

Transport Asset Management Plan

End Phase 1 Review 2020

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Transport Asset Management Plan – End of Phase One Review 2019/20

Executive Summary

The Transport Asset Management Plan 2015-2030 (TAMP) was approved by the Cabinet Member for Highways and Transport on 10 June 2014 and identified the key strategic priorities of the county council, as the highway authority for Lancashire, during the period 2015/16 to 2029/30.

This document provides a review of the challenges faced and the progress made during phase 1 of the TAMP which ran from 1st April 2015 to 31st March 2020. It also provides us with an opportunity to report the latest condition of our assets so that our performance over this phase can be measured and scrutinised. A summary of the results were presented to Cabinet on 5th November 2020.

This end of phase 1 review is intended to supplement both the original TAMP and previous years' refresh documents so that when read together they provide an up to date and ongoing analysis of the current condition of our transport assets and detailed information of the pressures we are facing.

Each year the county council is required to complete a self-assessment questionnaire and assess its performance against Department for Transport criteria. As a result of repeating this exercise in December 2019, and submitting the results in January

2020, the county council once again considered itself to be a Band 3 authority in terms of Highway Asset Management.

As a result, the county council has received from the Department for Transport 100% of its 2020/21 Incentive Fund allocation.

Over the life of TAMP Phase 1 which ended on 31st March 2020, good progress has been made in respect of the condition of the A, B and C road networks, which are now in overall better condition than they were in 2014.

The methodology for monitoring the overall condition of our assets is set out in the Assessing the Overall Condition section on page 8 and Appendix 2 (page 21). This calculation shows the overall condition of our highway and transport assets is improved over the past 12 months, from 2.17 to 2.86, which is an increase of 32%. As a result our assets are regarded as providing an ACCEPTABLE service standard.

Appendix 1 of the original TAMP document which can be viewed [here](#) contains details of the 5 generic service standards of EXCELLENT, GOOD, FAIR, ACCEPTABLE and POOR and the asset condition service users could expect for each of the five service standards.

1) Introduction

The information below provides a brief resume of the key points of the Transport Asset Management Plan (TAMP) 2015/2030.

The TAMP was approved by the Cabinet Member for Highways and Transport on 10 June 2014 and identified the key strategic priorities of the county council, as the highway authority for Lancashire, during the period 2015/16 to 2029/30.

The TAMP recognised that due to ongoing financial constraints the county council could no longer simultaneously maintain all its transport assets to the same standard as previously.

A fundamental principle of the TAMP was to move away from the philosophy of tackling 'worst first only' in favour of an approach whereby the underlying condition of the network was addressed via the use of preventative maintenance strategies as we believed this would enable us to make more efficient use of our resources.

The TAMP adopted a flexible approach to addressing maintenance backlogs and three separate five-year delivery programmes were identified to address our main priorities. When the TAMP was approved the following priorities were agreed.

Phase 1, to run from April 2015 until March 2020. Works to be targeted at improving the A, B and C roads and our footway networks. Phase 2, to run from April 2020 until March 2025. Works to be targeted at improving the Unclassified Rural and the

Unclassified Urban networks. Phase 3, to run from April 2025 until March 2030. Works to be targeted at improving our structures and street lighting assets.

Service Standards

In order that we could review and report our progress we devised a set of Service Standards which are specific to Lancashire County Council. Setting Service Standards has enabled us to -

- Support planned maintenance of the network;
- Achieve a reduction in maintenance backlogs;
- Reduce the year on year investment required to deal with natural annual deterioration of the asset;
- Make best use of available resources;
- Ensure transparency and accountability; and
- Helps us ensure that similar assets are maintained to the same standard across each district area.

Details of our generic Service Standards can be seen in original 2014 TAMP document at Appendix 1

Challenging targets were set for each asset group and the initial TAMP set out our targets by the end of each phase and at the end of the 15 year TAMP investment period. These targets are reviewed on an annual basis and in the case of the A, B and C road network, further, more challenging, targets were set as a result of us meeting the initial targets.

2) End of Phase 1 - How did we do?

Whilst our main focus in Phase 1 was to improve the condition of our A, B and C roads and footway networks, we were also committed to maintaining our other highway assets as close to their pre-2014 condition as possible. The TAMP acknowledged that due to funding issues, adverse weather and increased demand for services that this might not be possible and further deterioration may occur.

The table below sets out our end of Phase 1 targets and actual outturn figures for all assets included in the TAMP. A full breakdown showing asset condition at the end of each of the 5 years of Phase 1 is attached at Appendix 1.

Asset Category	End of Phase 1 Target			Start of Phase 1 Asset Condition (April 2014)	End of Phase 1 Outturn (March 2020)		
	Service Standard	Service Standard Measured by	Asset Condition		Asset Condition	Service Standard Achieved	% Increase
A Roads	GOOD	% RED & AMBER (SCANNER)	6% - 10%	30.37%	23.13%	ACCEPTABLE	23.84%
B Roads	GOOD		6% - 15%	36.01%	23.26%	ACCEPTABLE	35.41%
C Roads	GOOD		11% - 20%	38.59%	31.03%	ACCEPTABLE	19.59%
Footways	EXCELLENT	Number of defects	<10,000	22,171	10,585	GOOD	52.26%
Bridges & Similar Structures	GOOD	Bridge Condition Index (Ave.)	80 - 90	89.99	89.60	GOOD	-0.43%
Street Lighting	ACCEPTABLE	% of higher and medium risk columns	25% - 35%	23.15%	22.67%	FAIR	2.07%
Traffic Signals	ACCEPTABLE	% of units beyond design life	30% - 40%	32.80%	36.36%	ACCEPTABLE	-10.85%

From the above it can be seen that good progress was achieved with regards a number of assets types, even if we didn't meet their end of phase target. A brief commentary for each asset type is provided below, which gives a general update and reasons why targets might not have been achieved.

A, B and C Roads

The condition of our A, B and C roads is measured by SCANNER surveys. Appendix 3 contains more information about the survey parameters, the results and what these means with regards asset serviceability.

Whilst performance for these assets fell short of the challenging targets we set, good progress nevertheless has been made, and overall there is now significantly less RED or AMBER sections on our A (23.84%), B (34.41%) & C (19.59%) roads now than when the TAMP started in 2014.

Our performance fell short of our targets for a number of reasons as outlined below:-

- The main reason is that the lifecycle modelling we subsequently carried out suggested that the initial standards adopted for our A, B and C roads were too stringent, particularly as SCANNER can define naturally undulating roads as requiring unnecessary attention.
- The original TAMP did advise that severe weather events during Phase 1 may mean these targets might not be achieved.

Whilst the targets were too demanding, the increasing frequency of severe weather in recent years has impacted on our progress as this has accelerated the rate of deterioration.

Whilst our service standards indicate that our A, B and C roads are of an ACCEPTABLE standard, if we compare our SCANNER data with that of other authorities, this shows that nationally we are in or around the top quartile and that in fact our roads should be regarded as GOOD.

