APPENDIX 1 TO SCHEDULE 2 (OUTPUT SPECIFICATION) - ADJUSTMENT TABLE

Direct Service Points

Table SP1

Output Spec. Performance Requirement No.	Network	Issue	No. Direct Service Points per day overrun
1.92	Primary	Completion of Notifiable Works by Approved Completion Date	
1.92	Secondary	Completion of Notifiable Works by Approved Completion Date	
1.92	Link	Completion of Notifiable Works by Approved Completion Date	
1.92	Local	Completion of Notifiable Works by Approved Completion Date	

Table SP2

Output Spec. Performance Requirement No.	Network	Network Level Condition Index	No. Direct Service Points Per 0.1 Point in Excess of Milestone For each Community Assembly (CA) Area						
			CA1	CA2	CA3	CA4	CA5	CA6	CA7
2.8	Primary	CCI_{prim}							
2.10	Secondary	CCI_{sec}							
2.12	Link	CCI_{link}							
2.14	Local	CCI_{local}							
2.44	High Usage	FCI_{high}							
2.45	Low Usage	FCI_{low}							

Service Point Calculation For Table SP2
CCI and FCI are calculated in Accordance with Appendix H of Volume 1

Table SP3

Output Spec. Performance Requirement No.	Structure Type	Bridge Condition Index	No. Direct Service Points Per 0.1 Point Shortfall in Index
3.7	Bridges (excluding Masonry Arch Bridges)	$BSCI_{AV}$	
3.8	Bridges (excluding Masonry Arch Bridges)	$BSCI_{CRIT}$	
3.7 (b)	Masonry Arch Bridges	$BSCI_{AV}$	
3.8 (b)	Masonry Arch Bridges	$BSCI_{CRIT}$	
3.9	Retaining Walls	$BSCI_{AV}$	
3.10	Retaining Walls	$BSCI_{CRIT}$	
3.11	Subways	$BSCI_{AV}$	
3.12	Subways	$BSCI_{CRIT}$	

Table SP4

Output Spec. Performance Requirement No.	Network	Issue	No. Direct Service Points Per Lane Metre Run Not Achieving Required Value
2.24	Primary	Treatment to improve Skid Resistance	███████
2.24	Secondary	Treatment to improve Skid Resistance	███████
2.24	Link	Treatment to improve Skid Resistance	███████
2.29	Local	Treatment to improve Skid Resistance	███████

Table SP5

Output Spec. Performance Requirement No.	Network	Issue	No. Direct Service Points per day
2.32	Primary	Weight, Width or Height Restriction	███████
2.32	Secondary	Weight, Width or Height Restriction	███████
2.32	Link	Weight, Width or Height Restriction	███████
2.32	Local	Weight, Width or Height Restriction	███████

Table SP6

Output Spec. Performance Requirement No.	Network	Issue	No. Direct Service Points per month
2.33	Primary	Weight Restriction	███████
2.33	Secondary	Weight Restriction	███████
2.33	Link	Weight Restriction	███████
2.33	Local	Weight Restriction	███████
2.34	Primary	Height Restriction	███████
2.34	Secondary	Height Restriction	███████
2.34	Link	Height Restriction	███████
2.34	Local	Height Restriction	███████

Table SP7

Output Spec. Performance Requirement No.	Network	Issue	No. Direct Service Points Per Sq Metre
2.37	Carriageway	Like For Like Maintenance where natural materials have not been replaced on a like for like basis	
2.37	Carriageway	Like For Like Maintenance where pre cast units have not been replaced on a like for like basis	
2.37	Carriageway	Like For Like Maintenance where bituminous materials have not been replaced on a like for like basis	
2.54	Footway	Like For Like Maintenance where natural materials have not been replaced on a like for like basis	
2.54	Footway	Like For Like Maintenance where pre cast units have not been replaced on a like for like basis	
2.54	Footway	Like For Like Maintenance where bituminous materials have not been replaced on a like for like basis	

