other unclassified road funding.

The skidding resistance performance indicator is showing an area of concern and this has been investigated further. In the period 2014/15 to 2016/17, 27% of the LA motorway and 'A' road network in England required further investigation to check whether the level of skidding resistance was acceptable. This was an increase of 4 percentage points from the previous three-year period, 2011/12 to 2013/14. So, compared to the national picture the current results for Devon are better than average and this would suggest the approach is appropriate and that the indicator bandings should be reviewed.

The performance indicator for streetlighting shows that further work is required to renew older lighting columns. This is already in hand with the additional challenge fund project.

Highways

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 (those needing planned maintenance soon). It would also require an investment of approximately £38m per year just to maintain all of Devon's carriageways in a steady state.

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.

Bridges and Highway Structures

Devon's overall bridge stock remains classed as "Good" as reported last year and the overall condition places Devon's bridge stock in the top 3 in the UK. This 'good' rating is interpreted as representing a low risk to public safety. The large size of Devon's bridge stock is such that despite this average 'good' score, there remain over 800 bridges 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, monitoring or strengthening.

The average condition of the retaining wall stock is improving due to the larger proportion of the capital budget being allocated to this asset type. Also, additional inspectors have been recruited to ensure the large stock of structures is inspected in accordance with the return period of 2 years as set out in the national Code of Practise.

7. Capital Highway Maintenance Programmes: 2017/18

Appendix I shows progress with the 2017/18 Highways programme.

Appendix II shows progress with the 2017/18 Bridges and Highway Structures programme.

8. Capital Highway Maintenance Programmes: 2018/19

The available funding for 2018/19 is £50,330,168.

It is proposed to allocate this as follows:

Highway Structural Maintenance	£37,759,668
Challenge Fund (Low Energy Street Lighting)	£1,878,000
Challenge Fund (A361 East of Tiverton Junction)	£2,992,500
Bridge and Structures Programme	£7,700,000
Total	£50,330,168

April 2017 saw 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 reflects HMEP principles through the target costing on the majority of the services delivered, this approach encourages contractor performance that enables increased performance in service delivery.

There is a requirement within the contract for an annual fixed overhead charge, this charge is apportioned between capital (£1.122 million) and revenue works. The capital element is charged as a percentage to each capital highway scheme delivered through the contract.

Delivery of surface dressing and micro-asphalt treatments for 2018/19 and 2019/20 programme is via external contracts outside of the TMC. Preparation of roads in advance of the 2019/20 treatment works will be delivered through the TMC and is shown under Pre-patching and Preventative Programme in Appendix III, for both Principal roads (£1.1 million,) and Non-Principal roads (£3.25 million) totalling £4.35 million. It is proposed to allocate this funding for highways, bridges and highway structures as outlined in Appendix III and Appendix IV.

Key elements include:

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

- £5.0 million to named larger schemes with a high pothole count and structural defects and or to rectify carriageways with potential skidding defects.
- £0.168 million on surface dressing and micro-asphalt treatments including preparatory patching works in the 2018/19 preventative treatment programme.
- £0.15 million for a pre-patching preventative programme for the 2018/19 and 2019/20 carriageway preventative treatment programme.

- £1.4 million for a similar pre-patching preventative programme on other roads in the 2020/21 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. 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

Key elements include:

- £5.97 million has been allocated to make further progress on non-Principal roads and to undertake preparatory patching and surfacing on local roads. This will support the strategic pledge for 'B' roads and to help prioritise repairs to the more minor network.
- £5.03 million has been allocated for preventative treatments, surface dressing (£3.73 million) and micro asphalt (£1.3 million) including preparatory patching works in the 2018/19 preventative treatment programme.
- £1.85 million for a pre-patching preventative programme for the 2018/19 and 2019/20 carriageway preventative treatment programme.
- £1.5 million for a similar pre-patching preventative programme on other roads in the 2019/21 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 in the future.

(iv) Pothole Action Fund (PAF)

The Highway Infrastructure Asset Management Strategy outlines the insufficiency in funding to address all the demands for maintenance on the network consequently this has resulted in a backlog of planned work particularly on the minor road network. To address part of this backlog the PAF has been targeted towards areas in poor condition on the minor road

network and Neighbourhood teams have worked with Councillors to identify a programme of schemes across the county for 2018/19.

This is a large programme of work, over £3.5 million more than the PAF budget in 2017/18, which is proposed to be delivered over the summer months in 2018. Resources are currently being sought to provide an assurance as to the delivery of the work. In addition to this programme a further 80 sites valued at £800,000 will be deferred from 2017/18 which are proposed for delivery in the early part of the new financial year.

(v) Footways

£1.91 million will be used to keep footways in a condition that is reasonably safe and commensurate with established usage. Slurry sealing is recognised as a cost-effective intervention treatment for efficiently restoring the performance of worn and tired footway surfaces. £392,000 will be allocated for the 2018/19 footway slurry sealing programme.

£150,000 will be used to prepare the footways ahead of the planned slurry sealing programme in 2019/20.

It is proposed to target £484,000 of footway budget to replacing and upgrading slab footways in urban areas. Such footways generate a significant level of customer feedback relating to defective or uneven slabs. To improve maintenance longevity consideration will also be given to replacing such footways with alternative lower maintenance surfaces noting that any such change will only occur following agreement through consultation with local communities.

(vi) Drainage

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

(vii) Road Restraint Systems

£0.94 million has been allocated to continue with the upgrading and replacement of road restraint systems. The majority of high risk sites, and principal roads containing timber post systems have now been inspected and upgraded where required, 2018/19 will focus on lower category roads and sites protecting structures and at overbridge locations adjacent to other major routes. The strategy has been reviewed and now includes other sites on the unclassified road network which may have barrier protecting structures and other major routes.

£0.12 million has been allocated to make further improvements to the A380 south bound carriageway road restraint system at Preston Down roundabout in Marldon.

(viii) 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 obsolete. There is a need to start a replacement programme at £0.1 million p.a. over a 4 years period to ensure we have adequate reporting systems to satisfy our resilience requirements.

