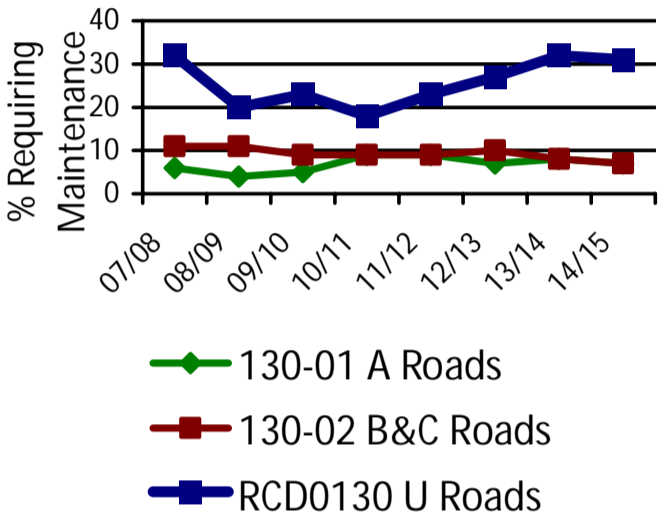
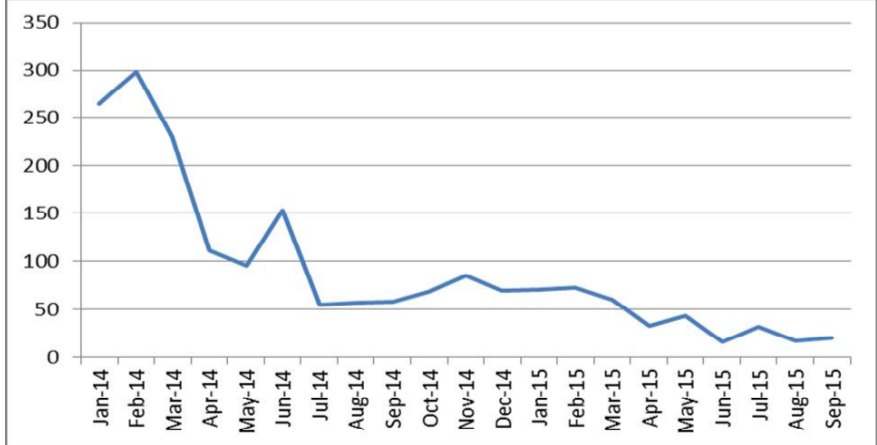
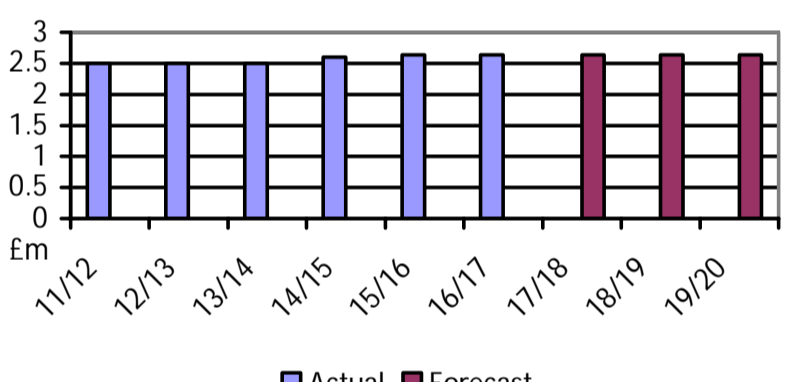
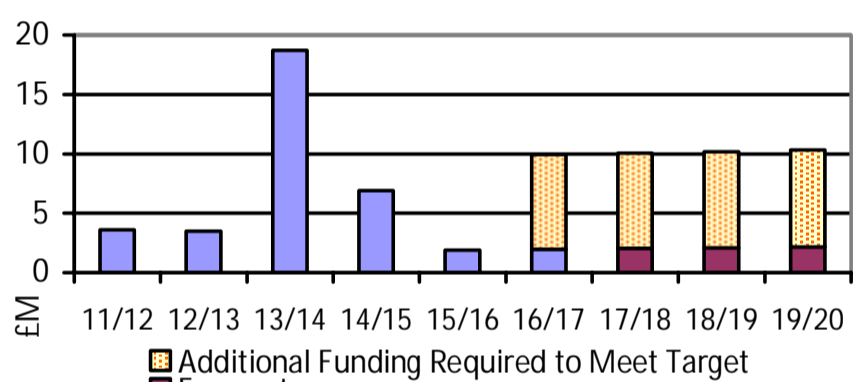