Footways

In the absence of engineering data for this asset type a decision was made in 2014 to assess the condition of this asset using secondary data. Two data sets were originally used:-

- Number of recorded defects
- Number of footway claims

In the intervening years the county council has undertaken a number of reviews, looking at IT systems and the Highway Safety Inspection system etc. As a consequence, the systems we now use to collect and store the above data have changed and the information we now collect is not directly comparable to the 2014 information.

In the intervening years we have undertaken footway surveys using a variety of methods in order to determine the condition of this asset using engineering data. Whilst these have enabled us

to detect and repair defects, we haven't been happy with the speed, results and have recently engaged with the same provider who is collecting the condition data of the unclassified road network and discussions are ongoing with regards parameters to be used to collect footway condition video survey.

Whilst we are no longer able to directly compare 2014 data to 2020 data, the number of defects on our footway networks has dropped considerably and based on existing defect numbers, we currently regard this asset is being in a GOOD condition. When Phase 2 starts we will be looking to use the video survey data and other secondary data sources such as number of potholes to set new Service Standards for this asset group

Bridges and Similar Structures

The results of our bridge inspections, assessments and surveys show that since 2014, there has been a slight deterioration of our bridge stock as measured by the national Bridge Condition Indicator. Whilst the 2014 TAMP did advise that this might happen, the rate of deterioration has not been as great as originally anticipated and is actually less than ½% as measured by the average Bridge Condition Indicator.

As this asset grouping will not be the main focus of our attention until 2025/26, we have started to carry out a range of risk based bridge inspections in order that we can monitor the condition of these assets as closely as possible and ensure that they remain in as safe a condition as possible until Phase 3 commences.

Street Lighting

The condition of this asset type is determined by the number of columns that are considered to be of higher/medium risk of failure. Due to the rate of renewal not keeping up with the rate of decay for many years, the number of columns aged 40 years or more continues to increase.

As this asset grouping will not be the main focus of attention until 2025/26, we are now supplementing our column replacement works with wide scale column testing and inspection works so we can safely extend and manage the residual life of our aging columns until they can be replaced in Phase 3. These inspections have already started to identify columns that need to be removed prior to phase 3 starting. As a consequence, we are now replacing slightly more columns than originally anticipated in the TAMP and as a result the condition of this asset has improved slightly from 2014. Any columns that are considered to be a risk to the public are removed and replaced as soon as possible.

Traffic Signals

The condition of this asset grouping is measured according to the % of units that are still in use beyond their 20 year design life. As funding for this asset grouping has been severely reduced since 2014, our ability to replace units which are now considered to be obsolete is severely affected and progress in tackling this problem can only be achieved by an injection of additional funding.

The county council has recognised this as an issue, and in 2020/21 an additional £700,000 was allocated from the Department for Transport Incentive Fund to tackle this, using a priority asset / risk based approach.

3) Overall Progress – End of Phase 1

Our understanding of highway asset management has increased significantly since 2014. This is demonstrated by a range of codes of practice, lifecycle plans and guidance notes that have been published on the Highway Asset Management webpage for our stakeholders and others. The content of these documents have been reported previously in the various TAMP refresh documents that have been published over the past 5 years.

Details of previous years TAMP refresh documents and codes of practice can be found [here](#).

Assessing the Overall Condition

Dependent upon the actual service standard achieved, each asset is regarded as being in either an EXCELLENT, GOOD, FAIR, ACCEPTABLE or POOR condition. Details of these generic service standards are shown in Appendix 1 of the original TAMP document which can be viewed [here](#).

Once the actual service standard has been calculated for each asset, an overall transport infrastructure asset condition score is then determined. This is worked out by assigning scores to each service standard (e.g. EXCELLENT=5, POOR=1 etc.) and a

weighted score is then produced by multiplying each service standard scores by the asset valuation (£) as determined by the Whole of Governments Accounts exercise.

A weighted average is then calculated by dividing the total weighted scoring by the total value of all our highway assets included within the TAMP. This score is calculated and published annually in order that we can show how we are doing with regards highway asset management in Lancashire. Full methodology and workings for 2019/20 are set out in Appendix 2 attached.

The overall weighted average score of our asset condition at the end of Phase 1 is 2.86. The table below shows the respective scores for each year of Phase 1.

	2015	2016	2017	2018	2019
Overall Asset Score	2.35	2.57	2.07	2.17	2.86

As the county council is no longer required to collect and report the Whole of Government Account Information we have had to estimate some aspects ourselves.

In respect of the Structures valuation, CIPFA did provide rates for 2019/20, so we have been able to calculate an up to date value for these assets. With regards street lighting and traffic signals, service managers provided current replacement rates so we have current values for these assets also. As CIPFA haven't provided 2019/20 rates for various vehicular highway categories and

footway, we have used information supplied by the Office for National Statistics relating to Construction (Repair and Maintenance) who advise that as at year ending March 2020 the rate of inflation was 1.6%.

4) Revised Asset Condition Data

Much of the base condition data contained in the Transport Asset Management Plan – Phase One, was compiled in the 18 month period prior to Cabinet Member for Highways and Transport approving the TAMP in 2014 and was used to calculate the overall service standard that the transport assets were providing users at that time.

The 2014 condition data contained in the original TAMP is updated on an annual basis and the following pages provide a brief summary of the condition of each of the asset groups covered by the TAMP together with a summary of the main points arising out of our analysis of each group.

Each section follows a similar basic structure. Where possible graphs will show simultaneously 2014 and 2018/19 data. Where this isn't possible, two separate graphs will be provided to show the relative condition of the asset on a district by district basis for both years so that year on year comparisons can be made.