(ix) Bridges and Structures

The condition of Devon's bridge stock is currently ranked 3rd in the UK out of nearly 200 Local Authorities, however a recent RAC Foundation reported showed Devon has the largest

number of substandard bridges in the UK at 249. This is not a cause for concern for three reasons:

1. Devon has the largest stock of Local Authority bridges in the UK by a significant amount and the 249 substandard represents only 6% of the total stock.
2. A significant portion of the 249 are ancient 'clapper' bridges on Dartmoor which cannot be proved to carry the full load capacity but are doing so without any signs of distress and will not be strengthened or have weight limits applied.
3. There are many bridges in Devon with weight limits that are appropriate for the location and they do not cause transportation difficulties or limit access and there are no plans to remove the weight limits.

In 2017/18 a total of 120 bridges and structures projects were included in the annual programme with the following six schemes accounting for 38% of the budget;

Retaining Wall - B3193 Teign Valley	£252,277
Retaining Wall - A39 Shirwell Hairpin Bends	£255,000
Retaining Wall - Bow Road Harbertonford	£361,000
Major Refurbishment - Bideford Long Bridge	£403,133
Landcross Viaduct - Major Refurbishment	£485,000
Thorverton Bridge - Major Maintenance	£570,000

As well as strengthening and major refurbishment projects there continues to be a large programme of major examination work that is necessary to ensure structural assets remain fit for purpose and safe to use:

Principal Inspections - Bridges (DCC)	£110,000
Bridge Assessments - Post Tensioned Bridge Inspections	£114,915
Stage 1 Scour Assessments Non-Main Rivers	£115,000
Principal Inspections - Bridges (Jacobs)	£156,000
Principal Inspections - Retaining Walls (Jacobs)	£167,000

The programme for 2018/19 will continue with further strengthening projects to improve the resilience of the network. Major refurbishments will take place on several historic structures including Iron Bridge in Exeter and the ongoing programme of inspections and major examinations will continue to ensure the risk of failure of an asset is kept to an acceptable and manageable level.

(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. This is in addition to the £2.5m awarded by the Government to enable a speedy repair of the A379 at Slapton. The capital programme will be enhanced, following design and an approved scheme and financial profile identified.

9. Options/Alternatives

The programme for 2018/19 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 the Department for Transport who have said that they will take this into account in future submissions for funding.

10. Consultations

The results of the 2017 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 individual NHT highway maintenance benchmarking indicator results illustrating public satisfaction levels for highway maintenance and road condition since 2009 is shown at Appendix VI. The 2017 survey summary shows that the level satisfaction with the condition of the highway and the delivery of the highway maintenance service in Devon is at 37% and 52% respectively and in line with the national average giving an overall average satisfaction of 51%. Although this is an improvement on the 2016 results the trend has been one of reduced level of public satisfaction although there has been a general upward trend of improved public satisfaction appearing over the last 3 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-impact-assessment-201819/>

14. Legal Considerations

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

With the condition of parts of the network there is 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. 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 consequently, 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 accounted for 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 have an impact on public health with reduced maintenance effecting sustainable travel alternatives, and potentially more injuries resulting from crashes, trips and falls, however the recommended approach limits this risk, by targeting investment.

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 2018/19 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 2018/19 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
Chief Officer for Highways, Infrastructure Development and Waste

Electoral Divisions: All

Cabinet Member for Highway Management: Councillor Stuart Hughes

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

Contact for enquiries: Paul Davis

Room No. Lucombe House, County Hall, Exeter. EX2 4QD

Tel No: (01392) 383000

Background Paper	Date	File Reference
Impact Assessment	January 2018	https://new.devon.gov.uk/impact/published/budget-impact-assessment-201819/