Table SP8

Output Spec. Performance Requirement No.	Network	Issue	No. Direct Service Points per hour
2.55	Primary	Road Section Length Unavailable	
2.55	Secondary	Road Section Length Unavailable	
2.55	Link	Road Section Length Unavailable	
2.55	Local	Road Section Length Unavailable	
2.56	High Usage	Footway Section Length Unavailable	
2.56	Low Usage	Footway Section Length Unavailable	

Service Points

Table SP9

Output Spec. Performance Requirement No.	Network	Carriageway Section Condition Index (XSP based)	No. Service Points Per Square Metre, Applied to the Area affected Not Achieving Required Value. Area Affected is calculated as RSL XSP Length Affected * Average XSP Width
2.15	Primary	Carriageway Section Structural CI	
2.15	Primary	Carriageway Section Surface CI	
2.15	Primary	Carriageway Section Aesthetic CI	
2.15	Secondary	Carriageway Section Structural CI	
2.15	Secondary	Carriageway Section Surface CI	
2.15	Secondary	Carriageway Section Aesthetic CI	
2.15	Link	Carriageway Section Structural CI	
2.15	Link	Carriageway Section Surface CI	
2.15	Link	Carriageway Section Aesthetic CI	
2.15	Local	Carriageway Section Structural CI	
2.15	Local	Carriageway Section Surface CI	
2.15	Local	Carriageway Section Aesthetic CI	

Table SP10

Output Spec. Performance Requirement No.	Network	Road Section Length XSP Average Sub Section Condition Index	No. Service Points Per Square Metre, Applied to the Area affected Not Achieving Required Value. Area Affected is calculated as XSP Length Affected * Average XSP Width except in case of Edge CI where the calculation is XSP Length Affected * 1m
2.16 & 2.17	Primary	Carriageway Average Sub Section Structural CI	
2.16 & 2.17	Primary	Carriageway Average Sub Section Surface CI	
2.16 & 2.17	Primary	Carriageway Average Sub Section Patch CI	
2.16 & 2.17	Primary	Carriageway Average Sub Section Ride CI	
2.16 & 2.17	Primary	Carriageway Average Sub Section Edge CI	
2.16 & 2.17	Secondary	Carriageway Average Sub Section Structural CI	
2.16 & 2.17	Secondary	Carriageway Average Sub Section Surface CI	
2.16 & 2.17	Secondary	Carriageway Average Sub Section Patch CI	
2.16 & 2.17	Secondary	Carriageway Average Sub Section Ride CI	
2.16 & 2.17	Secondary	Carriageway Average Sub Section Edge CI	
2.16 & 2.17	Link	Carriageway Average Sub Section Structural CI	
2.16 & 2.17	Link	Carriageway Average Sub Section Surface CI	
2.16 & 2.17	Link	Carriageway Average Sub Section Patch CI	
2.16 & 2.17	Link	Carriageway Average Sub Section Ride CI	
2.16 & 2.17	Link	Carriageway Average Sub Section Edge CI	
2.16 & 2.17	Local	Carriageway Average Sub Section Structural CI	
2.16 & 2.17	Local	Carriageway Average Sub Section Surface CI	
2.16 & 2.17	Local	Carriageway Average Sub Section Patch CI	
2.16 & 2.17	Local	Carriageway Average Sub Section Ride CI	
2.16 & 2.17	Local	Carriageway Average Sub Section Edge CI	

Table SP11

Output Spec. Performance Requirement No.	Network	Continuous length exceeding 10m with a depth > 20mm (XSP based)	No. Service Points Per Square Metre, Applied to XSP length affected Not Achieving Required Value. Area Affected is calculated as XSP Length Affected * Average XSP Width
2.20	Primary	Wheel Track Rutting	
2.20	Secondary	Wheel Track Rutting	

Service Point Calculation For Carriageway Section CIs and Sub Section CIs (Used for Table SP9, SP10 and SP11)

The Section and Average Sub Section Condition Indices are calculated in accordance with Appendix H of Volume 1.

