NORTH AYRSHIRE COUNCIL

19 March 2024

Cabinet

Title:	**Roads, Structures and Street Lighting Maintenance Programme 2024/25**
Purpose:	To seek Cabinet approval of the proposed Roads, Structures and Street Lighting Maintenance Programme for 2024/25
Recommendation:	That the Cabinet (a) notes the approach taken to determining the asset maintenance programme for roads, structures and street lighting; (b) approves the maintenance programme for 2024/25, as shown at Appendix 1a and 1b; (c) approves the additional works to the value of £0.75m as agreed at the Council's budget setting meeting, as shown at Appendix 1c and (d) notes that the programme will be issued to the Locality Planning Partnerships for information.

1. Executive Summary

1.1 North Ayrshire Council has a statutory obligation under the Roads (Scotland) Act 1984 to manage and maintain its public road network. The adopted road network within North Ayrshire has a total length of 1045m. The core roads assets are currently estimated at a value of approximately £1.7billion.

1.2 The Council's Roads Service has adopted an asset management approach to road maintenance to allocate available road maintenance funds to locations that will offer the most beneficial return on investment.

1.3 The Roads Asset Management Plan (RAMP) and the roads assets maintenance strategy follows the recommendations contained within the 'Well Maintained Highway's' Code of Practice, ensuring that the Council's statutory obligations as delegated Roads Authority are met.

1.4 In complying with the Code of Practice, an effective regime of inspection, assessment and condition recording is well established which assists in not only providing a road network for the future but one that promotes social inclusion and contributes to economic growth within the area. This approach also ensures the Council is providing value for money on any investment attributed to road maintenance.

1.5 The proposed Roads, Structures and Street Lighting Maintenance Programme 2024/25 is attached in Appendix 1a and 1b. The Programme is based on approved Revenue and Capital budgets. At the Council's budget setting meeting on 28 February 2024 an additional £0.75m was approved for roads infrastructure. Details of the proposed works are attached at Appendix 1c.

2. Background

2.1 North Ayrshire Council is responsible for the maintenance of the adopted local road network including lighting and structures assets as well as its other non-adopted road assets. However, the Council has no responsibility for the maintenance of the Trunk Road Network which falls to Transport Scotland and their management contractor, Amey. The Trunk Road network includes the A78, the A737 from Kilwinning to the Renfrewshire Boundary and A738 from the Pennyburn Roundabout to the A737 Dalry Road Kilwinning.

2.2 North Ayrshire Council's roads are the Council's largest community asset and play a vital role in supporting the local and wider economy by facilitating the movement of people, goods and services and connecting people with economic and social opportunities.

2.3 The proposed Roads, Structures and Street Lighting Maintenance Programme for 2024/25 has been developed in accordance with the strategy contained within the Roads Asset Management Plan (RAMP) to deliver the maximum return on investment and ensures the provision of an effective road network throughout North Ayrshire.

2.4 Road Condition is measured nationally through the Scottish Road Maintenance Condition Survey (SRMCS). The measure in place, the Road Condition Index (RCI), records the percentage of the Council's roads which should be considered for maintenance. North Ayrshire's RCI had been improving in recent years but there was a 0.9% reduction last year with an RCI of 34.8% published in 2023. Our position in the RCI tables also changed from 20th out of 32 authorities to 21st. It should be noted that due to the method employed to calculate road condition, overall RCI is based on the previous 2 to 4 years survey information, as such, improvement from additional investment may not be immediately apparent.

2.5 The estimated carriageway maintenance backlog figure for North Ayrshire is currently £38.5m. The 'steady state' figure for maintaining our roads at present condition has increased to £5.5m per year from £4.3m per year.

2.6 The previous steady state figure of £4.3m was calculated in May 2019, the revised steady state figure of £5.5m was calculated in September 2023.The revised figure has been calculated using road condition data from 2021 and 2022 for A, B and C classified roads and 4 years of condition data for unclassified roads 2019 to 2022. The treatment rates used in this calculation are Scotland wide treatment costs released by the Scottish Roads Research Board unit cost benchmarking group in August 2023 and are based on actual costs.