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hk 07 280318

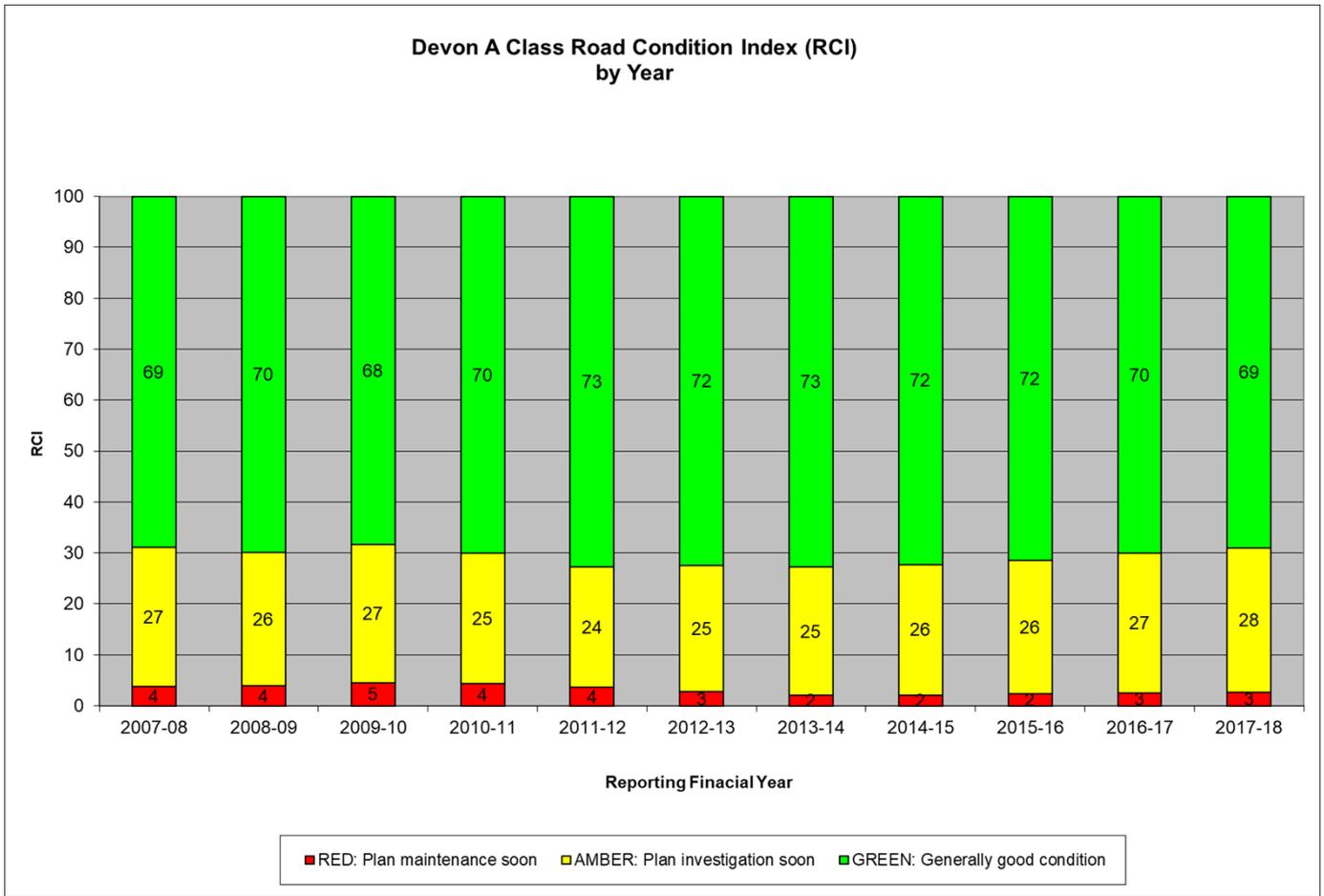


Figure 1

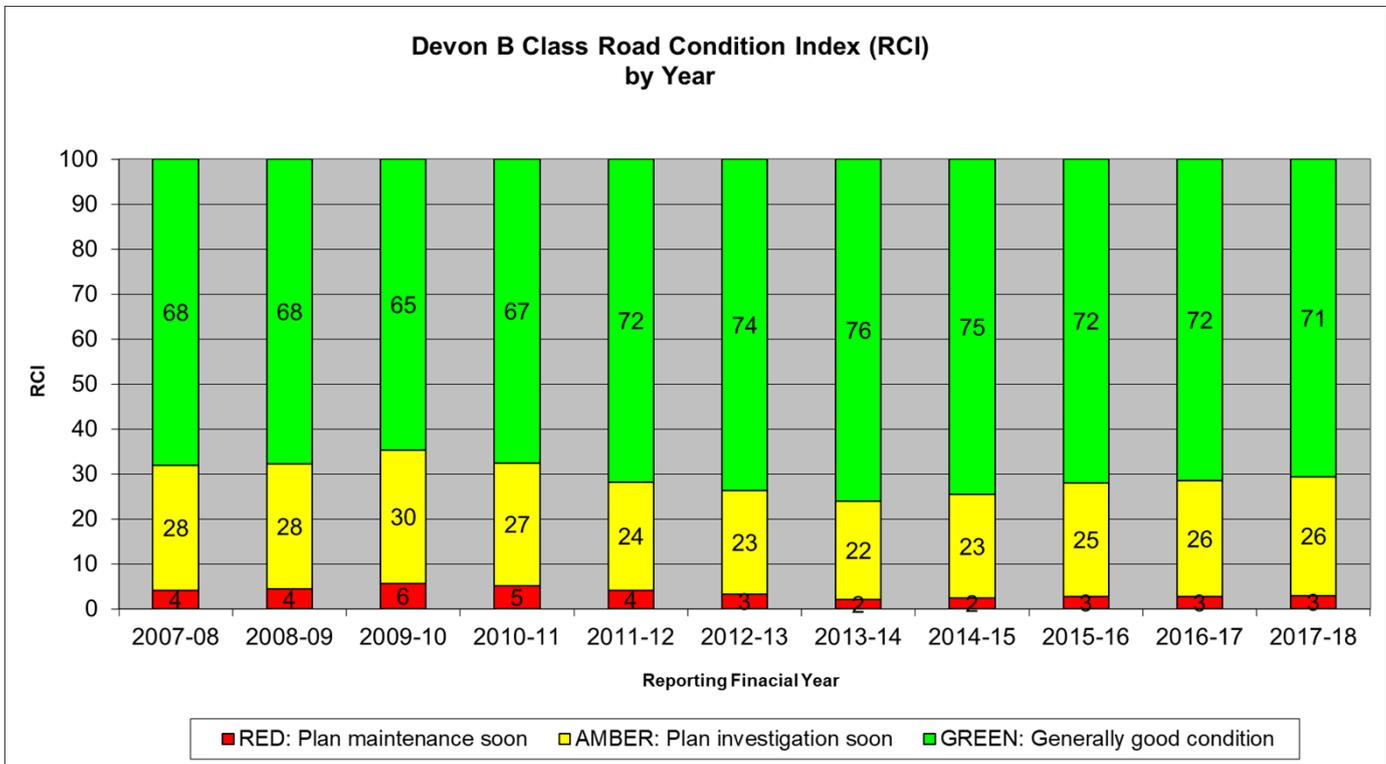


Figure 2

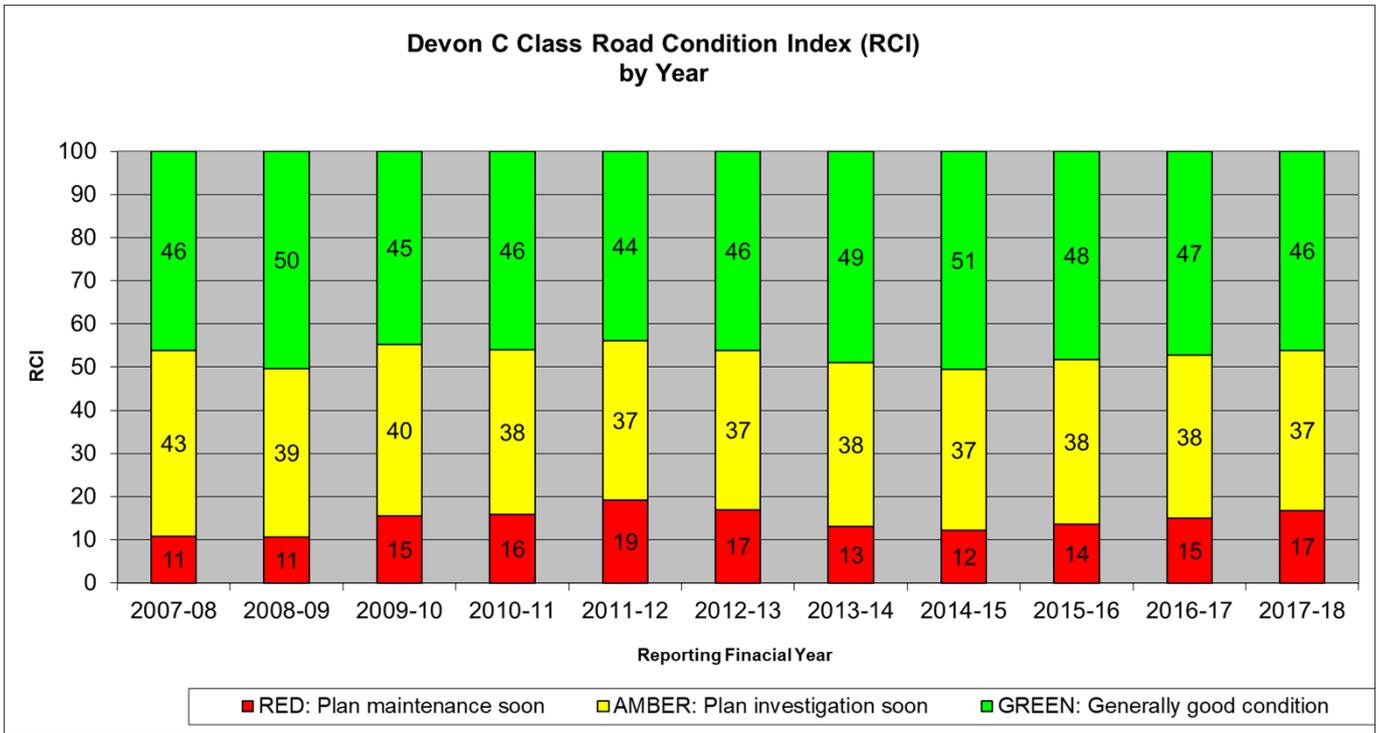


Figure 3

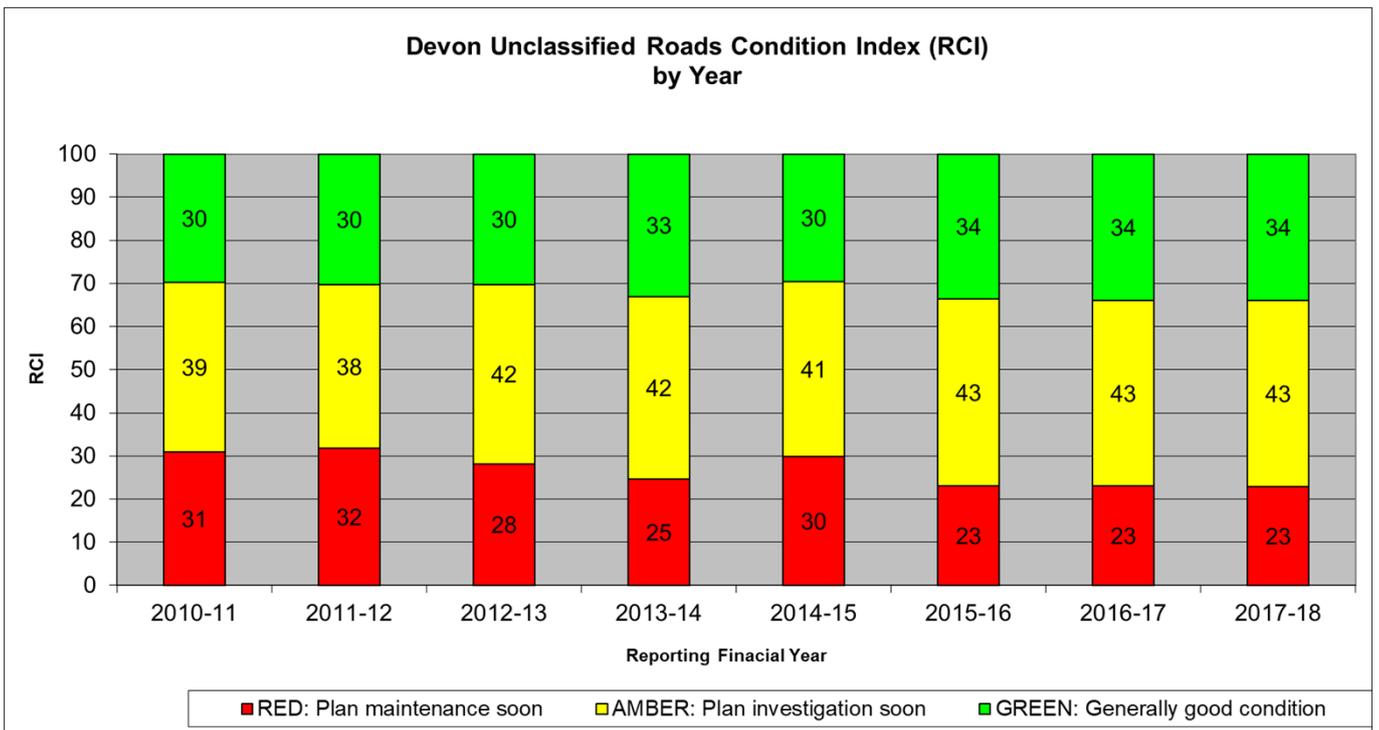


Figure 4

Highway Structural Maintenance Programme 2017/18

Road	Scheme Name	Value £'000
A38	A38 Poachers Pocket Hotel to Red Ball, Burlescombe	261
A39	A39 Bucks Cross	344
A39	A39 Fairy Cross to Knotty Corner Alwington	14
A39	Shirwell Hairpin Bends	143
A361	A361 Little Mullacott and Score Chapel St Brannoeks Road Ilfracombe	266
A377	A377 Old Exeter Road Bishops Tawton	154
A377	A377 South Molton Road Elston Cross Kings Nympton	3
A377	A377 Weirmarsh Farm High Bickington	165
A377	A377 Woodforde Umberleigh	10
A379	A379 Brixton Road Yealmpton	198
A379	A379 Exeter Road Dawlish	322
A379	A379 March Cottages Chillington	136
A379	A379 Teignmouth Hill Dawlish	37
A379	A379 The Strand Starcross	36
A379	A379 White Court, Dawlish	7
A381	A381 Bickleigh Copse to Totnes Cross Halwell Totnes	378
A381	A381 Cuttery House East Allington	33
A381	A381 Higher Fallapit Farm East Allington	139
A381	A381 Teignmouth Road Bishopsteignton	32
A381	A381 West Alwington Hill Kingsbridge	103
A381	A381 Western By Pass to Gerston Cross Totnes	111
A381	A381 Wolborough St Newton Abbot	250
A382	A382 Blenheim Terrace Monks Way Bovey Tracey	11
