

1. Condition of Highway Assets Summary

1.1 Roads

- 1.1.1 The results from our condition surveys for 2016-17 were in line with the asset management strategy and performance targets . All roads have all shown a slight decline previous year's results.

	2015/16	2016/17		Local Transport Plan roll-fwd. Target
		Agreed Performance Measure target	Actual	
'A' roads	3% (2.5%)	3% (2.8%)	3% (2.8%)	4.2%
'B' & 'C' roads	6% (6.48 %)	7% (7.49%)	8% (7.69%)	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 The A roads show a continued increase in treatment costs against are baseline generating a backlog. The B & C network treatment costs are still below are baseline comparison.
- 1.1.3 Unclassified (U) road condition indicator showed a slight decline from 17% to 18% for a 4-year average. The survey showed an increase in the number of structural defects which are more costly than some others. This has generated a backlog in treatment costs against our baseline.

	2015/16	2016/17	LTP Target roll-fwd.
'U' roads	17% (16.9%)	18% (18.3%)	n/a

- 1.1.4 For 2016-17 we have a backlog on our 'A' roads and U roads. Backlogs are shown in Appendix 1;
- 1.1.5 National Statistics 2015-16 provide the most recent comparative data. Our A roads were average, our 'B', 'C' and 'U' below average.

1.2 Bridges

- 1.2.1 The Bridges HGV score showed marginal improvement and non-HGV score marginal decline, from 2015-6 to 2016-17. Bridge Condition Index Scores were 89.9 and 90.92 on the HGV and non-HGV networks respectively. These scores are currently (April 2016) 90.03 and 90.83.
- 1.2.2 For 2016-17 we have a backlog on our HGV network of £8.2m.
- 1.2.3 No strengthening works were completed in 16/17. Two bridges still require attention and are in the forward programme.

1.3 Traffic Signals

- 1.3.1 During 2016/17 thirteen installations were replaced, consisting of 8 like-for-like replacements, 2 Pelican crossings converted to Zebra crossings, 1 Pelican crossing improved to a Toucan facility and 2 installations effectively replaced by NATS schemes delivered in Norwich City.
- 1.3.2 The resultant backlog at the end of 2016/17 is 5 installations, representing a budget of £0.173m.

1.4 Footways

- 1.4.1 Our 2016-17 showed a marginal improvement in our remaining network, which was better than expected.

Footway Hierarchy	Frequency	Service Level	Condition Level 4 (structurally unsound)	
			2015-16	2016-17
Cat 1	2-year data	12.5%	16.1%	12.7%
Cat 2		25%	32.7%	27.8%
Cat 3	4-year data	30%	28.9%	27.9%
Cat 4		30%	29.5%	28.9%

- 1.4.3 There is a backlog against our service level for our higher categories footway totaling £0.496m

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. This reflects the completion of the first major stages of the Greater Norwich Surface Water Drainage Scheme which will continue in 2017-18.
- 1.5.2 Our members have approved NCC capital funding of £1.5m on ‘Market Town’ Drainage over a 3-year period starting 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 2017-18, with an estimated cost of £120k.