2.7 Despite road condition improving nationally over the last 4 years, the overall backlog figure for Scotland has increased by 16.3% primarily as a result of an increase in treatment costs. Treatment costs have increased significantly as a result of difficulties in sourcing materials post pandemic, inflationary rises and increasing energy prices, this also impacting significantly on contractor costs. In North Ayrshire, our treatment costs have increased by approximately 18% since 2022/23.

2.8 The capital budget supported by revenue funding is £4.3m for 2024/25. This level of investment is outpaced by the 'steady state' figure and may therefore contribute to a deterioration of the road network condition over time. However, it should be noted that

at the Council's budget setting meeting on 28 February 2024 an additional £0.75m was approved for roads infrastructure for 2024/25 which will help reduce the gap between investment and the 'steady state' figure.

2.9 Road lighting condition is measured through programmes of structural and electrical assessment and testing and is complemented through the ongoing review of age profile and material type life expectancy. The results are categorised and recorded in the lighting asset management database to inform a prioritised list of replacement schemes. Lighting is allocated an annual Capital budget of £1m to address a 'steady state' position of maintaining our lighting at present annualised depreciation rate.

2.10 Bridge and retaining wall condition is also evaluated through a robust inspection programme. General inspections are undertaken every 2 years, while an in-depth 'principal inspection' is carried out every 6 years and the results of the inspections are used to inform work programmes. The results of the inspections are input into a Structures database which is then used to calculate an average Bridge Structure Condition Index (BSCIav) based on the total number of assets. The BSCIav is currently 86.36 (2022/23 figure) which is within the 'good' classification of 85 to 94. This figure is a slight improvement on the previous year. The allocated capital budget of £560,000 is supported by carryover from 2023/24 giving a total of £695,000.

2.11 Details of how condition assessments are carried out and how roads, structures and lighting locations are prioritised for inclusion in our maintenance programme are provided in Appendix 2. The assessment matrix used for scoring and ranking structures for inclusion in the Structures Maintenance Programme is attached in Appendix 3.

2.12 The road maintenance programme in 2023/24 mitigated high inflationary cost increases through two factors - by forecasting higher projected costs and building this into the programme early in the financial year and, secondly, the Ayrshire Minor Works Framework contract price being held for the 6 months to September 2023. Works completed by the operational team and any works tendered since then were subject to inflationary rises in material and plant costs as well as contractor price increases. The 2024/25 road maintenance programme has been prepared using increased rates from 2023/24 costs to allow for further inflationary rises in operational costs and to ensure that programmed works can be completed.

2.13 The following footway locations are being carried over from the 2023/24 maintenance programme due to an unforeseen contractor availability issue:

- Thorntree Avenue, Beith
- St Margarets Avenue, Dalry
- North Street / Braehead Dalry

2.14 The following structure contracts are being carried over from the 2023/24 maintenance programme, feasibility and design works are ongoing:

- Seven Acres Mill Bridge (U54)
- Threadmill Bridge (C99)
- Carsehead Bridge (B714)
- Dougarie Bridge (C147)
- Catacol Bridge (C147)

3. Proposals

3.1 That Cabinet notes the approach taken to determining the asset maintenance programme for roads, structures and street lighting.

3.2 That Cabinet approves the maintenance programme for 2024/25, as shown at Appendix 1a and 1b.

3.3 That Cabinet approves the additional works at a value of £0.75m as agreed at the Council's budget setting meeting, as shown at Appendix 1c.

3.3 That Cabinet notes that the programme will be issued to Locality Planning Partnerships for information.

4. Implications/Socio-economic Duty

Financial

4.1 The Roads, Structures and Street Lighting Maintenance Programme will be delivered from allocated Capital and Revenue budgets. Estimated costs are detailed within the appendices.

Human Resources

4.2 Delivery of the programme will be met from existing staff resources.

Legal

4.3 North Ayrshire Council has a statutory obligation to manage and maintain its public road network under the terms of the Roads (Scotland) Act 1984.

Equality/Socio-economic

4.4 There are no equality implications. The maintenance programme contributes to the Council's socio-economic duty, as well-maintained roads are essential for the social and economic prosperity of North Ayrshire.