A384	A384 The Parsonage Ashburton Road Dartington	51
A386	A386 Broadmead Merton	156
A386	A386 Myrtle Street Appledore	2
A386	A386 Pixon Lane roundabout to Drake statue Tavistock	120
A388	A388 Chapel Street Holsworthy	32
A388	A388 Saltrens Bideford	132
A388	A388 Stibb Cross to Holsworthy (West Wonford to Woodford Bridge)	38
A3015	A3015 Honiton Road Exeter	64
A3052	A3052 Church Street Sidford	61
A3052	A3052 High Street Sidford	89
A3072	A3072 Ashleigh Farm Exeter Hill Shobrooke	42
A3072	A3072 Dart Bridge Bickleigh	33
A3072	A3072 Rydon Farm Holsworthy	162
A3079	A3079 Morecombe Cross to Cookworthy Halwill	88
A3122	A3122 Church Street Halwell	15
A3122	A3122 Church Street Halwell Cross Halwell	24
A3124	A3124 Cocktree Sampford Courtenay	127
A3124	A3124 Triggers Hill Old Parsonage - Beaford	110
A3126	A3126 Bolham Road Petroc roundabout Tiverton	114
	Design / Supervision	86
	National Productivity Investment Fund (including A379 Sandygate Roundabout, A380 Ware Barton and part Torridge Bridge)	3,169
	Bridge Road Contribution (A379)	659
	<u>Principal Roads</u>	
	Challenge Fund Tranche 2A (LTP match funding)	92
	Routine and Reactive schemes	671
	SCRIM Remedial Works	2,489
	Preventative Program	470
	Pre Patching for 2018/19 Surface Dressing (deferred from 16/17)	7
	Pre Patching for 2018/19 Surface Dressing (summer 2017/18)	17
	<u>Non-Principal Roads</u>	
