

DRAFT - Asset & Work type Prioritisation Criteria – Capital Maintenance Programme.



Version Control

Version History

Version	Author(s)	Date	Comment
0.1	Maciej Adamczyk	18/10/2024	Live document
0.2	Maciej Adamczyk	31/10/2024	Format

Check

Role	Name	Date

Approval

Role	Name	Date

Document storage

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Purpose

This document identifies how capital schemes will be scored and prioritised by asset type against set criteria.

Structure

The tables are divided into four columns.

- The first column outlines the scoring categories and identifies any of the organisations ambitions they align with (see ambition list below).



- The second column specifies subgroups and lists specific factors that may increase or decrease the "importance" score.
- Some subcategories have been double weighted based on their significance, which can vary depending on the asset type.
- The higher the score, the greater the likelihood that the scheme will be prioritised.



Carriageway Structural

Groups of Scoring categories	Scoring categories	Scoring factors	Definition
Asset Management / Hierarchy Ambition 1, 2	Road Maintenance Hierarchy	Strategic	Principal 'A' class roads between Primary Destinations
		Main	Major Urban Network and Inter-Primary Links.
		Secondary	Mostly B and C class roads and some unclassified routes typically carrying bus, HGV and local traffic. Might have frontage access and frequent junctions*
		Link	Roads linking between the Main and Secondary Distributor Network typically with frontage access and frequent junctions
		Local other	Roads serving limited numbers of properties carrying only access traffic
	Active Travel Hierarchy	Key but no off road AT route	The Active travel route is a part of the Carriageway
		Key existing AT route	The Active travel route is consisting of separate path (either cycle track or shared footpath)
		No key contribution to AT	No Active travel along this road
	Public Transport route	Yes	Yes - bus service is available throughout the road or parts of it
		No Bus Service	No Bus Service on the whole stretch of the road
Carbon / Resilience Ambition 1, 2	Contribution to reduced carbon/net zero	Recycling	In-situ recycling is the process of simultaneously pulverising the existing carriageway and mixing it with new cement and bitumen emulsion to create a new, strong subbase, which then has a new surface course laid.
		Resurfacing	Replacement of surface layer only - reduced amount of material used and disposed
		Reconstruction	Complete reconstruction including binder and surface course (or in some cases subbase repairs) - requiring the newest material and removal of the old material removal from the site
	Included on Resilient Network	Yes	It is on the published Resilient Network, and so also includes routes which would be prioritised in the event of flooding or any other appropriate major incident
		No	Not part of resilient network (as above)
Condition Ambition 1, 2	Assessment of condition/urgency/maintenance regime	C1 - V poor no option	High cost of reactive maintenance - work required urgently
		C2 - V poor but manageable	Medium cost of reactive maintenance



		C3 - Poor but medium term	Low cost of reactive maintenance
	Anticipated rate of deterioration	Rapid/<3 years	It is predicted that the condition of the asset will deteriorate quickly causing significant concern and management issues
		Slow >3 years	It is predicted that keeping the asset in safe/serviceable condition will be able to be managed by the Highways Maintenance team
	Qty and cost of repairs undertaken	Scoring matrix	As per table on scoring sheet in scale of 1-5 – Cost and number of repair visits matrix
Safety Ambition 2, 3	Proximity to vulnerable users' facility	High	Multiple facilities (two or over in proximity of the road) i.e. Adult Day Centres, Care home or Shelter Housing sites
		Medium	Single facility i.e. Adult Day Centres, Care home or Shelter Housing sites
		Low	No Facilities (as above)



Carriageway Preventative

Groups of Scoring categories	Scoring categories	Scoring factors	Definition
Asset Management / Hierarchy Ambition 1, 2	Road Maintenance Hierarchy	Strategic	Principal 'A' class roads between Primary Destinations
		Main	Major Urban Network and Inter-Primary Links.
		Secondary	Mostly B and C class roads and some unclassified routes typically carrying bus, HGV and local traffic. Might have frontage access and frequent junctions*
		Link	Roads linking between the Main and Secondary Distributor Network typically with frontage access and frequent junctions
		Local other	Roads serving limited numbers of properties carrying only access traffic
	High number of vehicle turning movements	High	High - Road with multiple commercial units including large number of side roads (over 10)
		Medium-High	Medium-High – Multiple commercial units with few side road entries (4 up to 10)
		Medium	Medium – Mostly residential area with few side entries for commercial properties (up to 3)
		Low-Medium	Low-Medium – Residential area with private driveways
		Low	Low – Rural areas with very few driveways.
	Active Travel Hierarchy	Key but no off road AT route	The Active travel route is a part of the Carriageway
		Key existing AT route	The Active travel route is consisting of separate path (either cycle track or shared footpath)
		No key contribution to AT	No Active travel along this road
Carbon / Resilience Ambition 1, 2	Part of larger estate in similar condition / efficiency	Yes	Where main road that is damaged is in similar condition as adjacent "no through roads", and it is economically viable to extend the surfacing to those locations (budget permitting)
		No	Where main road is not a part of an estate with multiple "no through roads"
Condition Ambition 1, 2	Assessment of condition/urgency/maintenance regime	C1 - V poor no option	High cost of reactive maintenance - work required urgently
		C2 - V poor but manageable	Medium cost of reactive maintenance
		C3 - Poor but medium term	Low cost of reactive maintenance