Environmental and Sustainability

4.5 Effective programming and management of these assets will assist in reduced carbon associated with mobilisation of unplanned reactive maintenance resources and extends the use of assets in a cost effective and sustainable manner.

Key Priorities

4.6 Effective management of these assets contributes to Council plan priorities ensuring that our places and spaces where we live, work and visit are well maintained and accessible.

Community Wealth Building

4.7 The maintenance programme contributes to Community Wealth Building through community benefits clauses associated with maintenance contracts. It is also the case that a proportion of the maintenance programme is also delivered in-house by the Roads Operations Team and Building Services.

5. Consultation

5.1 The maintenance programme will be shared with each Locality Partnership.

RUSSELL McCUTCHEON
Executive Director (Place)

For further information please contact **Susan Macfadyen, Interim Senior Manager, Commercial Services (Roads),** on **Tel: 01294 324844**.

Background Papers
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Mainland Roads Programme 2024/25

Carriageway Resurfacing			
Street	*Town*	*Location*	*Estimate Cost*
A71	Irvine	Warrix Interchange to Greenwood Interchange	£250,000
A737 Marress Road	Irvine	Southbound Carriageway	£200,000
A738 Glencairn St/High Road	Stevenston	Tesco to Mayfield Road	£145,000
B780 Manse Street	Saltcoats	Memorial Roundabout to existing joints	£60,000
B7048 Portencross	West Kilbride	Car park to cottage, from Ardneil cottage for approx 800m, plus patching	£165,000
B781 Yerton Brae	West Kilbride	Full length	£82,000
B777	Beith	From Surface Dressing joint at anti skid on a section starting from Blaelochside to Lochend	£115,000
B777 near school	Glengarnock	From Kersland across front of school to bend sign	£100,000
B780 Sharon St/West Kilbride Road	Dalry	Full Length Sharon St to just past Wingfaulds Avenue	£135,000
B780 Roche Way	Dalry	South of James Street towards Townend Street	£63,000
Glebe Road	Beith	Full Length	£122,000
Paddockholm Road	Kilbirnie	Holmhead to Mill Road	£82,000
South road	Glengarnock	Full Length	£56,000
Sycamore Court	Beith	Full length	£37,000
Morrishill Drive	Beith	Dalry Road to Cuff Crescent	£17,000
St Inans	Beith	Full length	£57,000
Garnock Street	Dalry	To No entry signs	£94,000
Lynn Avenue	Dalry	Full Length	£63,000
Finlay Avenue	Dalry	Full Length	£28,000
Newhouse Drive	Kilbirnie	no.73 to Place View	£45,000
New Street	Irvine	Friars Croft to Fullarton Roundabout - include Roundabouts at Greggs and McDs	£186,000
Shewalton Rd	Irvine	Roundabout to Murdoch Place + contribution to Murdoch Place	£126,000
Smithstone Way/Smithstone Court	Irvine	Auchenharvie Place to Kersland Foot	£30,000
Paterson Avenue	Irvine	no. 46 to Stewart Drive	£42,000
Castlepark Road	Irvine	Castlepark Crescent to Castlepark Circle	£74,000
West Doura Way	Kilwinning	A738 to shops	£39,000
Glenbervie Drive	Kilwinning	Part Length	£83,000
Longford Avenue	Kilwinning	From junction of Dubbs Road	£29,000
Love Street	Kilwinning	no. 15 to Moncur Road	£15,000
Cambusdoon Place	Kilwinning	Main access road only	£62,000
B785 Fergushill Road	Kilwinning	A737 to Parkhead Avenue	£78,000
The Roundel	Largs	Full Length	£49,000

Mainland Roads Programme 2024/25

Auchenmaid Crescent	Largs	Full Length to Joint on Scotlaw Drive	£37,000
Seamore Street	Largs	Full Length	£95,000
Montgomerie Crescent	Saltcoats	Melbourne Park towards South Beach to include Traffic Calming	£99,000
Dockhead Street	Saltcoats	Contribution to improvements	£109,000
West Doura Avenue	Saltcoats	Full Length	£55,000
St Andrews Road	Ardrossan	Full Length	£47,000
Moorpark Rd East and West	Stevenston	Include Island crossing point at Moorpark West	£115,000
Golf Road	Millport	Part Length	£94,000
Ritchie Street	Millport	Full Length	£15,000
			£3,395,000

