

1 Condition of Highway Assets Summary

1.1 Roads

- 1.1.1 The results from our condition surveys for 2017-18 were ahead of the asset management strategy and performance targets . All roads have all shown a slight improvement against previous year's results.

	2016/17	2017/18		Local Transport Plan roll-fwd. Target
		Agreed Performance Measure target	Actual	
'A' roads	3% (2.8%)	3% (3.11%)	3% (2.55%)	4.2%
'B' & 'C' roads	8% (7.69%)	8% (8.34%)	8% (7.54%)	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 an improvement from 18% to 15% for a 4-year average. The 'U' network treatment costs are now below are baseline comparison and the backlog has been removed.

	2016/17	2017/18	LTP Target roll-fwd.
'U' roads	18%	15%	n/a

- 1.1.4 For 2017-18 we have a backlog on our 'A' roads. Backlogs are shown in Appendix 1;
- 1.1.5 National Statistics 2016-17 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 decline and non-HGV score marginal improvement, from 2016-7 to 2017-18. Bridge Condition Index Scores were 90.03 and 90.82 on the HGV and non-HGV networks respectively. These scores are currently (May 2018) 89.99 and 91.02.
- 1.2.2 For 2017-18 we have a backlog on our HGV network of £8.5m.
- 1.2.3 No strengthening works were completed in 17/18. Two bridges still require attention and represent a backlog. These are in the forward programme.

1.3 Traffic Signals

1.3.1 During 2017/18 a total of 10 installations were replaced, consisting of 2 like-for-like replacements, 3 Pelican crossings converted to Zebra crossings and 5 installations were replaced as part of improvement schemes (3 CCAG funded, 1 LEP funded and 1 Parish Partnership scheme).

1.3.2 The resultant backlog at the end of 2017/18 is 6 installations, representing a budget of £0.299m.

1.4 Footways

1.4.1 Our 2017-18 showed a marginal improvement in our remaining network, which was better than expected.

Footway Hierarchy	Frequency	Service Level	Condition Level 4 (structurally unsound)	
			2016-17	2017-18
Cat 1	2-year data	12.5%	12.7%	12.7%
Cat 2		25%	27.8%	25.6%
Cat 3	4-year data	30%	27.9%	30.1%
Cat 4		30%	28.9%	31.6%

1.4.3 There is a backlog against our service level for our higher categories footway totaling £0.74m

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 Greater Norwich Surface Water Drainage Scheme completed in 2017-18. There is £3,893,344 of identified need remaining in the ‘fringe’ parishes of Hellesdon, Old Catton, and Thorpe St Andrew. The improvement drainage backlog has decreased as a result.

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. The first scheme due for construction is at North Walsham starting in June 2018-19

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.

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 2018-19, with an estimated cost of £60k.