	Anticipated rate of deterioration	Rapid/<3 years	It is predicted that the condition of the asset will deteriorate quickly causing significant concern and management issues
		Slow >3 years	It is predicted that keeping the asset in safe/serviceable condition will be able to be managed by the Highways Management team
	Kerb face/threshold issues	Low/no issues	<5 properties with kerb that would fail to meet 25mm above surface after the works is completed
		Medium number of issues	5-10 properties with kerb that would fail to meet 25mm above surface after the works is completed
		High number of issues	Above 10 properties with kerb that would fail to meet 25mm above surface after the works is completed
	Amount of prep patch required	None/minimal	No pre-patching required - minimal additional costs
		Up to 10%	Up to 10% of total surface require "plane and inlay" * to repair defects and provide suitable base for thin surfacing
		10 to 50%	Up to 10% of total surface require "plane and inlay" * to repair defects and provide suitable base for thin surfacing
		Over 50%	Over 50% of total surface require "plane and inlay" * to repair defects and provide suitable base for thin surfacing
		Excessive for surface treatment	Condition of the surface has excessive damage and would require full reconstruction
Safety Ambition 2, 3	Nearby vulnerable user facility	High	Multiple facilities (two or over in proximity of the road) i.e. Adult Day Centres, Care home or Shelter Housing sites
		Medium	Single facility i.e. Adult Day Centres, Care home or Shelter Housing sites
		Low	No Facilities (as above)

*Plane and inlay - The old road surface is planed off and replaced with a suitable material. This can also involve removing and replacing lower levels of the road



Carriageway Repair In-Situ

Groups of Scoring categories	Scoring categories	Scoring factors	Definition
Asset Management / Hierarchy Ambition 1, 2	Road Maintenance Hierarchy	Strategic	Principal 'A' class roads between Primary Destinations
		Main	Major Urban Network and Inter-Primary Links.
		Secondary	Mostly B and C class roads and some unclassified routes typically carrying bus, HGV and local traffic. Might have frontage access and frequent junctions*
		Link	Roads linking between the Main and Secondary Distributor Network typically with frontage access and frequent junctions
		Local other	Roads serving limited numbers of properties carrying only access traffic
	Active Travel Hierarchy	Key but no off road AT route	The Active travel route is a part of the Carriageway
		Key existing AT route	The Active travel route is consisting of separate path (either cycle track or shared footpath)
		No key contribution to AT	No Active travel along this road
	Access to local amenities/site specific issues	High	High Concentration of areas of interest i.e. school/hospital/rail station, etc
		Medium-High	Medium to High Concentration of areas of interest i.e. school/hospital/rail station, etc
		Medium	Medium - out of town/city centre area inc. school/hospital
		Low-Medium	Low concentration - Single point of interest - i.e. school/hospital/rail station, etc
		Low	No specific point of interest/industrial
	Public Transport route	Yes	Yes - bus service is available throughout the road or parts of it
		No Bus Service	No Bus Service on the whole stretch of the road
Carbon / Resilience Ambition 1, 2	Contribution to reduced carbon/net zero	Recycling	In-situ recycling is the process of simultaneously pulverising the existing carriageway and mixing it with new cement and bitumen emulsion to create a new, strong subbase, which then has a new surface course laid.
		Resurfacing	Replacement of surface layer only - reduced amount of material used and disposed
		Reconstruction	Full reconstruction including binder and surface course (or in some cases subbase repairs) - the



			newest material required and old removed from site
Condition Ambition 1, 2	Assessment of condition/urgency/maintenance regime	C1 - V poor no option	High cost of reactive maintenance - work required urgently
		C2 - V poor but manageable	Medium cost of reactive maintenance
		C3 - Poor but medium term	Low cost of reactive maintenance
	Anticipated rate of deterioration	Rapid/<3 years	It is predicted that the condition of the asset will deteriorate quickly causing significant concern and management issues
		Slow >3 years	It is predicted that keeping the asset in safe/serviceable condition will be able to be managed by the HM team
Qty and cost of repairs undertaken	Scoring Matrix	As per table on scoring sheet in scale of 1-5 - As per table on scoring sheet in scale of 1-5 – Cost and number of repair visits matrix	
Safety Ambition 2, 3	Nearby vulnerable user facility	High	Multiple facilities (two or over in proximity of the road) i.e. Adult Day Centres, Care home or Shelter Housing sites
		Medium	Single facility i.e. Adult Day Centres, Care home or Shelter Housing sites
		Low	No Facilities (as above)