Carriageway Screeding			
Street	*Town*	*Location*	*Estimate Cost*
Oakwood Drive	Beith	Full Length	£23,000
Windyedge Rd	Dalry	272m section prior to Brodoclea (approx 83m north of Millour Burn)	£30,000
C5 From railway bridge to B706	Dalry	From Jct C68 to railway bridge at Giffen cottage (Multi hog patching required from there to B706)	£49,000
Castlepark Drive	Fairlie	Glen Road to Fairlie castle jct	£15,000
Knoxville Road south	Kilbirnie	Resurface Cway, kerb & surface gravel path including associated lighting works.	£70,000
Kenilworth	Saltcoats	Half width	£10,000
Long Hill	Skelmorlie	Full Length	£73,000
Annetyard Road	Skelmorlie	from Fosterland jct to Eglinton Terrace, include Fosterland jct	£20,000
Misk Knowes	Stevenston	Small section from Ardoch Crescent	£13,000
U35	West Kilbride		£92,000
Lindsay Crescent	Largs	Full Length - high kerb upstand, patch and screed	£55,000
			£450,000

Mainland Roads Programme 2024/25

Footway Resurfacing			
Street	*Town*	*Location*	*Estimate Cost*
Thorntree Avenue	Beith	Full Length - Odd Nos, 38-56 Even Nos	£26,000
St Margarets Avenue	Dalry	Kittyshaw to Houston Crescent	£50,000
North St/Braehead	Dalry	Regal Court to Braehead Place	£43,000
Raise Street	Saltcoats	Footway one side only (Argyle road to Station)	£31,000
Canal Street	Saltcoats	Robertson Cresent to old railway bridge	£4,000
Manse Street	Saltcoats	Sainsbury car park exit to bus stop at memorial roundabout	£8,000
Braeside	Irvine	Braefoot to Parking Bays	£16,500
Castlepark Footpaths	Irvine	Various Sections	£60,000
Remote Footpath	Millport	Howard Street to Bute Terrace	£18,000
Pennyburn Footpaths	Kilwinning	Various Sections	£40,000
Manse Crescent	Largs	Full Length	£33,500
			£330,000

Mainland Roads Programme 2024/25

Lighting Deteriorated Infrastructure Replacements		
Area	*Town*	*Estimate Cost*
Anderson Drive Merryvale Road Lamont Drive Rubie Crescent Broomlands Drive Whitehope Green Braehead Lammermuir Court Moorfoot Way Earncraig Green Pentland Place Windlestraw Court	Irvine	£554,150
West Kilbride Road Lynn Avenue	Dalry	£82,850
Lindsay Avenue Plan View School Wynd	Kilbirnie	£55,010
Montgomery Terrace	Skelmorlie	£74,590
		£766,600

Lighting Deteriorated Column Replacements			
Area	*Town*	*Location*	*Estimate Cost*
Various Unplanned Locations			**£179,000**

Lighting Deteriorated Column Inspections			
Area	*Town*	*Location*	*Estimate Cost*
Various Locations			**£54,400**

Structures Projects			
Structure	*Road*	*Project*	*Estimate Cost*
Seven Acres Mill Bridge	U54	Bridge Replacement	£350,000
Bungle Burn Bridge	A736	General Repairs	£40,000
Threadmill Bridge	C99	Replacement / Strengthening	£160,000
Carsehead Bridge	B714	General Repairs	£35,000
			£585,000

Mainland Roads Programme 2024/25

Carriageway Resurfacing:	*£3,395,000*
Carriageway Screeding:	*£450,000*
Footway Resurfacing:	*£330,000*
Lighting Infrastructure Replacements:	*£766,600*
Deteriorated Column Replacements:	*£179,000*
Deteriorated Column Inspections:	*£54,400*
Structures Projects:	*£585,000*
Overall Mainland Total:	***£5,760,000***

