

Devon's share of this additional funding is a very welcome £18.7m which has provided a helpful boost to funding available to repair roads and bridges.

To date, £3m of this funding has already been spent. The additional funding has meant more repairs are being undertaken during the forthcoming year than originally anticipated. These schemes have been identified through the winter months and will be completed over the next year or so.

Annual condition data and pothole data has been used to generate a list of schemes requiring further investigation. Prioritisation is based upon condition and the level of need for structural repair. A second iteration of prioritisation considers maintenance category with busier roads having a raised priority over the unclassified network.

The programmes also take into consideration future road condition on a route basis to establish whether there is added value in early treatment of these future sites with a view to reducing disruption and making efficiencies.

The strategy recognises that in addition to survey data it is important to consider other information in delivering programmes. To that end about 20% of the work in the carriageway programmes are driven by other data. Sites are initially promoted by the Neighbourhood Teams through visual assessment, complaints, reported defects and local information from County Councillors and town and parish councils.

The asset approach targets funding to identified needs on the network rather than equally distributing funding throughout the county. Consequently, parishes areas receive varying amounts and the proportion of funding tends to vary for each Parish from year to year as survey data is reviewed.