	Non-Principal Road Recovery Programme	5,284
	Preventative Programme	3,751
	Pre Patching for 2018/19 Surface Dressing (deferred from 16/17)	139
	Pre Patching 2018/19 Preventative Programme (summer 2017/18)	4,247
	Pre Patching 2018/19 Preventative Programme (winter 2017/18)	107

Highway Structural Maintenance Programme 2017/18

Scheme Name	Value £'000
<u>All Roads</u>	
Pothole Action Fund	2,198
Spray Injection Patching	620
Joint Sealing	7
Pre Surface Dressing Cleaning / Design	966
High Skid Resistance Surfacing Programme	1,220
Carriageway Condition Surveys	325
Fixed Contract Overhead Charge	1,122
Material Testing	200
Scheme Delivery	650
Footways	1,714
Cycleway, PROW & Unsurfaced Roads	478
Road restraint systems - strategy priority 1c (rd/rail High Risk)	1
Road restraint systems - strategy priority 1d (timber post over trunk rds)	519
Road restraint systems - strategy priority 2 (A rd/rail rd overbridge)	113
Road restraint systems - strategy priority 3 (All remaining rd/rail overbridge)	10
Road restraint system - damage permanent replacements	199
Drainage works	1,201
Cattle Grid structural repairs	46
DfT challenge bid street lighting LTP match funding	945
Street Lighting	366
Road Weather Station Renewal Programme	102
Traffic Signal Replacements	602
HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME	39,405
Allocation 2017/18	41,055
Estimated carry forward to 2018/19	1,650