Arran Roads Programme 2024/25

Carriageway Resurfacing			
Street	*Town*	*Location*	*Estimate Cost*
C3 Ross Road	Sliddery	Approx 600m from C147 Junction.	£30,000
C147 Sliddery	Sliddery	Just north of Sliddery heading to Corriecravie	£70,000
C147 Kilpatrick	Kilpatrick	South of previous resurfacing heading to Corriecravie	£150,000
Auchrannie Road	Brodick	Willowdale to Peddar	£25,000
U87 & B880	Machrie	Timber Transport Match Funding	£75,000
C147 Tormore	Machrie	Tormore to Machrie Bridge	£75,000
U86 Levencorroch	Kilmory	Full Length	£30,000
			£455,000

Structures Projects			
Structure	*Road*	*Project*	*Estimate Cost*
Dougarie Bridge	C147	Temporary Strengthening/ Scour repairs	£50,000
Catacol Bridge	C147	Temporary Strengthening/ Scour repairs	£60,000
			£110,000

Carriageway Resurfacing:	£455,000
Structures Projects:	*£110,000*
Overall Arran Total:	***£565,000***

Mainland Roads Programme 2023/24

Additional Budget £750,000			
CARRIAGEWAYS			
Street	*Town*	*Location*	*Estimate Cost*
Smith Street	Dalry	New Street to Car Park	£40,000
West Kirklands Place	Dalry	Full Length	£38,000
A737 Merryvale Roundabout	Irvine	Including A737 North & South Approach	£93,000
A737 Marress Roundabout	Irvine	Various Sections	£60,000
Stockbridge Crescent	Kilbirnie	Various Sections	£52,000
Milton Road	Kilbirnie	Milton Quad to Herriot Avenue	£92,000
A760 Cochrane Street	Kilbirnie	Patching	£15,000
B779 Almswall Road	Kilwinning	Car Park to Nethermains Roundabout, including roundabout	£150,000
A737 Lauchlan Way	Kilwinning	Woodwynd to Church Street	£15,000
Holehouse Court	Largs	Full Length	£45,000
B780 Stevenston Cross	Stevenston	Glebe Street to Post Office	£100,000
C147 Machrie	Machrie	Machrie Tea Room to Machrie Moor Road	£50,000
			£750,000

Condition Assessment and Prioritisation Process

1.1 The Audit Scotland Follow-up report, Maintaining Scotlands Roads published in August 2016 stated that Councils should use their RAMPs to establish long term investment plans for maintaining the road network taking into acount whole-life costing and treatment options.

1.2 As part of the Roads Asset Management process, annual condition assessments are carried out on the public road network as part of the inspection regime. All locations are assessed using a risk based approach.

1.3 Condition assessments are carried out simultaneously with the Safety Inspections in accordance with the pre-determined timescales contained within our Safety Inspection Manual. All faults noted during these inspections are logged within our electronic Routine Maintenance System (RMS).

1.4 For carriageways, to take account of whole-life and different treatment options the carriageway maintenance programme is developed using road asset management principles. Lifecycle planning is at the core of this approach and takes into account, hierarchies, condition and local community priorities. Preventative treatments are used to prolong the life of carriageway surfaces before their condition deteriorates and requires extensive resurfacing.

1.5 The main factors considered are:-

- Road Condition – based on detailed visual inspection and the Scottish Road Maintenance Conditions Survey (SRMCS).

- Road Hierarchy – this takes account of the strategic importance of the road and is determined from our Local Transport Plan.

- Assistance to Council and Community Priorities – this takes account of other priorities such as economic development, access to shops, amenity housing or schools.

1.6 Carriageways and footways are both condition assessed and scored in accordance with the assessment table below. These condition scores, RCI data, road hierarchy information and priorities information as above are utilised through our electronic WDM Scheme Manager to target locations for improvement works in order to optimise investment.