Soil affected roads

Groups of Scoring categories	Scoring categories	Scoring factors	Definition
	Road Maintenance Hierarchy	Strategic	Principal 'A' class roads between Primary Destinations
		Main	Major Urban Network and Inter-Primary Links.
		Secondary	Mostly B and C class roads and some unclassified routes typically carrying bus, HGV and local traffic. Might have frontage access and frequent junctions*
		Link	Roads linking between the Main and Secondary Distributor Network typically with frontage access and frequent junctions
		Local other	Roads serving limited numbers of properties carrying only access traffic
	Active Travel Hierarchy	Key but no off road AT route	The Active travel route is a part of the Carriageway
		Key existing AT route	The Active travel route is consisting of separate path (either cycle track or shared footpath)
		No key contribution to AT	No Active travel along this road
	Access to local amenities/site specific issues	High	High Concentration of areas of interest i.e. school/hospital/rail station, etc
		Medium-High	Medium to High Concentration of areas of interest i.e. school/hospital/rail station, etc
		Medium	Medium - out of town/city centre area inc. school/hospital
		Low-Medium	Low concentration - Single point of interest - i.e. school/hospital/rail station, etc
		Low	No specific point of interest/industrial
	Public Transport route	Yes	Yes - bus service is available throughout the road or parts of it
		No Bus Service	No Bus Service on the whole stretch of the road
Asset Management / Hierarchy Ambition 1, 2	Included on Resilient Network	Yes	It is on the published Resilient Network, and so also includes routes which would be prioritised in the event of flooding or any other appropriate major incident
		No	Not part of resilient network (as above)
Condition Ambition 1, 2	Anticipated rate of deterioration	Rapid/<3 years	It is predicted that the condition of the asset will deteriorate quickly causing significant concern and management issues
		Slow >3 years	It is predicted that keeping the asset in safe/serviceable condition will be able to be managed by the Highways Maintenance team
		Top quarter	Of the score identified through Soil damaged road report - assessed by Carriageway team



	Soil damaged road report score/priority	Middle quarter	Of the score identified through Soil damaged road report - assessed by Carriageway team
		Lower quarter	Of the score identified through Soil damaged road report - assessed by Carriageway team
Safety Ambition 2, 3	Extent of damage	Road closure	Condition of the carriageway is not safe for use
		Made safe Urgent	Major damage up to 100% of the width of the carriageway, that has been provisionally made safe
		Made safe not urgent	Major damage up to 60% of the width of the carriageway, that has been provisionally made safe
		Quarter carriageway	Up to 25% of the carriageway that did not require making safe
		Only sign	Edge damage that required "bumpy road" sign only



Footway / Cycleway Structural

Groups of Scoring categories	Scoring categories	Scoring factors	Definition
Asset Management / Hierarchy Ambition 1, 2	Footway* Hierarchy	CAT1A - FW1	FW1 - Prestige Walking zones - very busy areas of towns and cities with high public space and street scene contribution
		CAT1 - FW2	FW2 - Primary Walking routes - Busy urban shopping and business areas and main pedestrian routes.
		CAT2 - FW3	FW3 - Secondary Walking routes - medium usage routes through local areas feeding into primary routes, local shopping centres etc
		CAT3 - FW4 & FW5	FW4 - Link footways - Linking local access footways through urban areas and busy rural footways FW5 – Local access - Footways associated with low usage, short estate roads to the main routes and cul-de-sacs.
		FW6 - Minor Footways	FW6 - Minor Footways - Little used rural footways serving very limited numbers of properties
	Active Travel Hierarchy	Key but no off road AT route	The Active travel route is a part of the Carriageway
		Key existing AT route	The Active travel route is consisting of separate path (either cycle track or shared footpath)
		No key contribution to AT	No Active travel along this road
	Access to local amenities/site specific issues	High	High Concentration of areas of interest i.e. school/hospital/rail station, etc
		Medium-High	Medium to High Concentration of areas of interest i.e. school/hospital/rail station, etc
		Medium	Medium - out of town/city centre area inc. school/hospital
		Low-Medium	Low concentration - Single point of interest - i.e. school/hospital/rail station, etc
		Low	No specific point of interest/industrial
	Public Transport route	Yes	Yes - bus service is available throughout the road or parts of it
		No Bus Service	No Bus Service on the whole stretch of the road
Carbon / Resilience Ambition 1, 2	Contribution to reduced carbon/net zero	Recycling	In-situ recycling is the process of simultaneously pulverising the existing carriageway and mixing it with new cement and bitumen emulsion to create a new, strong subbase, which then has a new surface course laid.
		Resurfacing	Replacement of surface layer only - reduced amount of material used and disposed