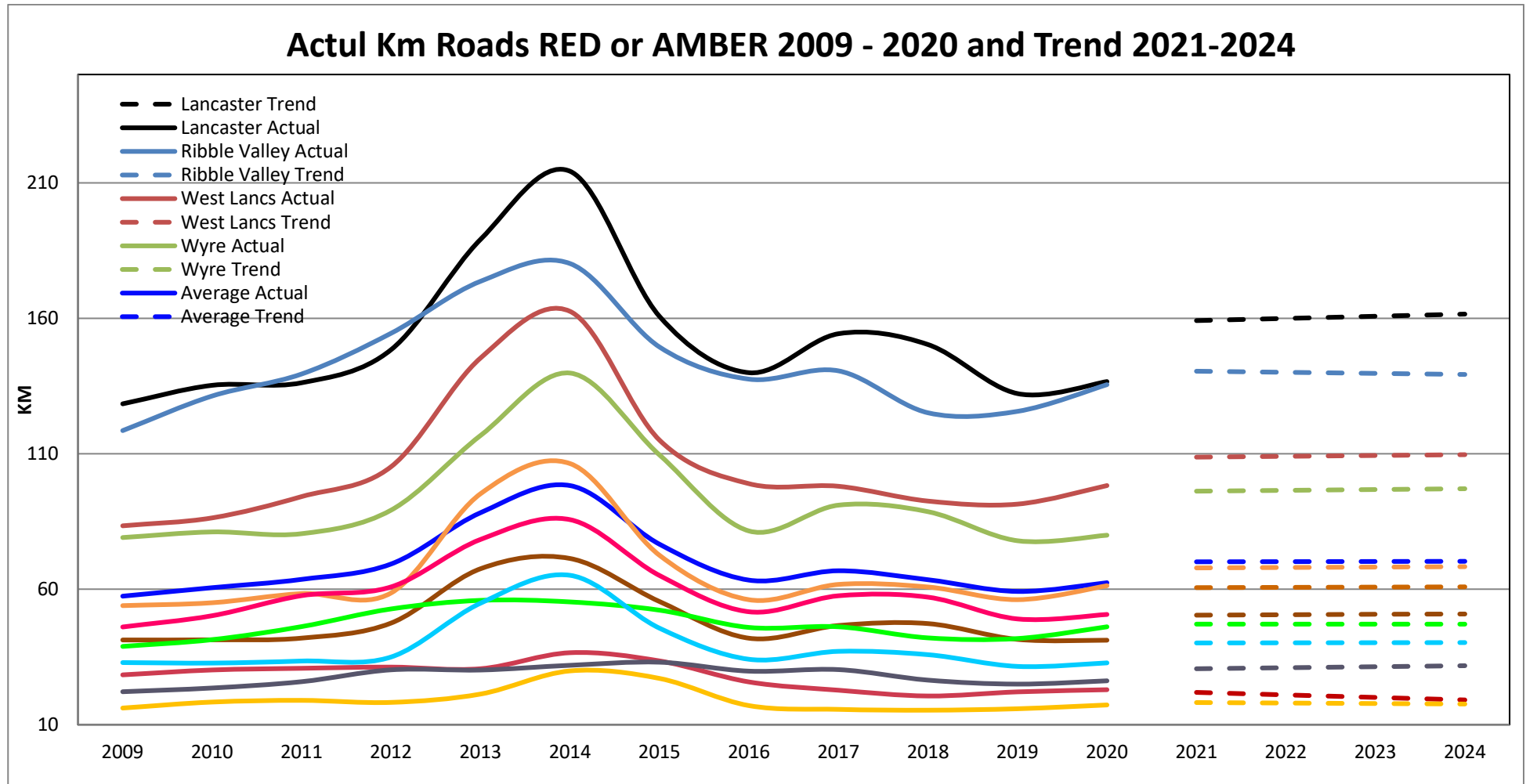
A summary provides key bullet points which seek to outline briefly the key facts relating to the category of the asset. Typically information presented includes:

- How much of the asset we responsible for,
- How the condition of the asset is assessed,
- If there any gaps in the information we currently hold,
- The average condition of the asset in 2014 and 2018/19,
- How much financial resource has, on average, been available in recent years;

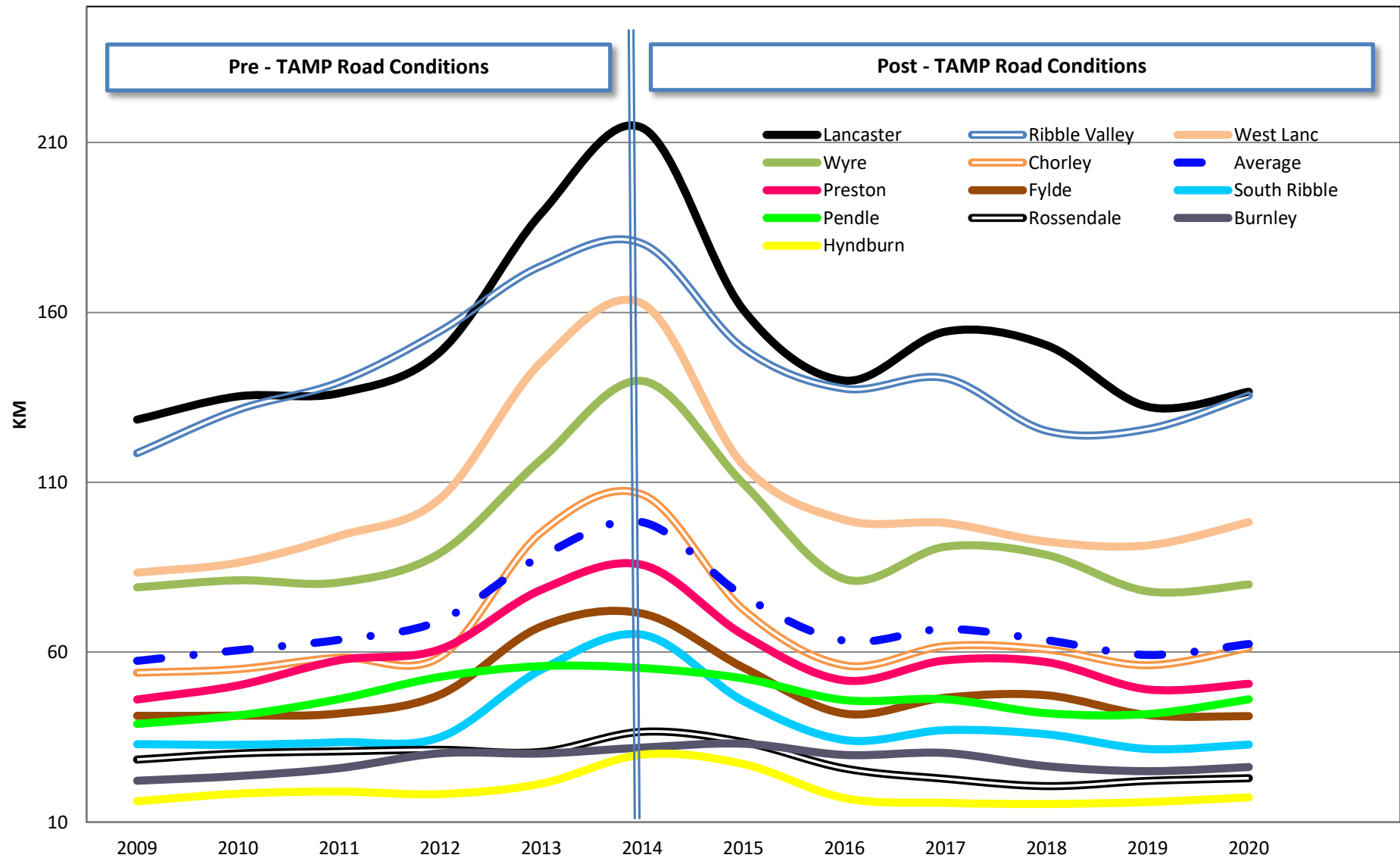
Due to changes in corporate systems and databases over the past few years, some of the datasets we used in 2014 are no longer available meaning that we are no longer able to provide comparator data to measure and record progress for all asset types.