Assessment Table

	CONDITION			
Extent	**1 (Acceptable)**	**2 (Safe but poor appreance)**	**3 (Minor deterioration)**	**4 (Major deterioration)**
1 - Up to 25%		**5**	**9**	**13**
2 – 25% to 50%		**6**	**10**	**14**
3 – 50% to 75%		**7**	**11**	**15**
4 – 75% to 100%	**4**	**8**	**12**	**16**

Each location is also reviewed at least once a year depending on its location within the Roads Hierarchy as part of the routine inspection process.

1.7 There are various types of surfacing materials and processes available depending on the particular road type, location and level of existing deterioration. Options available for treatment include preventative measures such as surface dressing and resurfacing options such as screeding, resurfacing (inlay and overlay), depending on the severity of deterioration full reconstruction may be the most effective option.

1.8 The level of investment associated with the varying treatment types identified in the table below was established using the Society of Chief Officers of Transportation in Scotland's cost projection model, developed as part of the Roads Asset Management Planning project. The model assists with identifying the effect of various treatments on the on-going condition of the carriageway. This enables a more accurate design life for the treatments currently available to be developed and ensuring value for money on their use. Costs for works at any location further vary from the figures below depending on restricted working arrangements, traffic management required and the extent of preparatory works necessary to enable resurfacing. There is also an additional uplift for island working of up to 50% for works on Arran and Cumbrae.

Treatment Option Table

Treatment Option	Cost per Sqm 2022/23	Cost per Sqm 2023/24	% Change	Extension to life
Surface Dressing	£3.60	£4.00	+11%	Up to 10 years
Screeding	£11.50	£14.40	+25%	5 – 10 years
Inlay HRA	£22.00	£26.00	+18%	Up to 20 years
Overlay <100mm	£26.50	£33.00	+25%	Up to 20 years
Inlay 100mm	£32.30	£38.00	+18%	Up to 20 years
Reconstruction 300mm	£140.00	£165.00	+18%	Up to 20 years

1.9 Street Lighting column replacement is prioritised through non-destructive strength testing to determine the level of deterioration associated with the columns. Following testing, columns are categorised within the Asset Management database for road lighting.

1.10 Testing is carried out in accordance with the Institute of Lighting Engineer's Technical Report No.22 Managing a Vital Asset: Lighting Supports as well as UK Lighting Board Code of Practice: Well-lit Highways.

1.11 Once results are input, the database then compares these results against the more general age profile to determine a final list of priority repairs. This produces recommendations in order of priority for both individual units and whole streets or areas.

1.12 Recommendations are generally categorised as Category A through K as follows:

A: Immediate replacement

B: Replace urgently or reinspect within 6 months

C1: Column Material failure, replace as soon as possible or reinspect within 1 year

C2: Bracket failure, sleeve where possible or replace unit within 1 year

D: Foundation failure, realign, reinstate and reinspect within 6 months

E: Material approaching failure, replace as part of planned maintenance programme or reinspect within 2 years

F: Material approaching failure, replace as part of planned maintenance programme or reinspect within 5 years

G: Condition reasonable, but age expired and certified insured for 2 year periods until replaced

H: Condition reasonable, but age expired and certified insured for 5 year periods until replaced

I: Acceptable condition but age expired and insured for 5 years periods until replaced.

J: Sound condition but age expired & visually poor (evidence of concrete cracking etc.)

K: Sound condition and not age expired – no current requirement for strength structural inspection, visual only at planned maintenance cycle.

1.13 Where non-urgent replacement recommendations (Category F through to J) are on an individual column basis, the data is further analysed to determine a percentage value for recommended replacement numbers against the balance of units in a street. If this figure exceeds 30% then the entire street will be considered for higher prioritisation which will address the design class standard of the street beyond individual replacement for safety reasons only.

1.14 The structures programme is identified based on the structures prioritisation matrix which ranks assets based on a number of factors including its condition, safety, and usage.