		Reconstruction	Full reconstruction including binder and surface course (or in some cases subbase repairs) - the newest material required and old removed from site
Condition Ambition 1, 2	Assessment of condition/urgency/maintenance regime	C1 - V poor no option	High cost of reactive maintenance - work required urgently
		C2 - V poor but manageable	Medium cost of reactive maintenance
		C3 - Poor but medium term	Low cost of reactive maintenance
	Anticipated rate of deterioration	Rapid/<3 years	It is predicted that the condition of the asset will deteriorate quickly causing significant concern and management issues
		Slow >3 years	It is predicted that keeping the asset in safe/serviceable condition will be able to be managed by the Highways Maintenance team
Cost/number of reactive maintenance visits	Scoring Matrix	As per table on scoring sheet in scale of 1-5 – Cost and number of repair visits matrix	
Safety Ambition 2, 3	Proximity to vulnerable users' facility	High	Multiple facilities (two or over in proximity of the road) i.e. Adult Day Centres, Care home or Shelter Housing sites
		Medium	Single facility i.e. Adult Day Centres, Care home or Shelter Housing sites
		Low	No Facilities (as above)



Footway / Cycleway Preventative

Groups of Scoring categories	Scoring categories	Scoring factors	Definition
Asset Management / Hierarchy Ambition 1, 2	Footway Hierarchy	CAT1A - FW1	FW1 - Prestige Walking zones - very busy areas of towns and cities with high public space and street scene contribution
		CAT1 - FW2	FW2 - Primary Walking routes - Busy urban shopping and business areas and main pedestrian routes.
		CAT2 - FW3	FW3 - Secondary Walking routes - medium usage routes through local areas feeding into primary routes, local shopping centres etc
		CAT3 - FW4 & FW5	FW4 - Link footways - Linking local access footways through urban areas and busy rural footways FW5 – Local access - Footways associated with low usage, short estate roads to the main routes and cul-de-sacs.
		FW6 - Minor Footways	FW6 - Minor Footways - Little used rural footways serving very limited numbers of properties
	Active Travel Hierarchy	Key but no off road AT route	The Active travel route is a part of the Carriageway
		Key existing AT route	The Active travel route is consisting of separate path (either cycle track or shared footpath)
		No key contribution to AT	No Active travel along this road
	Access to local amenities/site specific issues	High Concentration + H	High Concentration of areas of interest i.e. school/hospital/rail station, etc
		High Concentration	Medium to High Concentration of areas of interest i.e. school/hospital/rail station, etc
		Medium	Medium - out of town/city centre area inc school/hospital
		Low concentration	Low concentration - Single point of interest - i.e. school/hospital/rail station, etc
		No specific	No specific point of interest/industrial
	Access to bus service in the area	Yes	Yes - bus service is available throughout the road or parts of it
		No	No bus service
Carbon / Resilience Ambition 1, 2	Part of larger estate in similar condition / efficiency	Yes	The road proposed is a part of the works on the same estate (in similar condition and age)
		No	Individual road - not a part of an estate
	Assessment of condition/urgency/option	C1 - V poor no option	Condition of the surface is poor condition and requires urgent scheme deliver (1 year)



Condition Ambition 1, 2	maintenance regime	C2 - V poor but manageable	Condition of the surface is poor but with some maintenance period before scheme deliver can be extended (2 years)
		C3 - Poor but medium term	Condition of the surface is poor, but delivery of the scheme is not urgent (up to 3 years)
	Amount of pre patching required?	None/minimal	No pre-patching required - minimal additional costs
		Up to 10%	Up to 10% of total surface require plain and inlay to repair defects and provide suitable base for thin surfacing
		10 to 50%	From 10% to 50% of total surface require plain and inlay to repair defects and provide suitable base for thin surfacing
		Over 50%	Over 50% of total surface require "plane and inlay" * to repair defects and provide suitable base for thin surfacing
		Excessive for surface treatment	Condition of the surface has excessive damage and require full reconstruction
	Anticipated rate of deterioration	Rapid/<3 years	It is predicted that the condition of the asset will deteriorate quickly causing significant concern and management issues
Slow >3 years		It is predicted that keeping the asset in safe/serviceable condition will be able to be managed by the Highways Maintenance team	
Safety Ambition 2, 3	Proximity to vulnerable users' facility	Multiple	Multiple facilities (two or over in close proximity of the road) i.e. Adult Day Centres, Care home or Shelter Housing sites
		Singl facility	Single facility i.e. Adult Day Centres, Care home or Shelter Housing sites
		None	No Facilities (as above)

*Plane and inlay - The old road surface is planed off and replaced with a suitable material. This can also involve removing and replacing lower levels of the road.