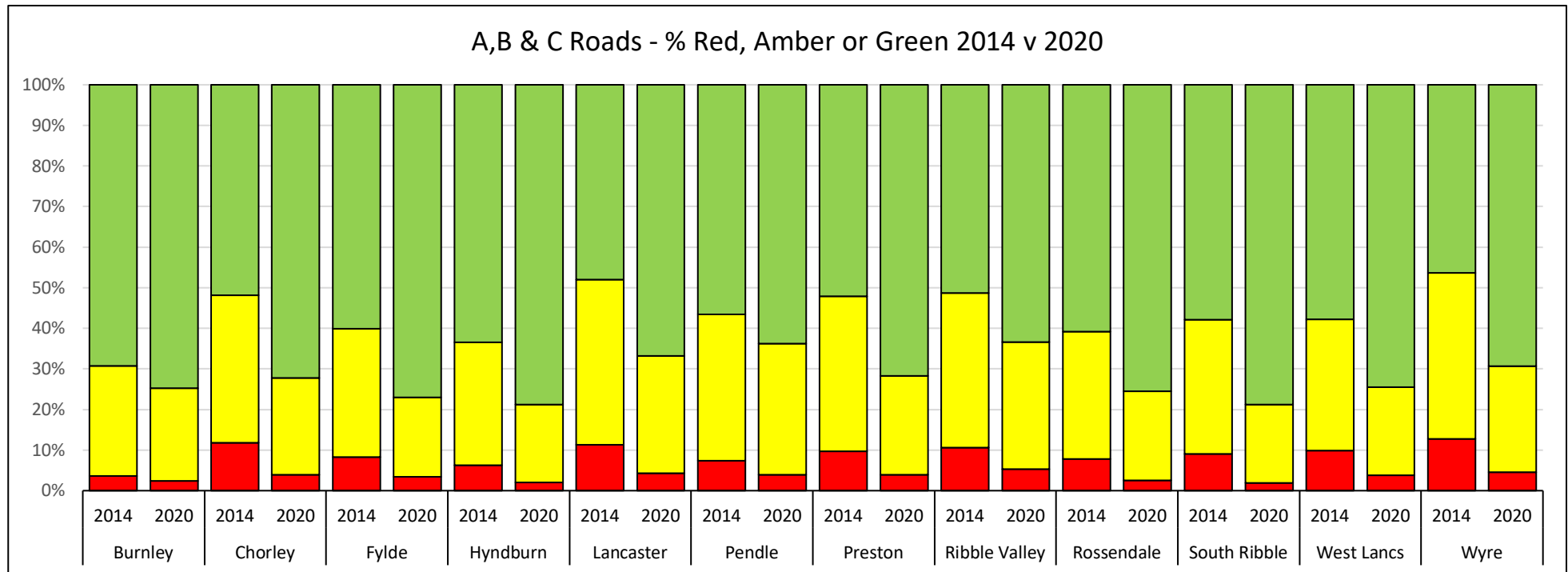
A, B and C Roads

Most Cost Effective Strategy: Investment in preventative maintenance using appropriate surface treatments determined through deterioration modelling.



Km Roads RED or AMBER Actual - 2009 to 2020





Summary

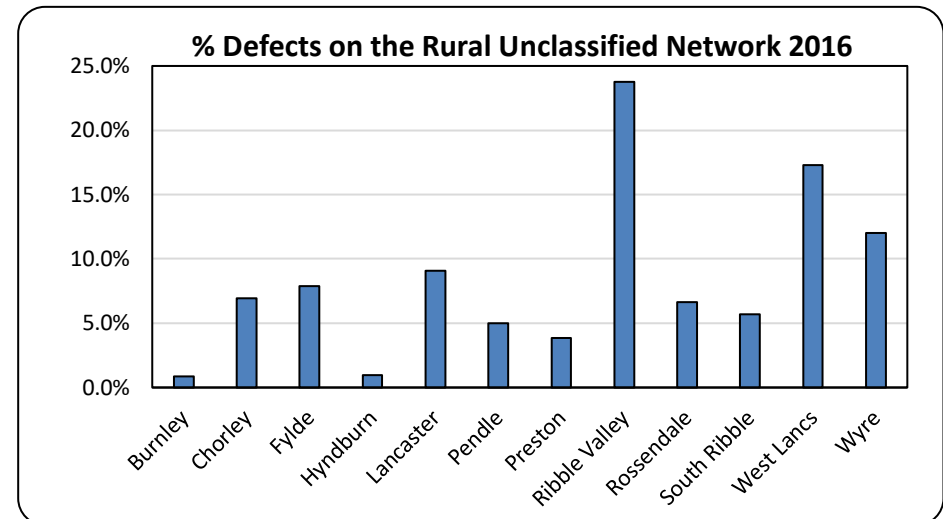
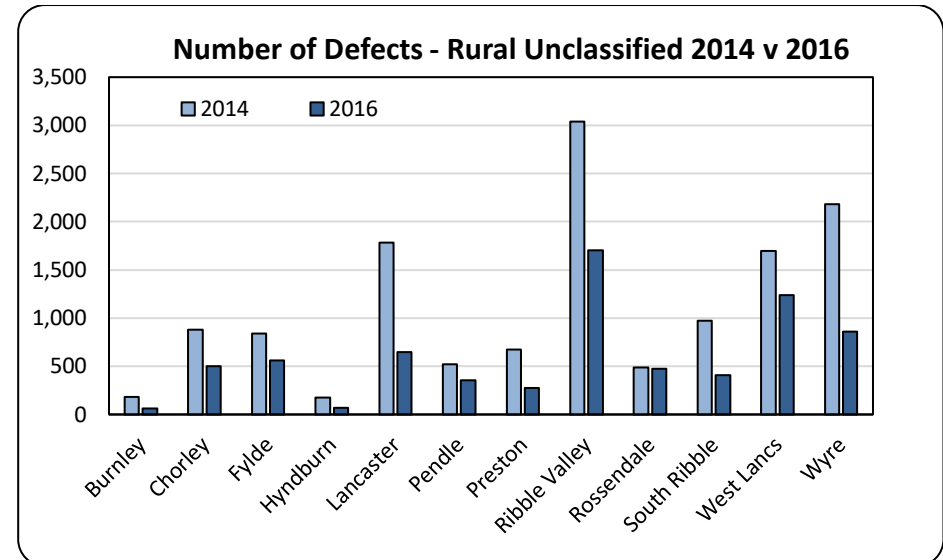
- The asset consists of a total of approx. 2,583km of highway,
- The length of A, B and C roads classified as RED or AMBER in 2014 was in the region of 1,179 km. According to the March 2020 SCANNER survey the quantity of RED or AMBER has now reduced down to 749km, a reduction of 430 km (36%),
- According to SCANNER data the overall condition of the A, B and C road network across Lancashire is now better than the 2011 condition,
- Between 2014 and 2020 the average % of RED or AMBER on :-
 - A roads reduced by 24% (57km)
 - B roads reduced by 46% (102km)
 - C roads reduced by 38% (271km)
- Overall between 2014 and 2020 the average % of RED or AMBER on the A, B and C road network has reduced by 430km (36%)
- The A, B and C road networks are currently regarded as being ACCEPTABLE.