Bridge Assessment and Strengthening Programme 2017/18

BAS 2017/18	Project Description	Value £000s
Bridge Strengthening		
Clyst St Mary bridges	Investigation work prior to strengthening	50
Pattard (3186)	Strengthened bridge - new layout investigation	26
Exeter Hill	Flood defence scheme preliminary work	29
Longham (00023)	Permanent loads only, saddle	35
Alma Footbridge	Potential start 17/18, complete 18/19	86
Shaldon	Completion of previous year's work	5
Broomer River Bridge	Investigation for future strengthening	2
Meavey Cross	strengthened deck	15
Wilder Brook	investigation prior to strengthening 18/19	10
Retaining Wall Strengthening		
Combe Martin	Retaining wall/Embankment strengthening	109
Chudleigh Road, East The Water	Retaining wall/Embankment strengthening	26
Hillside, Ilfracombe	Retaining wall/Embankment strengthening	93
Shirwell Hairpins	Retaining wall/Embankment strengthening	255
Shillingford Road, Huckely	Retaining wall/Embankment strengthening	134
Tucking Mill Wood	Retaining wall/Embankment strengthening	82
Teign Valley (500m south of Golf Club)	Retaining wall/Embankment strengthening	269
Cloonavon Wall	Complete 16/17 scheme	40
Clovelly High Street	Retaining wall/Embankment strengthening	71
Langdon Barton	Retaining wall/Embankment strengthening	68
Landcross	Complete 16/17 scheme	61
Ashley recycling centre	Retaining wall/Embankment strengthening	33
Bow Road	Retaining wall/Embankment strengthening	358
Chapel Downs	Retaining wall/Embankment strengthening	85
Eggesford East of Station	Retaining wall/Embankment strengthening	35
Francis Plantation	Retaining wall/Embankment strengthening	101
Muddiford Plaistow Mills	Retaining wall/Embankment strengthening	135
Russell Court	Retaining wall/Embankment strengthening	35
Seven Ash	Retaining wall/Embankment strengthening	32
Teign Valley Spira	Retaining wall/Embankment strengthening	180
Tarka Sea Wall, Instow	Retaining wall/Embankment strengthening	37
Various other	Retaining wall/Embankment strengthening	254
Scour Protection		
BD97/12 Stage 1 Scour Assessments	Non Main Rivers	115
Denham Bridge		2
Newbridge Chudleigh Knighton	New invert	11
Sub Standard Parapets		
Exe Bridge South	Refurbishment of railings	180
Sowton Mill	Investigate new parapets	13
Principal Inspections (Bridges)		
Principal Inspections	Sites to be identified (SH)	266
Principal Inspections (Retaining Walls)		
Principal Inspections by Jacobs	Consultant - Jacobs	167
Post Tensioned Special Inspections		
Bridge Assessments - PTSI Inspections	Hillsford, Cherry, Landkey, Ducks Marsh	115
Bridge Assessments		
Bridge Assessments - Jacobs	Assessment of Sub Standard Bridges	58
Bridge Assessments - EDG	assess Bascule Bridge and Trews weir	25
Traffic and Signing		
'Low Headroom' bridges	Replace non standard signs to reduce collision risk	20
Alphington Road surfacing reprofiling	To reduce risk of railway bridge collision impact	41
Component Replacement, Major Route Bridges		
A361 - River Torridge joints (remainder with Highways NPIF programme)	Replace both joints	403
Major Refurbishments		
Bideford Long Bridge	Mainly repointing	418
Fremington Viaduct	Retention from previous year project	8
Iron Bridge, Exeter	Cast Iron/steelwork repairs	33
Landcross Viaduct	Corrosion protection	485
River Yeo cycle and footbridge	advance works prior to strengthening	23
Skinners footbridge replacement	advance works prior to replacement structure	5
Thorveton	Concrete repairs	570
Minor Refurbishment		
Bridge Inspector allocations	As identified in General Inspections	224
BD 79 - Management of Sub Standard Structures		
BD 79 - Management of Sub Standard Structure	Monitoring sub-standard structures	5
Forward Design - Bridges		
Bovey Bridge Cantilever	Service diversion work and f/d new structure	223
Baulk Bridge	Replacement bridge design	40
New Bridge Chudleigh Knighton	Highway realignment	35
Bickleigh Bridge	Highway realignment	15
Various		41
Prevention of Suicides at Major Bridges		
NHT Minor Works	Works at two major North Devon Bridges	50
Contribution Millbrook Axminster	For minor wall schemes identified in year	66
	Flood scheme	41
	Total Projected 2017/18	6,449
	Allocation 2017/18 including brought forward	6,889
	Projected variance 2017/18	440

**Appendix III
To HIW/18/20**

Highway Structural Maintenance Programme 2018/19

Road	Scheme Name 2018/19 Appendix III	Treatment Type	Estimate £'000
A3015	Honiton Road, Exeter	Resurfacing	130
A3052	Colyford, Colyton	Resurfacing	8
A3052	Four Elms Hill, Newton Poppleford and Harpford	Resurfacing	120
A3072	Crosspark Cross, Holsworthy Hamlets	Resurfacing	100
A3072	Rydon Road, Holsworthy	Resurfacing	26
A3079	Fowley Cross, Sourton	Resurfacing	90
A3124	Redpost Cross to Culm Cross, Sampford Courtenay	Resurfacing	68
A358	Musbury Road, Axminster	Resurfacing	60
A361	Bish Mill Roundabout, Bishops Nympton	Resurfacing	72
A361	Chaloners Road, Braunton	Patching	29
A361	Foxhunters Inn, West Down	Resurfacing	51
A361	St Brannocks Road, Ilfracombe	Resurfacing	50
A361	Gornhay Cross to M5	Improvement	300
A375	Chapel Street, Sidmouth	Resurfacing	160
A375	Two Bridges Road, Sidmouth	Resurfacing	120
A376	Belle Vue Road/Exeter Road, Exmouth	Resurfacing	10
A376	Rivermead Avenue to Halsdon Lane, Exmouth	Resurfacing	70
A377	Fishleigh, Atherington	Resurfacing	11
A377	Alphington Junction Roundabout, Exeter	Resurfacing	80
A377	Copplestone (One Way) Copplestone	Resurfacing	66
A377	Exe Bridge (South) Exeter	Resurfacing	40
A377	Exe Bridges, Exeter	Resurfacing	200
A377	Half Moon to Newbridge Hill, Newton St Cyres	Resurfacing	50
A377	Sand Down Lane to Pump Street, Newton St Cyres	Resurfacing	103
A377	South Molton Road to Elston Cross, Kings Nympton	Patching	109
A377	Woodforde, UMBERLEIGH	Patching	110
A379	Bitton Park Road, Teignmouth	Resurfacing	136
A379	Brixton Road, Yealmpton	Resurfacing	25
A379	Exeter Road, Kenton	Resurfacing	91
A379	Main Road, Brixton	Resurfacing	15
A380	Harcombe Plantation, Southbound	Reconstruction	400
A380	Kingsteignton, Northbound	Reconstruction	471
A381	Bow Bridge, Ipplepen	Resurfacing	80
A381	Courtlands Road, Newton Abbot	Resurfacing	12
A381	East Street, Newton Abbot	Resurfacing	17
A381	Newton Road, Totnes	Resurfacing	8
A381	The Mounts, East Allington	Resurfacing	50
A381	Torquay Road, Newton Abbot	Resurfacing	40
A381	Wrigwell Cross, Ipplepen	Resurfacing	20
A382	Ford Street to Station Road, Moretonhampstead	Resurfacing	12
A385	Ashburton Road, Dartington	Patching	30
A385	Ashburton Road, Dartington	Patching	30
A385	Station Road & Ashburton Road, Totnes	Resurfacing	100
A385	True Street, Berry Pomeroy	Patching	6
A386	Folly Gate, Inwardleigh	Resurfacing	450
A386	Hatherleigh Roundabout, Hatherleigh	Resurfacing	3
A386	Myrtle Street, Appledore	Resurfacing	20
A386	Plymouth Road, Horrabridge	Resurfacing	22
A386	Sourton Down, Sourton	Resurfacing	25
A386	Tavistock Road, Bickleigh	Resurfacing	100
A386	Tavistock Road, Buckland Monachorum	Resurfacing	48
A39	Bideford Bypass, Bideford	Resurfacing	400
A39	Fairy Cross to Knotty Corner, Alwington	Resurfacing	274
A39	Higher Wayton to Horns Cross, Parkham	Resurfacing	40
A396	Black Cat	Resurfacing	25
A399	Newtown, North Molton	Patching	60
A399	Slade Lane Cross, Kentisbury	Resurfacing	82
A399	Wistlandpound, Challacombe	Resurfacing	15
		Total	5,340
Principal Roads			
	SCRIM Remedial Works		1,300
	Preventative Programme	face Dressing/Microasphalt	168
	Pre Patching for 2018/19 Preventative Programme (deferred schemes)		50
	Pre Patching for 2019/20 Preventative Programme (summer 2018/19)	Patching – SD/Micro	50
	Pre Patching 2019/20 Preventative Programme (winter 2018/19)	st Winter Patching SD/Micro	50
	Pre Patching for 2020/2021 Preventative Programme		1,429
Non-Principal Roads			
	Non-Principal Road Recovery Programme		5,975
	Preventative Treatment Surface Dressing or Microasphalt Programme	Surface Dressing/Micro	5,028
	Pre Patching for 2018/19 Preventative Programme (deferred schemes)		100
	Pre Patching 2019/20 Preventative Programme (summer 2018/19)	Surface Dressing/Micro	1,500
	Pre Patching 2019/20 Preventative Programme (winter 2018/19)	st Winter Patching SD/Micro	250
	Pre Patching 2020/2021 Preventative Programme		1,500