Highway drainage

Groups of Scoring categories	Scoring categories	Scoring factors	Definition
Asset Management / Hierarchy Ambition 1, 2	Road Maintenance Hierarchy	Strategic	Principal 'A' class roads between Primary Destinations
		Main	Major Urban Network and Inter-Primary Links.
		Secondary	Mostly B and C class roads and some unclassified routes typically carrying bus, HGV and local traffic. Might have frontage access and frequent junctions*
		Link	Roads linking between the Main and Secondary Distributor Network typically with frontage access and frequent junctions
		Local other	Roads serving limited numbers of properties carrying only access traffic
	System Ownership	Combined System	Highways drainage is using combined sewer (surface + foul water)
		Other/unknown	Highways drainage is using (partially or fully) system where ownership is unknown or riparian
		CCC owned	Fully CCC owned system
	Public Transport route	Yes	Yes - bus service is available throughout the road or parts of it
		No	No bus service
	Resilient Network	Yes	It forms the gritting routes and includes any routes which would be prioritised in the event of flooding or any other appropriate major incident.
		No	Not part of resilient network (as above)
	Additional Flood criteria Ambition 1, 2"	Property Flooded - Garden/Land	M Houses/units multiple
S Houses/units single			Houses/units flooded - water reached the building (single event)
Uninhabited flooded - no ingress			Uninhabited buildings are affected - no ingress
Garden/Land flooded - no ingress			Garden/land is affected - no ingress
No property flooded			No property/ flooded or affected
Number of flooding reports per year		Over 3	Over three reports from "Report a fault" of a flooding
		Up to 3	Up to three reports from "Report a fault" of a flooding



	Property Flooded - House/ commercial	M Houses/units multiple	Houses/units flooded - water reached the building (multiple events)
		S Houses/units single	Houses/units flooded - water reached the building (single event)
		Uninhabited flooded - no ingress	Uninhabited buildings are affected - no ingress
		Garden/Land flooded - no ingress	Garden/land is affected - no ingress
		No property flooded	No property/ flooded or affected
Condition Ambition 1, 2	Condition of drainage asset and rate of deterioration	Standing water >50%	Standing water reaching 50% over of CW over 2h
		Standing water <50%	Standing water reaching up to 50% of CW over 2h
		Poor - flash rain	Poor during heavy rain
		Poor	Poor during prolonged rain
		Local	Localized issues
	Severity of the flooding	Rapid >1 Year	Individual assessment of the available CCTV/Kaarbontech (or historic data) related to condition to pipework, laterals, gullies and chambers
		Medium 1-3 Years	Individual assessment of the available CCTV/Kaarbontech (or historic data) related to condition to pipework, laterals, gullies and chambers
		Slow 3>	Individual assessment of the available CCTV/Kaarbontech (or historic data) related to condition to pipework, laterals, gullies and chambers

Bridge Strengthening

Groups of Scoring categories	Scoring categories	Scoring factors	Definition
Asset Management / Hierarchy Ambition 1, 2	General Inspection - element score	5 - E	5 = worst severity E = worst extent (bridge collapsed or missing)
		4 - C	4 = average severity C = increased extent
		3 - C	3 = average severity C = average extent
		2 - C	2 = minor severity C = average extent
		1 - A	1 = best severity A = best extent (no issues)
	Non-Motorised User route	Yes	Yes - Route for Non-Motorised User
	No	No - Route to be used for all users.	
Carbon / Resilience Ambition 1, 2	Public transport route	Yes	Yes - there is an active bus route through this road or parts of it
		No	No bus route
Condition Ambition 1, 2	Load assessment engineering judgement	Dead Load only assessment	Theoretical bridge/structure is only capable of supporting self-weight only (self-weight only assessment)
		3 tonnes	Bridge/structure is capable of heretical 3 tonnes load capacity
		7.5 tonnes	Bridge/structure is capable of theoretical 7.5 tonnes load capacity
		17 tonnes	Bridge/structure is capable of theoretical 17 tonnes load capacity
		44 tonnes HGV and or Footway 5kN*	Bridge/structure is capable of full load capacity to DMRB (Design Manual for Roads and Bridges) for either carriageway or footbridges
Safety Ambition 2, 3	User safety risks	Bridge closed - unsafe	Condition of the bridge is not allowing vehicles or pedestrians to cross
		Major defects but made safe urgent	Defects are present, but it has been made safe until permanent repair is delivered
		Major defects but made safe non urgent	Major defects are present - but are either not a safety concerned or already considered for delivery
		Minor Defects Present, monitoring	Minor defects are present - but are either not a safety concerned or already considered for delivery
		Bridge is safe	No defects present that would affect safety of the members of public