Rural Unclassified Roads

Most Cost Effective Strategy: Investment in preventative maintenance which is based on appropriate surface treatment in preference to more costly resurfacing of roads.

Summary

- The asset consists of approximately 990 km.
- The current condition is indicated by the number of defects identified by highways inspections, as recorded in the Highway Defect Sort System (HDSS).
- Due to a change from EXOR to HDSS the defects in the original TAMP are not comparable to the latest figures.
- Overall there has been a reduction of approximately 6,000 (46%) critical safety defects on the rural unclassified road network between 2014/15 and 2016/17.
- As we have not had any survey data for the unclassified road network the TAMP has always assumed that the condition of the unclassified road network mirrored that of the 'C' road. As a result of video survey works, we are analysing this data and awaiting national guidance with regards interpretation of the data.
- From this we have assessed our unclassified roads as being in a POOR condition
- Investment is based firstly on maintaining the current condition of the network as far as is practical, and secondly, if investment levels are sufficient, to bring all district areas up to the same county standard.
- The asset is important to the rural economy and to rural communities.

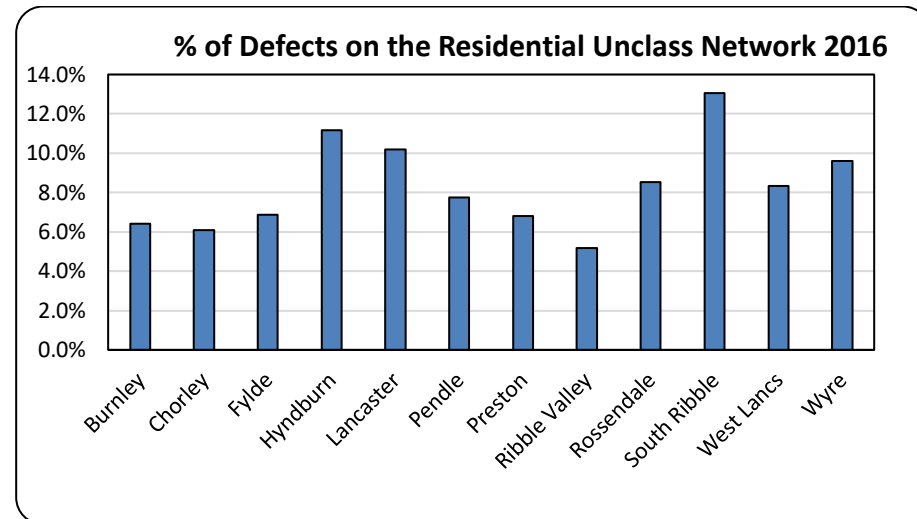
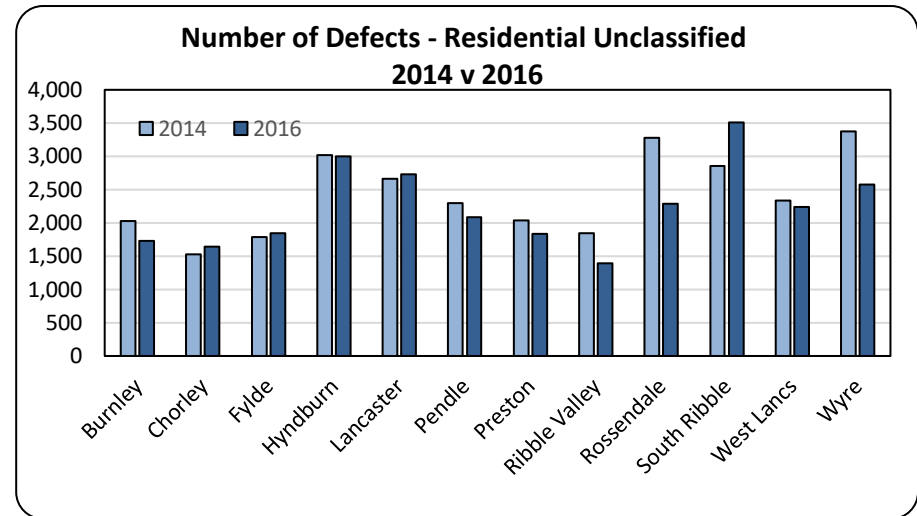


Residential Unclassified Roads

Most Cost Effective Strategy: Investment in preventative maintenance which is based on appropriate surface treatment in preference to more costly resurfacing of roads.

Summary

- The asset includes approximately 3,130 km of residential roads.
- The current condition is indicated by the numbers of defects identified by highways inspections as recorded in the Highway Defect Sort System (HDSS). Due to a change of systems the 2013 defects numbers in the original TAMP are not comparable to the latest figures.
- Overall there has been a reduction of approximately 2,000 (7.5%) safety critical defects found on the rural unclassified road network between 2014/15 and 2016/17
- As we have not had any survey data for the unclassified road network the TAMP has always assumed that the condition of the unclassified road network mirrored that of the 'C' road. As a result of video survey works, we are analysing this data and awaiting national guidance with regards interpretation of the data.
- From this we have assessed our unclassified roads as being in a POOR condition
- Investment is based firstly on maintaining the current condition of the network as far as is practical.
- Secondly, if resources allow, investment will be based on bringing all districts to the county standard.