Any individual Road Section Length, which does not achieve the Output Specification Performance Requirement, will have the Service Points calculated within the Sheffield Performance Model.
Where Multiple SSCI exist within the same chainage range, the highest Service Point Value is used. If SSCI overlap then they are chopped in order from Highest Service Point to Lowest
The Sheffield Performance Model uses the following formula:

Maximum Service Point for a Road Section Length XSP is Max of

No. of Service Points * Affected Area (where Structural SCI does not Achieve Required Value)　　**OR**

No. of Service Points * Area Affected (where Surface SCI does not Achieve Required Value)　　**OR**

No. of Service Points * Area Affected (where Aesthetic SCI does not Achieve Required Value)

OR

No. of Service Points * Area Affected (Where the Structural ASSCI does not Achieve Required Value)　　plus

No. of Service Points * Area Affected (Where Wheel Track Rutting does not Achieve Required Value)　　plus

No. of Service Points * Area Affected (Where the Surface ASSCI does not Achieve Required Value)　　plus

No. of Service Points * Area Affected (Where the Ride ASSCI does not Achieve Required Value)　　plus

No. of Service Points * Area Affected (Where the Edge ASSCI does not Achieve Required Value)　　plus

No. of Service Points * Area Affected (Where the Patch ASSCI does not Achieve Required Value)　　Plus

Table SP12

Output Spec. Performance Requirement No.	Network	Footway Section Length 10m Structural Sub Section CI	No. Service Points Per Footway Square Metre, Applied to Footway area Affected. Footway area affected is Calculated by (Metre Length of Footway Section Length affected x XSP width), Not Achieving Required Value
2.46	High Usage	Footway 10m Structural Sub Section CI	
2.46	Low Usage	Footway 10m Structural Sub Section CI	

Table SP13

Output Spec. Performance Requirement No.	Network	Footway Section Length 50m Overall Sub Section Condition Index	No. Service Points Per Footway Square Metre, Applied to Area affected. Footway area affected is Calculated by (Metre length of Footway Section Length affected x XSP width), Not Achieving Required Value
2.47	High Usage	Footway 50m Overall Sub Section Condition Index	
2.47	Low Usage	Footway 50m Overall Sub Section Condition Index	

Service Point Calculation For Footway Section Length CIs and Average Sub Section CIs (Used for Tables SP12 and SP13)

The Section and Average Sub Section Condition Indices are calculated in accordance with Appendix H of Volume 1.

Any individual Footway Section, which does not achieve the Output Specification Performance Requirement, will have the Service Points calculated within the Sheffield Performance Model.
The Sheffield Performance Model uses the formulae contained within Appendix H of Volume 1.

Maximum Service Point for a Footway Section Length is Max of 2.46 OR 2.47 for any given length within a Footway Section Length

Table SP14

Output Spec. Performance Requirement No.	Network	Issue	No. Service Points Per Sq Metre
6.7 (a) and (b)	Grassed Areas	Reinstatement of areas damaged by vehicle over-run	

Retention Fund/Handback Issues

Table SP15

Output Spec. Performance Requirement No.	Deflection Category	Network Level Condition Index	No. Direct Service Points per 0.1 Point in Excess of Required Value
2.35	1	Deflection Condition Index	
2.35	2	Deflection Condition Index	
2.35	3	Deflection Condition Index	
2.35	4	Deflection Condition Index	
2.35	5	Deflection Condition Index	
2.35	6	Deflection Condition Index	
2.35	7	Deflection Condition Index	
2.35	8	Deflection Condition Index	
2.35	9	Deflection Condition Index	

Table SP16

Output Spec. Performance Requirement No.	Network	Carriageway Sub Section Condition Index (XSP based)	No. Direct Service Points Per square metre, Applied to Lane length affected. Square Metre is Calculated by (lane length affected x XSP width), Not Achieving Required Value
2.36	Primary	Carriageway Deflection Sub Section Condition Index	
2.36	Secondary	Carriageway Deflection Sub Section Condition Index	