*5kN - A kN is a force on a singular point, so if you see on a design an arrow with 5kN noted, this means you have approximately 500kg of load in the direction of the arrow applied to the supporting structure.



Safety Fence Renewal

Groups of Scoring categories	Scoring categories	Scoring factors	Definition
	Road Maintenance Hierarchy	Strategic routes and Main Distributors	Principal 'A' class roads between Primary Destinations & Major Urban Network and Inter-Primary Links.
		Secondary distributor.	Mostly B and C class roads and some unclassified routes typically carrying bus, HGV and local traffic. Might have frontage access and frequent junctions*
		Link Road and Local Access Road.	Roads linking between the Main and Secondary Distributor Network typically with frontage access and frequent junctions
		All other roads	Roads serving limited numbers of properties carrying only access traffic
	Road Layout	Central Reservation (Dual)	Central Reservation (Dual)
		Verge (Dual)	Verge (Dual)
		Verge (2-way road)	Verge (2-way road)
		Bend	Bend
		Straight Road	Straight Road
		Protection Element	Very high risk
	high risk		Asset is protecting Structure / Opposing Carriageway
	Moderate risk		Asset is protecting Dyke
	Moderate risk		Asset is protecting Bend
	Minor risk		Asset is protecting small object
	Carbon / Resilience Ambition 1, 2	Replacement lead to fewer visits	Major improvement
Medium improvement			Replacement of Open Box Beam
Expand			Length can be added to additional area to create scheme.
Condition Ambition 1, 2	Assessment of condition	Wooden posts	Where construction of the VRS* is partially or fully made from timber
		Substandard	Where the existing VRS* is not to current standard/regulation
		Objects within working width	Where object (i.e. streetlight) is preventing VRS from effective crash protection



		Corrosion	Where majority of the defect is caused by corrosion of the elements of the VRS
		Accident damage	Where damage is caused by road traffic collision (RTC) and costs could not be claimed from insurance
Safety Ambition 2, 3	Promoted due to coordination	Yes	To be considered for delivery as a part of the existing scheme/works (collaborative works)
		No	Standalone job
	Collision Factors	Longitudinal Hazard	Longitudinal Hazard that is highly likely to be reached resulting in harm or a spot hazard downstream of a feature which may guide the vehicle towards the hazard.
		Series of individual hazards	Series of individual hazards less than 50m apart or a longitudinal hazard that might be reached
		Individual Spot Hazard	Individual Spot Hazard
	Accident data	A - CCC accident cluster site	A - CCC accident cluster site
		KSI primary Hazard >30%	The killed or seriously injured index is over 30% for primary hazard
		KSI primary Hazard 20-30%	The killed or seriously injured index is between 20-30% for primary hazard
		KSI primary Hazard < 20%	The killed or seriously injured index is under 20% for primary hazard

*VRS - Vehicle Restraint Systems - Traffic barriers keep vehicles within their roadway and prevent them from colliding with dangerous obstacles



Rights of Way

Groups of Scoring categories	Scoring categories	Scoring factors	Definition
Asset Management / Hierarchy Ambition 1, 2	Active Travel Hierarchy		TBC Once announced
			TBC Once announced
			TBC Once announced
			TBC Once announced
			TBC Once announced
	Local Access Forum supported scheme	Yes	Scheme supported by Local Access Forum
		No	Scheme not supported by Local Access Forum
	Meets asset management/Rights of way improvement plan requirements	Yes	Yes - Scheme is aligned with asset management principles and rights of way improvement plan
No		No - Scheme is not aligned with asset management principles or rights of way improvement	
Carbon / Resilience Ambition 1, 2	Improve access for non-motorised users	Major improvement	Scheme does improve access for all (or majority) non-motorised user groups
		Intermediate improvement	Scheme does improve access for non-motorised users, but it would benefit to limited group of non-motorised group
		Minor Improvement	Scheme does not improve access for non-motorised users
	Enables increased usage of the ROW network	Major Works	Major works including route widening or surface works
		Minor Maintenance	Minor maintenance including widening and shrub clearance
		Small improvement	Small improvement - where works will have small direct or indirect effect on usage e.g. - replacement of signage
Condition Ambition 1, 2	Number of verified reports	Above 10	Number of verified reports above 10
		Between 3-10	Number of verified reports between 3-10
		Up to 3	Number of verified reports between 1-3
	Reinstate to Definitive Map records	Restoring to meet legislation	Where scheme planned is to restore condition of the Rights of Way path to required specification outlined in the statement
		No requirement/other work	Scheme is not related to restoring or it is an improvement of a path/site that is currently within specification
	Anticipated rate of deterioration	1 year - width of the Growth	Asset will deteriorate to unsafe/out of specification within a 1 year and require urgent scheme.
		2 years	Asset is in poor condition but maintainable - it is predicted for site to deteriorate within 2