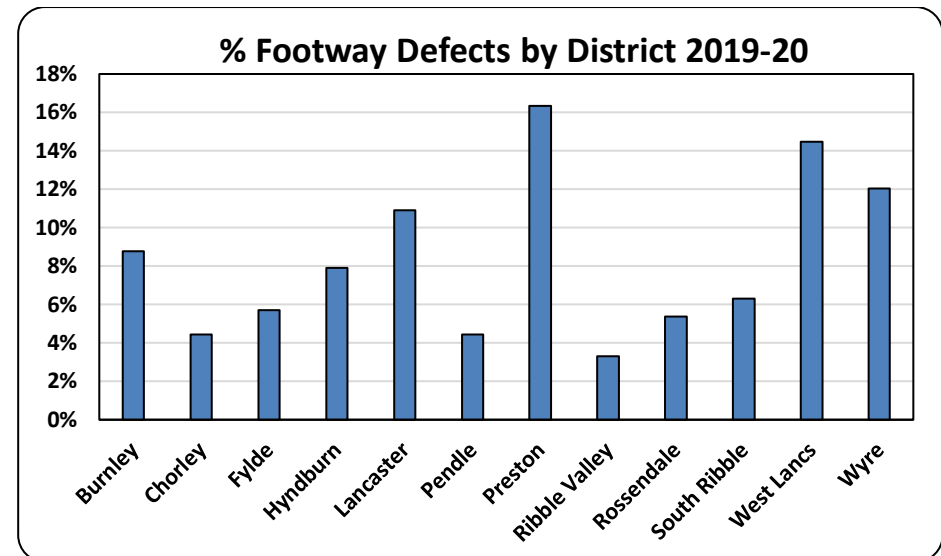
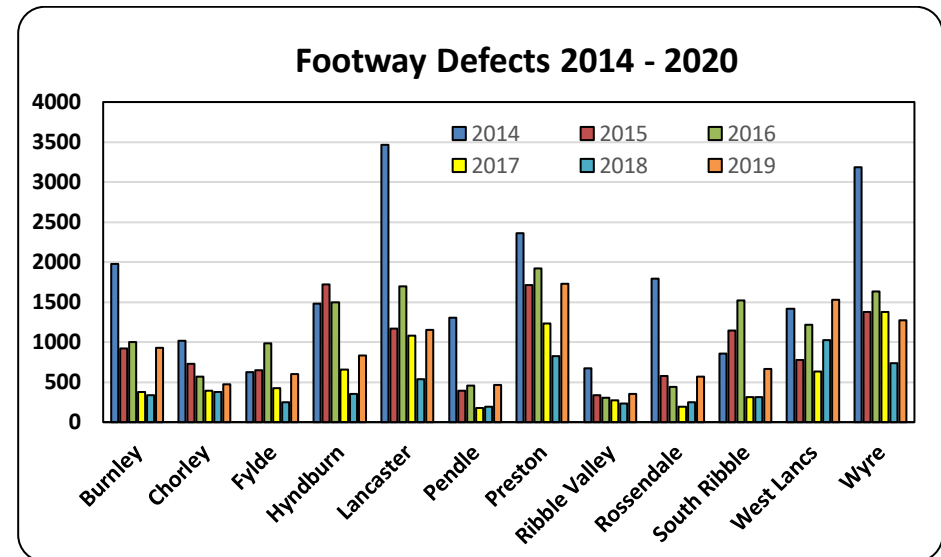


Footways

Most Cost Effective Strategy: Investment in preventative maintenance which is based on appropriate surface treatment in preference to more costly resurfacing of footways.

Summary

- There are over 8,500km of footways in Lancashire.
- The condition of this asset group was, in the absence of survey data, to have been determined by the number of footway defects and the number of footway claims received.
- Since 2014 the systems and parameters used to collect footway defects have changed, so respective years defect figures are not directly comparable. Specific footway claim numbers are now not readily available.
- The 2018 figures were based on the period September 2018 to August 2019 and are those collected by the Highway Safety Inspectors
- The 20190 figures are based on the period April 2019 to March 2020.
- Whilst the 2018 and 2019 figures are not directly comparable to 2014, the trend from 2014 shows there are now significantly less defects across the footway network.
- Condition data for the footway network has now been collected by video survey and we are awaiting this to be analysed by the service provider. It is hoped this will be used in TAMP Phase 2 to report footway condition from 2020 onwards
- Using the latest defect numbers the current condition of this asset is assessed as being GOOD.



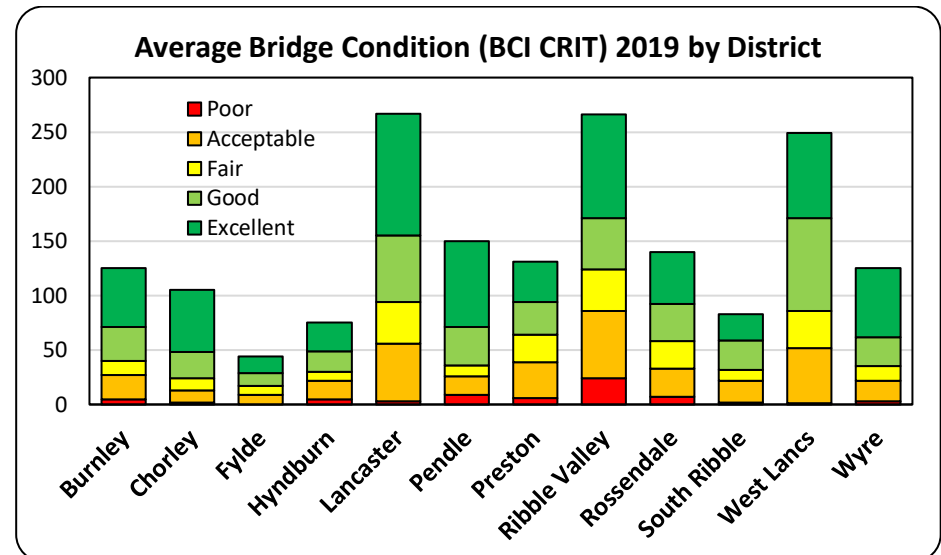
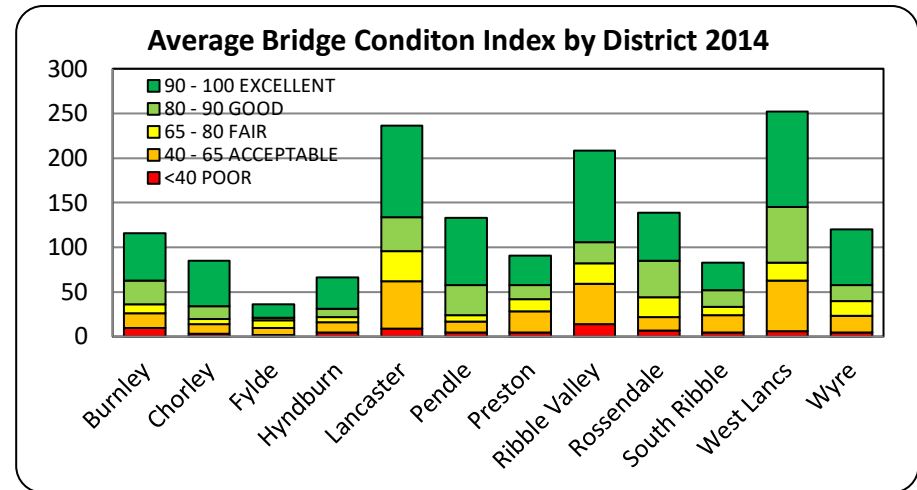
Bridges and Similar Structures

Most Cost Effective Strategy: Investment in preventative maintenance which is not based on reconstruction of bridges but is based on appropriate preventative treatment

