

1 Condition of Highway Assets Summary

1.1 Roads

- 1.1.1 Our condition surveys for 2015-16 were better than expected. All roads have all shown improvement against previous year's results. We believe the results partly reflects improved calibration in the survey vehicles.

	2014/15	2015/16		Local Transport Plan roll-fwd. Target
		Predicted	Actual	
'A' roads	3% (3.4%)	4% (3.7%)	3% (2.5%)	4.2%
'B' roads	8% (7.9 %)	8% (8.0 %)	5.4% (5%)	n/a
'C' roads	11% (11.2%)	12% (12.1%)	6.7% (7%)	n/a

Note: Lower is better. Figures in brackets are the actual figures, but these are rounded to the nearest whole number when reported.

- 1.1.2 Unclassified (U) road condition indicator has also improved from 22% to 17% for a 4-year average.

	2014/15	2015/16	LTP Target roll-fwd.
'U' roads	22% (21.7%)	17% (16.9%)	n/a

- 1.1.3 For 2015-16 we only have a backlog on our 'A' roads. Backlogs are shown in Appendix 1;

- 1.1.4 National Statistics 2014-15 provide the most recent comparative data. Our A roads were marginally better than average, our 'B', 'C' & 'U' marginally worse.

1.2 Bridges

- 1.2.1 Bridges have, displayed marginal improvement from 2014/5 to 2015-16. Bridge Condition Index Scores were 89.82 and 91.23 on the HGV and non-HGV networks respectively. These scores are currently (April 2016) 89.9 and 90.92.

- 1.2.2 For 2015-16 we have a backlog on our HGV network of £8.7m.

- 1.2.3 No strengthening works were completed in 15/16. Two bridges still require attention and are in the forward programme.

1.3 Traffic Signals

- 1.3.1 During 2015/16 twenty two installations were replaced, consisting of 14 like-for-like replacements, 2 Pelican crossings converted to Zebra crossings, 1 junction and 1 Pelican crossing replaced as part of CCAG schemes, 2 junctions replaced by developer S278 works, 1 Pelican crossing upgraded to a Toucan crossing and 1 junction fully removed by City Centre changes.

- 1.3.2 The resultant backlog at the end of 2015/16 is 6 installations, representing a

budget of £0.198m.

1.4 Footways

- 1.4.1 Our 2015-16 showed a marginal deterioration in our higher Category footways and a marginal improvement in our remaining network

Footway Hierarchy	Frequency	Service Level	Condition Level 4 (structurally unsound)	
			2014-15	2015-16
Cat 1	2-year data	12.5%	13.2%	16.1%
Cat 2		25%	26.8%	32.7%
Cat 3	4-year data	30%	29.3%	28.9%
Cat 4		30%	30%	29.5%

1.5 Drainage

- 1.5.1 There are not any formal condition surveys of highway drains. Overall condition is assessed from regular road inspections. The identified schemes are a mixture of small scale local interventions and larger “catchment wide” projects. The maintenance drainage backlog has decreased slightly. This reflects a suppression of demand as partnership funding was put towards the Greater Norwich Surface Water Drainage Scheme which will continue until 2017-18.

1.6 Park & Ride Sites and Norwich Bus Station

- 1.6.1 The service level on these sites is, to fully fund any urgent, essential or necessary structural maintenance works identified by an annual inspection. There is a very small shortfall.

1.7 Vehicular Restraint Systems (VRS)

- 1.7.1 Our service level uses information from structural integrity surveys carried out on the whole stock over a 5-year period. We have adopted a service measure whereby if those sites assessed as priority 1 through risk assessment were not to be funded then they would represent a backlog.
- 1.7.2 Two schemes has been deferred into 2016-17, with an estimated cost of £110k