			years to a point where major scheme is required to restore it to required state
		3 years - surface	Asset is in average condition but maintainable - it is predicted for site to deteriorate within 3 years to a point where major scheme is required to restore it to required state
	Compliance to current PROW legislation	Yes - Can pass/repass	The condition of the path allows to pass and repass
		No - Cannot pass/repass	Condition does not allow users to pass and repass
Safety Ambition 2, 3	Improved safety for users	Not Safe	Path is not safe and is closed or risk of an injury or damage is very high
		High Risk	Major defects are present on the path - risk of an injury or damage is high - vegetation, surface or structure.
		Medium Risk	Minor defects are present on the path - risk of an injury or damage is medium - vegetation and surface related
		Minor defects	Minor defects are present on the path - risk of an injury or damage is low - vegetation or width related
		Insignificant	Condition of the path is not posing a risk of an injury or damage to a property
		Not Safe	Path is not safe and is closed or risk of an injury or damage is very high



Signals

Groups of Scoring categories	Scoring categories	Scoring factors	Definition
Asset Management / Hierarchy Ambition 1, 2	Road Maintenance Hierarchy	Strategic	Principal 'A' class roads between Primary Destinations
		Main	Major Urban Network and Inter-Primary Links.
		Secondary	Mostly B and C class roads and some unclassified routes typically carrying bus, HGV and local traffic. Might have frontage access and frequent junctions*
		Link	Roads linking between the Main and Secondary Distributor Network typically with frontage access and frequent junctions
		Local other	Roads serving limited numbers of properties carrying only access traffic
	Speed of road	60mph/National	Speed limit of conflict centre 60 mph or above
		50mph	Speed limit of conflict centre 50 mph
		40mph	Speed limit of conflict centre 40 mph
		30mph	Speed limit of conflict centre 30 mph
		20mph	Speed limit of conflict centre 20 mph
Carbon / Resilience Ambition 1, 2	Optical Lamp System	Halogen 240v mains	Legacy Optical Lamps, at risk of no manufacturer in a few years
		LED obsolete	Optics are LED, declared obsolete by any manufacturer and parts not widely available
		LED, 3rd parties' current model	Optics are LED, 3rd parties' current model, easily maintained by contractor
		LED, older maintenance contractor's model	Optics are LED, manufactured by maintenance contractor and easily maintained but not current model being fitted
		LED, current maintenance contractor fitted model	Optics are LED, maintenance contractor's current model
	Power Draw	IMTRAC* greater than 1500W	Site power needs are greater than 1500W based on asset data within IMTRAC*
		IMTRAC* greater than 750W	Site power needs are greater than 750W based on asset data within IMTRAC*
		IMTRAC* greater than 500W	Site power needs are greater than 500W based on asset data within IMTRAC*
		IMTRAC* greater than 350W	Site power needs are greater than 350W based on asset data within IMTRAC*
		IMTRAC* less than 200W	Site power needs are less than 200W based on asset data within IMTRAC*
Condition Ambition 1, 2	Poles	Not galvanised Poor C	Poles are not galvanised and in general poor condition, possible that some have already needed to be replaced