Summary

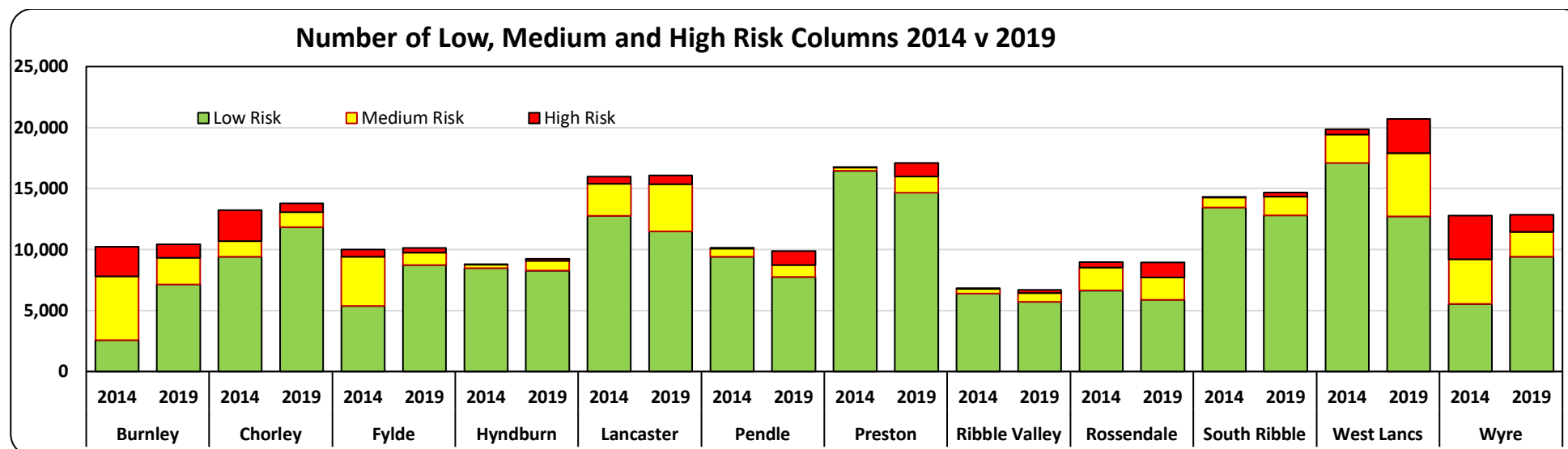
- We have good condition information relating to the condition of this asset grouping. We are responsible for approximately 2,000 bridges and similar structures*,
- The average bridge condition index has improved from 89.3 in 2014 to 89.78 in April 2019. The overall condition of this asset is regarded as GOOD.
- The average bridge condition is regarded as EXCELLENT in Lancaster, Wyre, Pendle, Chorley and Fylde. In all other district areas the average bridge condition is regarded as GOOD.
- The investment strategy is based upon identifying bridges and similar structures which have a bridge condition index (critical or adjusted) of < 40**, and producing action plans for each such structure.
- On the basis of the bridge condition data, resources are allocated on the basis of need as individual projects are unlikely to be included in any district based allocation.

*Excludes maintenance of Network Rail bridges, major new projects or major refurbishments. **A bridge in poor condition does not necessarily require urgent remedial action and is not automatically at risk of failure or subject to load restrictions.



Street Lighting

Most Cost Effective Strategy: The risk to the public from a column falling over is generally low; however, half of our columns exceed the age when they should be regularly tested or considered for replacement or removal. The best strategy is to reduce the likelihood of columns falling over by either replacing or removing the highest risk columns or removal of columns without replacement.



Summary

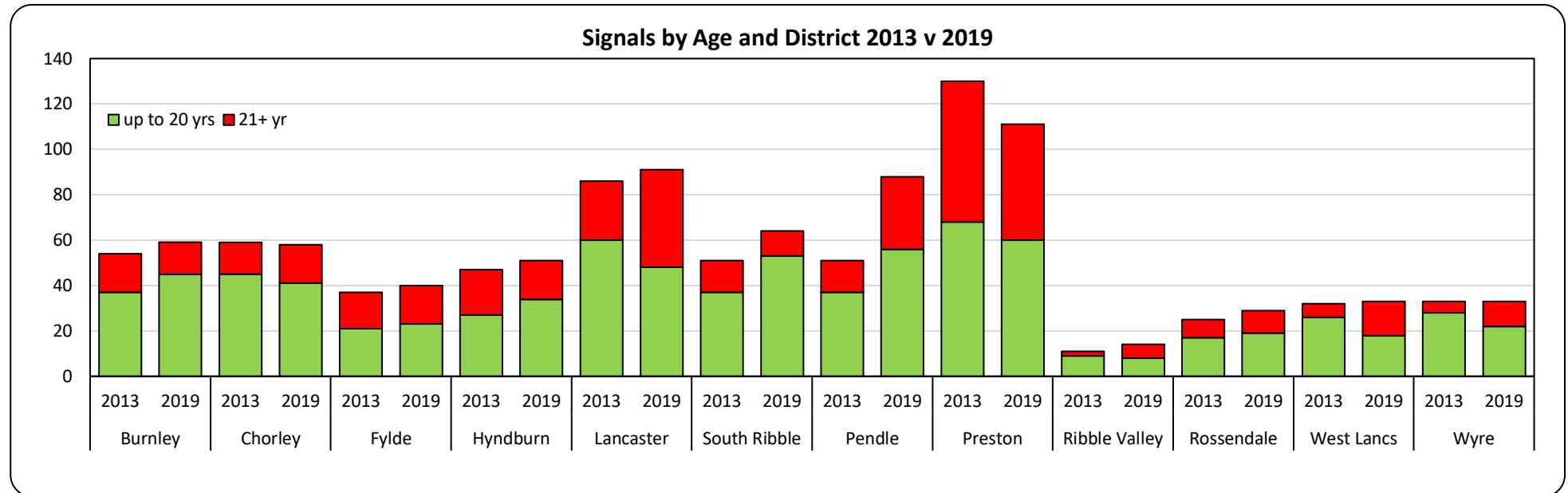
- We are responsible for approximately 150,500 street lights and 22,780 illuminated signs, bollards and similar installations.
- Our electricity bill is in the region of £4.3m per annum,
- According to the risk assessment contained in the Institute of Lighting Professionals Technical Report 22 'Managing a Vital Asset' 52% of lighting columns have now exceeded their 'Action Age'.
- Approximately 22.7% of columns are classed as being either higher or medium priority for replacement. The number of higher / medium

risk columns has increased from 23,500 to over 34,100 in the past 12 months, an increase of 7%.

- The current condition of the stock is considered to be FAIR.
- In order to maintain the current rate of deterioration of the stock, it is estimated that a capital investment of approx. £6m per annum would be required. The capital investment specifically available for new columns in 2019/20 is £1m. Additional funding from the Incentive Fund has been made available in Phase 2 for column testing works to help us better manage our aging lighting stock.

Traffic Signals

Most Cost Effective Strategy: Investment in preventative maintenance which is based on replacement of obsolete units at key junctions which will not be covered by Highways and Transport Masterplan activities.