Carriageways Lifecycle Plan Summary

Inventory Condition	Performance Requirements												
<p>The carriageway network is composed by:</p> <table border="1" data-bbox="247 468 936 706"> <thead> <tr> <th>Road Category</th> <th>Approx. length (km)</th> </tr> </thead> <tbody> <tr> <td>A Roads</td> <td>351</td> </tr> <tr> <td>B Roads</td> <td>318</td> </tr> <tr> <td>C Roads</td> <td>1075</td> </tr> <tr> <td>Unclassified Roads</td> <td>1499</td> </tr> <tr> <td>Total</td> <td>3243</td> </tr> </tbody> </table> <p>Frequent network condition surveys have shown the following:</p>  <p> ◆ 130-01 A Roads ■ 130-02 B&C Roads ■ RCD0130 U Roads </p>	Road Category	Approx. length (km)	A Roads	351	B Roads	318	C Roads	1075	Unclassified Roads	1499	Total	3243	<p>The carriageway network is split into two networks: the Strategic and the County Network.</p> <p>The Strategic Network encompasses the A roads and two highly used B roads, prime retail frontage roads in towns and ensures accesses to major employment areas. The LTP has targeted having a higher level of performance on this network. In recent years the network's condition has been improved to 7%, the targeted is to maintain this level.</p> <p>The County network encompasses all other roads. The target is to maintain this network at its current condition (i.e., steady state).</p> <p>Funding constraints mean that meeting these targets is not possible. Instead a managed decline situation is the option that can be afforded.</p> <p>All sections of the network are to be maintained to the safety standards set out in the 'Highways Maintenance Plan'.</p>
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Current Asset Value and Deterioration													
<p>The value of the carriageways network is:</p> <table border="1" data-bbox="247 1662 936 1786"> <tbody> <tr> <td>New build costs (2015)</td> <td>£2,503,106,000</td> </tr> <tr> <td>Depreciated value (2015)</td> <td>£2,400,906,000</td> </tr> <tr> <td><i>Annual Depreciation</i></td> <td>4%</td> </tr> </tbody> </table>	New build costs (2015)	£2,503,106,000	Depreciated value (2015)	£2,400,906,000	<i>Annual Depreciation</i>	4%	<p>The budget considerations adopted for the carriageway network are:</p> <table border="1" data-bbox="1024 1662 1902 1828"> <tbody> <tr> <td>Funding required to restore to new condition:</td> <td>£102,200,000</td> </tr> <tr> <td>Annual depreciation (2015)</td> <td>£8,312,000</td> </tr> <tr> <td>Budget (2016/2017)</td> <td>£1,725,000</td> </tr> </tbody> </table>	Funding required to restore to new condition:	£102,200,000	Annual depreciation (2015)	£8,312,000	Budget (2016/2017)	£1,725,000
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Maintenance Strategy													
<p>In 2014-2015 the County's carriageways network have been subject to a major investment programme where an additional £20m was invested in the U and C road network. This investment covered around 80% of the network length and aimed at improving its overall condition. The primary goal of this investment is to ensure that a lower level of maintenance will be required in the longer term. Recent condition surveys have indicated that this investment has made a significant improvement in the network condition; however, this is not yet filtered into current condition statistics, valuation and depreciation figures.</p>	<p>The graph below shows one result of recent carriageway surfacing investment and improvements to approach taken for routine and reactive defect repairs.</p>  <p>Figure 2. Number of potholes recorded per month (2014-2015)</p>												

Carriageways Lifecycle Plan Summary

Routine Maintenance Strategy (Revenue)	Structural Maintenance Strategy (Capital)																																																																						
<p>Routine carriageway maintenance concentrates on maintaining the network in a safe condition in the short term. To this end, the Council is supported by the 'Highways Maintenance Plan' that sets out the policy for identifying and dealing with defects, including 'how' and 'when' safety inspections will be carried out. Routine maintenance includes but is not exclusive to the following defects:</p> <ul style="list-style-type: none"> • carriageway potholes; • bollard repairs; • renewal/resetting of kerbs; and • any emergency ad-hoc works due to adverse weather conditions such as flooding or any obstructions to the highway. 	<p>The amount of annual depreciation experienced by the carriageways in 2015 was circa £8m; this is the approximate amount that would be needed to maintain the network's current condition. This amount is likely to be reduced in the short to medium term as a result of £20m investment. The 'backlog' of work to bring the carriageway up to a new condition stood at circa £100m for 2015 and recent analysis using the asset management support system (Horizons) has indicated a current backlog of circa £80m. As a result, the current budget of £1.6m will be insufficient to meet the performance objectives outlined above. Nevertheless, the network will remain in an acceptable condition in the short term, while additional funding to meet the targets will be explored.</p>																																																																						
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<p>Routine (and reactive) works are coordinated centrally in a control centre to ensure that a productive and prompt service is provided. Defects are identified via regular safety inspections. Inspections are supported by modern technology such as mobile computer tablets that help the Council staff to identify and record those defects and plan their intervention. They are categorised and responded according to the guidelines of the 'Highway Maintenance Plan'. Response times are based on the risk presented by the defect. Apart from the highest risk defects that are responded to within 24hrs, all Cat 1, 2A & 2B defects have permanent fixes carried out.</p>	<p>Programmes of work and future condition predictions have been developed using <i>Horizons</i> lifecycle planning software. Work has been prioritised, following consultation and using a multi-criteria analysis that considers safety issues and treatment options available that present the lowest whole life cost. Forecast condition and funding requirements are based upon historic recorded deterioration rates, current costs as well as assumed inflation (3%).</p>																																																																						