		Not galvanised Good C	Poles are not galvanised but generally good condition, limited rust spotting visible
		Galv Surface Rust	Poles are galvanised and generally in good condition, but rust is starting to show through in patches
		Galv Good C	Poles are galvanised and generally in good condition, limited rust spotting possible
	Pole housings	Concreted in poles	Poles concreted into ground, no socket system
		Poles NS sockets	Poles in generic non-standard pole socket system
		Poles in NAL sockets	Poles fitted into currently used NAL socket system
	Faults	20 faults or more in a year	IMTRAC* shows more than 20 faults (CAT 1-4) in the last year
		Between 15-19 faults in a year	IMTRAC* shows between 15-19 faults (CAT 1-4) in the last year
		Between 5-14 faults in a year	IMTRAC* shows between 5-14 faults (CAT 1-4) in the last year
		Between 2-4 faults in a year	IMTRAC* shows between 2-4 faults (CAT 1-4) in the last year
		1 fault or less in a year	IMTRAC* shows 1 or less (CAT 1-4) faults in the last year
	Controller Age	older than 30 years	Controllers install date is greater than 30 years
		no more than 25 years	Controllers install date is no more than 25 years ago
		no more than 24 years	Controllers install date is no more than 24 years ago
		no more than 23 years	Controllers install date is no more than 23 years ago
no more than 22 years		Controllers install date is no more than 22 years ago	
Safety Ambition 2, 3	Impact on users' safety	Major Impact	Failure of traffic signals would present a significant hazard to the road users
		Moderate Impact	Moderate impact on safety if traffic signals failed
		Minor Impact	Low impact on safety if traffic signals failed
	Site monitoring	Site not currently monitored	Site not currently monitored for faults either due to never having been or due to loss of legacy RMS** system
		Site monitored	Site monitored for faults via UG405 UTC system
	Controller serviceability	Controller obsolete and parts not, or hard, to obtain	Controller is declared obsolete by any manufacturer and parts hard or not able to be obtained
		3rd party controller obsolete, parts available	Controller is declared obsolete by 3rd party manufacturer but parts able to be obtained

		Current contractor's controller obsolete, parts available	Controller is declared obsolete by current maintenance manufacturer but parts able to be obtained
		Controller current 3rd party model	Controller is latest model but not the one of the current maintenance contractors
		Controller current maintenance contractor model	Controller is latest model supplied by Council's maintenance contractor
	Active travel crossings	Old PELICAN or FAR SIDE optics	Existing crossing points are older style facilities requiring upgrade to modern PUFFINS/TOUCANS
		Current PUFFIN/TOUCANS	Crossings are current PUFFIN/TOUCANS
		No crossings within site.	No crossings within site, not a possible requirement

*IMTRAC is an on-line database of traffic control and traffic management information that can be accessed

**RMS – Remote Monitoring System



Signs and lines

Groups of Scoring categories	Scoring categories	Scoring factors	Definition
Asset Management / Hierarchy Ambition 1, 2	Road Maintenance Hierarchy	Strategic	Principal 'A' class roads between Primary Destinations
		Main	Major Urban Network and Inter-Primary Links.
		Secondary	Mostly B and C class roads and some unclassified routes typically carrying bus, HGV and local traffic. Might have frontage access and frequent junctions*
		Link	Roads linking between the Main and Secondary Distributor Network typically with frontage access and frequent junctions
		Local other	Roads serving limited numbers of properties carrying only access traffic
	Access to local amenities/site specific issues	High	High Concentration of areas of interest i.e. school/hospital/rail station, etc
		Medium-High	Medium to High Concentration of areas of interest i.e. school/hospital/rail station, etc
		Medium	Medium - out of town/city centre area inc school/hospital
		Low-Medium	Low concentration - Single point of interest - i.e. school/hospital/rail station ,etc
		Low	No specific point of interest/industrial
Carbon / Resilience Ambition 1, 2	Included on Resilient Network	Yes	It is published on Resilient Network, and so also includes routes which would be prioritised in the event of flooding or any other appropriate major incident
		No	Not part of resilient network (as above)
	Critical Infrastructure affected	Yes	Including major utility assets, such as highways structures including major bridges, major junctions and slipways to National Highways network. Power stations, water sewage treatment, waste facilities and similar.
		No	No critical infrastructure affected
Condition Ambition 1, 2	Level of current deterioration	Not visible Mandatory	Mandatory sign or lining that faded to a point where it is not visible/readable/missing
		Not visible (non-mandatory)	Non mandatory sign or lining that faded to a point where it is not visible/readable/missing
		70% Faded	Where 70% loss of effective marking, refer to Road Markings and studs' policy within Highways Standards and Enforcement Appendix F
		50% Faded	Where 50% loss of effective marking, refer to Road Markings and studs' policy within Highways Standards and Enforcement Appendix F

		30% Faded	Where 30% loss of effective marking, refer to Road Markings and studs' policy within Highways Standards and Enforcement Appendix F
Safety Ambition 2, 3	Impact on users' safety	Major Impact	The condition of sign or road markings would present a significant hazard to the road users, or it would cause misjudgement in poor weather conditions
		Moderate Impact	Moderate impact on safety due to condition of the sign or road markings
		Minor Impact	Low impact on safety due to condition of the sign or road markings
	Mandatory lines	Yes	The lining or signs are mandatory as per Signs and Lines manual
		No	Not mandatory as per Signs and Lines manual