Summary

- There are approximately 670 sites in Lancashire which are controlled by traffic signal and/or pelican crossing installations.
- The condition of this asset is measured in terms of the age of installations which normally have a service life of 20 years, after which they are no longer supported by the manufacturer.
- We currently have a total of 427 installations (36% of the stock) more than 20 years old.
- It is estimated that a replacement programme of £1.5m per year is required just to stand still. The current funding level is £100,000 per year.
- A breakdown of traffic signal and pedestrian crossing equipment up to 20 years old (green) and age 21 years and over (red) which now classed as supported is shown in the graph above.
- The traffic signal asset group is considered to be in an ACCEPTABLE condition.

5) Lessons Learnt - Challenges for Phase 2

Much has changed since 2014 in respect to highway asset management both within Lancashire and nationally. Many of these changes relating to funding issues, introduction of a risk based approach and changes in demand, all of which have previously been reported in the TAMP Refresh documents published each year. These changes have meant we have had to learn to adapt and change the way we do things with regards highway asset management in Lancashire.

Lifecycle Planning

Our initial targets for most asset types were based on the best information we had at that time. Whilst these provided a focus for allocating funds and prioritising works, they led to the setting of over ambitious targets particularly with regards the A, B and C roads network.

As the TAMP has progressed our understanding of asset management principles has improved. The life cycle modelling we now use for our vehicular highways, takes into account wherever possible, differences in material types and their respective rates of deterioration, maintenance regimes and treatments. In addition the lifecycle planning uses annual projected budgets to give more robust data than previous.

6) What will Phase 2 look like?

Phase 2 of the Transport Asset Management Plan (TAMP) started in April 2020 and runs until March 2025. Using the condition of the assets at the end of Phase 1, along with results of Lifecycle Modelling, the original TAMP assumptions have been reviewed and have been used to produce revised standards and funding proposals for the period 2020/21 to 2024/25. A report to Cabinet in December 2020 set out the revised standards and recommended approach for the apportionment of future highway funding. A Transport Asset Management Plan (TAMP) Phase 2 document will be published in the spring of 2021

Progress Tamp Phase 1 – Yearly breakdown 2014/15 to 2019/20

Asset Category	Condition Measure	Service Standards					Asset Condition						
		POOR	ACCEPTABLE	FAIR	GOOD	EXCELLENT	2014/15 Start Year 1	2015/16 End Year 1	2016/17 End Year 2	2017/18 End Year 3	2018/19 End Year 4	2019/20 End Year 5	End of Phase1 Target
A Roads	% RED / AMBER	>25%	25% - 16%	15% - 11%	10% - 6%	≤5%	30.37%	23.92%	23.08%	22.29%	21.51%	23.13%	10%
B Roads		>40%	40% - 21%	20% - 16%	15% - 6%	≤5%	36.01%	28.10%	26.27%	24.65%	23.97%	26.26%	5%
C Roads		>50%	50% - 31%	30% - 21%	20% - 11%	≤10%	38.59%	30.62%	34.26% ⁶	32.04%	29.80%	31.03%	20%
Residential Unclassified	% RED / AMBER	>40%	40% - 29%	28% - 19%	18% - 14%	<14%	Condition data not collected – new service standard to be set in Phase 2						40% - 29%
Rural Unclassified	% RED / AMBER	>40%	40% - 29%	28% - 19%	18% - 14%	<14%	Condition data not collected – new service standard to be set in Phase 2						40% - 29%
Footways	Number of. defects	>50,000	50,000 - 40,000	40,000 - 15,000	15,000- 10,000	<10,000	22,171	13,533	13,037	7,142	5,430	10,585	<10,000
	Number of claims	>600	500-400	400-250	250-150	<150	298	259	130	Not Available	Not Available	Not Available	80-90
Bridges and similar Structures	Bridge Condition Index (Ave.)	<40	40-60	60-79	80-90	>90	89.99	90.19	89.75	89.67	89.78	89.60	25% - 35%
Street Lighting	% of high & medium risk columns	>35%	25%-35%	20%-25%	10%-20%	5%-10%	23.15%	17.72%	20.01%	16.15%	15.66%	22.67%	30 - 40%
Traffic Signals	% of units beyond design life	>40%	30%-40%	20%-30%	10%-20%	<10%	32.80%	30.31%	30.31%	46.73%	47.79%	36.36%	10%

Methodology to work out the overall asset condition

The overall condition of the transport infrastructure asset has been determined by assigning scores to each service standards shown below:-

Scores per Service Standard				
POOR	ACCEPTABLE	FAIR	GOOD	EXCELLENT
1	2	3	4	5

A weighted score is produced by multiplying each service standard score from the table above by the asset valuation as determined from the Whole of Government Accounts exercise. A weighted average is calculated by dividing the total weighted scoring by the total value of the asset, as detailed below

Asset Group	Valuation £ Million 2019-20*	Service Standard	Score	Weighted Score
A Roads*	869	ACCEPTABLE	2	1,737
B Roads*	512	ACCEPTABLE	2	1,024
C Roads*	1,468	ACCEPTABLE	2	2,936
Footway & Cycle ways *	739	GOOD	4	2,955
Bridges & Similar Structures	1,435	GOOD	4	5,740
Street Lighting	163	FAIR	3	489
Traffic Signals	36	ACCEPTABLE	2	72
Total	5,222			14,955
Weighted Average Score			=	2.86

The value of items marked (*) is derived from 2018/19 plus 1.6% for construction (repair and maintenance) inflation as at March 2020, as calculated by the Office for National Statistics.

Overall weighted Average Score grade boundaries have been determined as follows:-

Overall Service Standard – Grade Boundaries				
POOR	ACCEPTABLE	FAIR	GOOD	EXCELLENT
1 to 1.9	2 to 2.9	3 to 3.9	4 to 4.9	5

A, B and C Road Condition Data Methodology

The condition of the A, B and C road network is determined each year via the use of SCANNER surveys which are carried out by vehicles travelling at normal traffic speed which collect information relating to a number of different parameters that are used to assess the condition of the road. The survey picks up a range of issues including ruts, pot holes, cracking and other structural information.

All measurements are recorded and loaded into a software programme which calculates an overall Road Condition Index (RCI) for each 10 metre subsection. The RCI is then used to classify a section of road as being RED, AMBER or GREEN.

A GREEN classification indicates those lengths of carriageway which are generally in a good state of repair. An AMBER classification indicates those lengths of carriageway where some deterioration is apparent and needs to be investigated at an early opportunity so as to determine the optimum time for planned maintenance. A RED classification indicates lengths of road which are in poor overall condition and are likely to require planned maintenance soon.

It is important to note that if a section of road is classified as RED or AMBER it does not necessary follow that we have failed in our duty to maintain the highway as it is perfectly possible to have a section of road classified as RED which is safe and usable by normal traffic.