

## Appendix 1 – Highways Maintenance Capital Prioritisation Principles

Scheme Type	Method of prioritisation
LTP Maintenance - Bridges	In accordance with the results of the bridge inspections, prioritisation based on safety/risk.
LTP Maintenance - Principal Maintenance (Resurfacing / Reconstruction)	Results of the annual scanner machine surveys that are undertaken on Classified Roads, are processed to give the overall condition of each carriageway.
LTP Maintenance - Other Classified Road Maintenance (Resurfacing / Reconstruction)	<p>Results obtained are of defects present and measured against set criteria, such as cracking, rutting, chip loss. The scores from the condition surveys give a prioritised list based on the condition of the carriageways.</p> <p>The scoring for individual schemes is weighted in relation to safety, economic significance (i.e. HGV route), accessibility (i.e. bus route), environmental sensitivity and public acceptance.</p> <p>Works to manage the asset condition through whole life cost optimisation will be included.</p>
Unclassified (resurfacing / reconstruction)	Unclassified roads undertake a similar process with the exception that the surveys are of visual nature undertaken by independent accredited surveyors. 25% of roads inspected annually (i.e. a 4 year cycle).
LTP Maintenance - Footway & Cycleway Maintenance	Heavily used footways subject to detailed visual inspections (DVI's) Produces BV187 Prioritised list by Inspectors' reports
LTP Maintenance – Street lighting	In accordance with the reports received as a result of the electrical testing carried out every 6 years.

LTP Maintenance - (drainage)	Prioritised according to safety/risk associated and nature of the problems caused, in conjunction with the Flood Risk Manager.
LTP Maintenance - Other infrastructure (e.g. Safety Barriers road markings)	Prioritised by safety risk posed to all road users.
Traffic Signals	Signal Upgrade Programme prioritised on road classification and according to the level of queue/congestion problems.
Rights of Way	In conjunction with walking/rambling associations and demand for routes to be provided/improved.
Road Safety Engineering - Traffic Management	AIP programme - Accident prioritisation 4 accidents in 50m over previous 3 years survey data
Safer Routes to Schools	a) TRACCS accessibility planning modelling b) Travel Plan objectives from Mode Shift STARS
Parking	a) Prioritised by Safety, free flow of traffic movement and accessibility b) HGV parking in accordance with the HGV Action Plan
Integrated Transport - Congestion	a) Transport Impact Assessments b) Traffic Master Data
Integrated Transport - Area Traffic Management	a) Cyclic area based review of service requests b) Cyclic area based review of existing traffic calming and sign clutter
Integrated Transport - Freight Management	In accordance with the HGV Action Plan

Integrated Transport - Accessibility	a) TRACCS accessibility planning modelling b) Major development Travel Plan objectives
Public Transport Infrastructure	a) TRACCS accessibility planning modelling b) Major development Travel Plan objectives
Walking & Cycling	a) TRACCS accessibility planning modelling b) Cycle Infrastructure Delivery Programme
Air Quality Management Areas	In accordance with the AQ Strategy