**Appendix III
To HIW/18/20
continued**

Highway Structural Maintenance Programme 2018/19

All Roads

A380 Preston Down RAB Marlton Southbound	Barrier Collision Scheme	120
Pothole Action Fund		3,236
Spray Injection Patching	Specialist Patching	750
Joint Sealing		250
Pre Surface Dressing Cleaning / Design		650
Wet/Dry Collision Sites		50
High Skid Resistance Surfacing Programme	HFS	600
Carriageway Condition Surveys		325
Fixed Contract Overhead Charge		1,122
Material Testing		200
Scheme Delivery		650
Footways		1,910
Cycleway, PROW & Unsurfaced Roads		479
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 fund tranche 2A LTP match		158
DfT challenge fund tranche 1 Street Lighting LTP match		530
Street Lighting		1,074
Road Weather Station Renewal Programme		100
Traffic Signal Replacements		500
Challenge Fund Schemes		4,870
OVERPROGRAMMING		-1,819
HIGHWAY STRUCTURAL MAINTENANCE PROGRAMME		42,630
HSM LTP AND PAF 2018/19 ALLOCATION		40,980
PROJECTED LTP AND PAF BROUGHT FORWARD FROM 2017/18	ies £440k bridges variance c/f	1,650
TOTAL		42,630

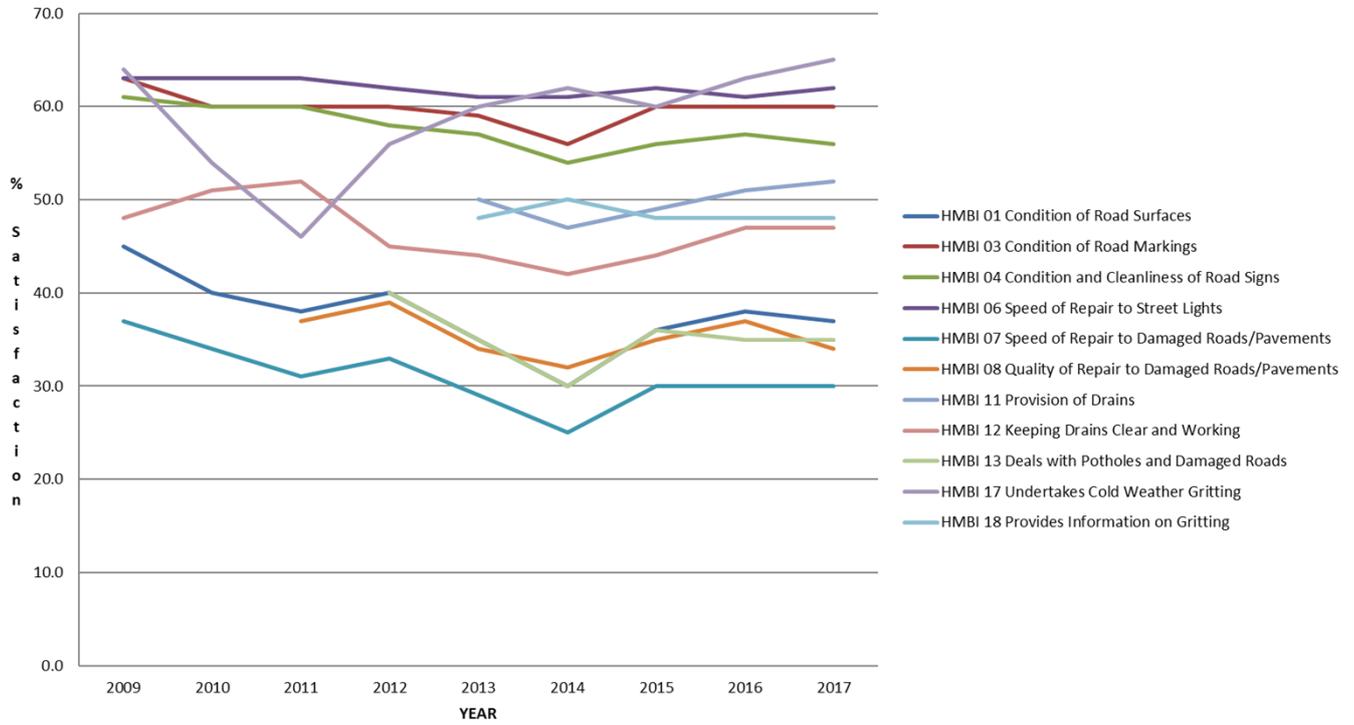
Bridge and Structures (BAS) Capital Maintenance Programme 2018/19

