

## Appendix 1: State of Good Repair

SOGR, where possible, is based on industry standard condition measures TfL has mapped these industry measures to a consistent five category scale of asset condition – the condition categories are Very Good, Good, Fair, Poor and Very Poor. The percentage of assets in these categories is used to calculate SOGR, namely:

- (a) SOGR – the sum of the percentages in the Very Good, Good and Fair categories. These assets, in general, do not require planned asset renewal in the next one to three years, although in some instances it does reduce whole life costs to intervene when an asset is in the Fair category.
- (b) Not in a SOGR – the sum of the percentages in the Poor and Very Poor categories. Typically, these assets should be considered for a renewal within the next one-to-three-year period.

The target range differs by asset type, Table 7 provides some examples.

**Table 7: State of Good Repair ranges**

Asset	SOGR target range (per cent)
Carriageway (High volume of cyclists)	93 to 96
Carriageway (Low volume of cyclists)	90 to 93
Footway	91 to 96
Bridges	88 to 92
Street lighting	90 to 95

All assets are safety managed; where the SOGR is below the preferred range it reflects the need for renewals investment to deliver a reliable network and reduce the risk of restrictions and closures. Safety is maintained through appropriate inspections, minor repairs and restrictions.

Target are not set as 100 – the upper bounds of the target ranges are set using customer expectations (based on customer surveys) and whole life costs. The latter has shown that it is uneconomical and provides poor value for money to deliver a SOGR above the upper bounds of these ranges – plus, that face-to-face surveys with customers have illustrated that they do not expect a “perfect” asset, they accept that at time repairs are required.

Therefore, a carriageway SOGR of 88 means 88 per cent (or 510km) is not in need of renewal based on the latest condition data, however the remaining 12 per cent (or 77km) should be considered for renewal. There is not an immediate safety concern or need for an urgent intervention, however based on an overall assessment of safety, reliability, whole life costs, customer satisfaction and future performance, these parts of the network should be considered and planned for renewal in the coming years.