Structure Name:
Date when the scoring is carried out:

Enter score based on the description in the following coloured cells

Priority Ranking for structure capital programme

No.	Factors	Maximum Score			Structure Name: Structure Score Input	Net score	% of total Score	Additional commentry
1	Type of Bridge	1	Score 1 if road bridge and 0 if foot bridge	Culverts, Subways which carry road shall be considered as road bridge as per this scoring system. Structures which carry only pedestrians, cyclists and equestrians shall be considered as footbridge.		NA		
2	Route Factor	**40**	Score based on NAC route hierachy	Route hierachy Cat 2 - SPT/ NAC strategic routes - 40 Cat 3a - Main distributor routes - 30 Cat 3b - secondary distributor routes - 20 Any other category - 10 Routes serving fewer than 5 properties - 5		0	0%	
3	HGV Restriction factor	**60**	Score based on weight capacity	Weight restriction 3 tonnes - 60 7.5 to 13 tonnes tonnes - 50 18 tonnes - 40 26 tonnes - 30 No weight restriction - 0		0	0%	
4	Condition factor	**10**	Score based on the condition of the bridge	Sliding score based on 0 for very good condition to 10 for poor condition. (10 - (BCI crit/ 10))		0	0%	
5	Deterioration factor	**10**	Score based on the rate of deterioration of the structure	Sliding score based on 0 for very slow deterioration to 10 for rapid deterioration		0	0%	
6	Pedestrian factor	**20**	Score based on pedestrian usage. Bridges with footways of heavy pedestrian usage shall score a maximum of **30**.	Structures with footways in heavily used urban areas score 20. Score 20 if route is access to a school or railway station. Apply a sliding scale going down to 0 for rural structures without footways.		0	0%	
7	Flooding factor	**40**	Score based on the potential for the existing structure to contrubute to flooding	A structure that makes no contribution to flooding risk will score 0. Structures that are know to increase the risk of flooding due to restrictions in width or soffit height will score 30.		0	0%	
8	Scour factor	**60**	Score based on risk of collapse due to expose to scour in heavy flow conditions	Risk of collapse of structure due to scouring. Structures which have been deterioted severely because of inadequate scour protection and on verge of collapse score maximum. Scour risk based on a sliding scale.		0	0%	
9	Parapet Condition Factor	**15**	Score based on the condition of the parapets	Structures with substandard Parapets with poor conditon will score 15 . Structures with substandard parapets with a 'monitor only' recommendation will score 10. Structures which have parapets to current standards will score 0.		0	0%	
10	Parapet Risk Factor	**10**	Score based on risk in the event of a parapet collapse leading to high risk injuries and human casualties.	What is the likelihood of severe injury or even death while the parapet is open to use considering the condition of the structure. Risk based on a sliding scale.		-5	100%	

11	Delay factor	**10**	Score based on whether existing restrictions such as limited width cause delays at the structure	Structures where delays are caused by width, weight, height or other restrictions such as traffic lights will be given a score higher than zero. Delays less then 2 minutes at peak times will score 5 and longer than 2 minutes will score 10. Score maximum if fire station, railway station or hospital affected by delay.		0	0%	
12	Structure Risk factor	**10**	Score based on risk in the event of a Structure collapse leading to high risk injuries and human casualties.	What is the likelihood of someone getting a high risk injury or even death while the structure is open to use considering the condition of the structure. Risk based on a sliding scale.		0	0%	
13	Maintenance factor	**20**	Score based on maintenance required to keep the existing structure open.	Score based on known maintenance history and requirement. No maintenance requirement will score 0. Listed structures score 15.		0	0%	
14	Diversion factor	**10**	Score based on the length of the diversion route if the structure is closed in an unplanned manner with no finite time limit.	Score based on diversion length. Any diversion equal to or more than 20 miles scores 20. Score 1 for each 2 miles of diversion up to 20. Score 10 if a road closure adversly affects a fire or railway station or hospital. Score 10 if there is no alternative diversion.		0	0%	
						-5		

Note maximum score that can be achieved for road bridge= 500

Priority level Chart

Structure Name:

Date of Scoring: 00-Jan-00

Priority Level Indicator		**Overall works (500)**		**Structure works (100)**		**Parapet works (70)**		**Scour Protection (60)**	
		Level	Score	Level	Score	Level	Score	Level	Score
No Action Rquired									
Low Priority									
Medium Priority									
High Priority									
Immediate action required									

Note : Works are divided above into three sub categories as each work can be independent and each has its own significance in terms of attention required.