Project	Project Description	Estimate
Bridge Strengthening Holding Budget		
	Reserve for unplanned in-year works	£ 250,000
Alma Footbridge, Sidmouth	Final design and start on site late financial year	£ 50,000
Clyst St Mary Bridges	Strengthening	£ 200,000
County Garage Culvert, Teignmouth	Strengthening	£ 100,000
Exeter Hill, Cullompton	Replace culverts -part of flood defence scheme	£ 150,000
Longham Bridge, Hatherleigh	Strengthen with concrete saddle	£ 100,000
Meavy Cross Bridge, Meavy	Strengthen with replacement structure	£ 110,000
Pattard Bridge, Hartland	Strengthen & include minor widening	£ 100,000
Skinners Footbridge, Sidmouth	Replace footbridge	£ 100,000
Thongleigh Farm Culvert, Cruwys Morchard	Strengthen or replace culvert	£ 100,000
Wilder Brook Culvert, Ilfracombe	Strengthen section near Osborne Hotel	£ 175,000
Retaining Wall Strengthening Holding Budget		
	Reserve for unplanned in-year works	£ 250,000
A399 Brayford Quarry + 950m, Brayford	Existing wall strengthening/replacement	£ 150,000
Ashley Recycling Centre, Tiverton	Failing embankment strengthening	£ 150,000
Chudleigh Road, East-The Water, Bideford	Bank Stabilisation - private bank	£ 90,000
Joseph's Garden, Thurlestone		£ 35,000
North Walk, Ilfracombe	Failing embankment strengthening	£ 20,000
Darkham Wood Nr Rosemoor Gardens, Great Torrington	Failing embankment strengthening	£ 50,000
B3260 New Rd, Okehampton	Failing embankment strengthening	£ 160,000
Station Hill, Lynton	Failing embankment strengthening	£ 100,000
Blakewell Fisheries, Marwood	Failing embankment strengthening	£ 85,000
Eggesford Station, Chawleigh	Failing embankment strengthening	£ 80,000
B3193 Spara Extension, Ashton	Failing embankment strengthening	£ 75,000
Clapperbrook Lane, Exeter	Failing embankment strengthening	£ 250,000

Project	Project Description	Estimate
Forward Design		
Holding Budget	Reserve for unplanned in-year works	£ 100,000
Broom Bridge, Chardstock	Newly identified structure - replacement bridge	£ 100,000
Bovey Bridge Cantilever, Bovey Tracey	Ongoing scheme development	£ 50,000
Baulk Bridge, Bradninch	New bridge	£ 200,000
Major Refurbishment		
Holding Budget	Reserve for unplanned in-year works	£ 100,000
Iron Bridge, Exeter		£ 100,000
Yeo Cycle Bridge, Barnstaple		£ 75,000
Newbridge, Chudleigh Knighton	Traffic management - possibly traffic lights	£ 100,000
A361 Resurfacing and waterproofing	Part of highway scheme	£ 900,000
Newbridge, Chudleigh Knighton	Scour protection	£ 20,000
Exe Bridges waterproofing	Joint scheme with highway design	£ 250,000
Minor Refurbishment		
Hornshayes Bridge, Stockland	Crack Injection	£ 15,000
Teign Causeway TM	Traffic management - white lining	£ 10,000
Bridge Inspectors Program	Annual programme	£ 250,000
Neighbourhood Team minor works	Minor structures identified in-year	£ 50,000
Newton Abbot R/Way Usk girder	Remove structure	£ 70,000
Bridge Component Replacement		
Holding Budget	Reserve for failed components in-year	£ 50,000
Torrige Bridge Joint (East)	Replace Mageba joint	£ 690,000
Brayford Bridge Joint	Replace Mageba joint	£ 500,000
Sub-Standard Parapets		
Exe Bridges		£ 50,000
Bridge Assessments		
Jacobs		£ 50,000
DCC		£ 50,000
Principal Inspections		
Jacobs	Retaining walls	£ 150,000
DCC	Bridges	£ 200,000
Scour Assessments		
Stage 1 & 2 assessments		£ 100,000
Post Tensioned Special Inspections		
PTSI		£ 100,000
Brought Forward		£ 440,000
	Total	£7,700,000

**Appendix V
To HIW/18/20**

**NATIONAL HIGHWAYS & TRANSPORT NETWORK
HIGHWAY MAINTENANCE BENCHMARKING INDICATOR RESULTS**



**Appendix VI
To HIW/18/20**

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.	In Development							
	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%
						U/C >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.	In Development								

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 condition	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.	In Development							
	Using condition data develop and deliver an annual programme of bridge and retaining wall maintenance and structural repairs to maintain structures within available budgets.	In Development							
	Target structures which are in the Poor/Very Poor condition band where this has a potential impact on safety.	In Development							

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.	In Development							
	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.	In Development							
	Carry out an annual programme of grip cleaning and cutting.	In Development							
Safety Fencing	Assess safety fences when they are knocked down or damaged and repair or replace as required.	In Development							

Highway Lighting	Respond within 2 hours to reported traffic accidents involving lighting columns or other lighting emergencies.	In Development							
	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.	In Development							
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.	In Development							

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