

Individual Decision

The attached report will be taken as an
Individual Portfolio Member Decision on:

Tuesday, 5 March, 2013

| Ref: | Title | Portfolio Member | Page No. |
|-------------|---|---------------------------|-----------------|
| ID2609 | Annual Highway Improvement Programme 2013/14 | Councillor Keith Chopping | 1 - 24 |



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Individual Executive Member Decision

| | |
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| Title of Report: | Annual Highway Improvement Programme 2013/14 |
| Report to be considered by: | Individual Executive Member Decision |
| Date on which Decision is to be taken: | 5 March 2013 |
| Forward Plan Ref: | ID2609 |

Purpose of Report: To present the Annual Highway Improvement Programme for consideration by the Executive Member for Planning, Property, Highways and Transport.

Recommended Action: That the Executive Member for Planning, Property, Highways and Transport approves the Annual Highway Improvement Programme for the period 2013/14.

Reason for decision to be taken: The Highway Improvement Programme is a requirement of the Council's Local Transport Plan

Other options considered: None

Key background documentation: West Berkshire Local Transport Plan 2011 - 2026
Code of Practice for Highway Maintenance Management 'Well-maintained Highways'

Transport Infrastructure Assets Code 'Guidance to Support Asset Management, Financial Management and Reporting'

West Berkshire Highway Asset Management Plan

| Portfolio Member Details | |
|----------------------------------|---|
| Name & Telephone No.: | Councillor Keith Chopping - (0118) 983 2057 |
| E-mail Address: | kchopping@westberks.gov.uk |
| Contact Officer Details | |
| Name: | Melvyn May |
| Job Title: | Highways Manager |
| Tel. No.: | 01635 519873 |
| E-mail Address: | mmay@westberks.gov.uk |

Implications

| | |
|--------------------------------------|---|
| Policy: | The programme meets the requirements of the Council's Local Transport Plan 2011 - 2026 in that maintenance of the road network is not being considered in isolation. Many other transport policy links will be achieved in areas such as road safety, safer routes to school and cycling. The programme contributes towards the Council's Strategic Priority of Promoting a Vibrant District. |
| Financial: | The highway improvement programme will be funded from existing capital budgets. |
| Personnel: | None arising from this report |
| Legal/Procurement: | None arising from this report |
| Environmental: | None arising from this report |
| Property: | The public highway is an important and valuable asset. Failure to maintain it will devalue the asset and conflict with the Government's aim to implement Highway Asset Management and Whole Life Accounting. |
| Risk Management: | Failure to maintain the asset will affect availability, value, safety and the Council's ability to meet its legal duty to maintain a safe network under the Highways Act 1980. |
| Equalities Impact Assessment: | Highway works affect all users equally; however, provisions will be made on a scheme by scheme basis to ensure that road users are able to negotiate works in a safe and appropriate manner |

Consultation Responses

Members:

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| Leader of Council: | Councillor Gordon Lundie supports the recommendations of the report. |
| Overview & Scrutiny Management Commission Chairman: | Councillor Brian Bedwell supports the recommendations of the report. |
| Ward Members: | All Members were consulted between the 30 January 2013 and 15 February 2013. Councillor Adrian Edwards requested further information on the micro-surfacing treatment. Councillor Andrew Rowles noted that Elcot Lane was not in the programme despite a surfeit of potholes. Councillor Keith Chopping commented that West Berkshire has largest road network when compared with its neighbouring authorities in Berkshire and that the extensive programme of repair reflected the Council's continued commitment to maintain the condition of its local network. Councillor Chopping fully supports the recommendations of the report. |

Opposition Spokesperson:

Councillor Keith Woodhams noted the ID Report and commented that the Improvement Programme suggests that Conservative based rural areas are getting more attention than the much heavier trafficked urban areas, which appear to have been neglected.

Local Stakeholders:

Consultation is not formally undertaken as the programme is based on objective data from technical surveys. However, any comments received from stakeholders during the previous 12 month period are considered and all Councillors and Town and Parish Clerks are advised of scheme details in advance of work commencing. The full programme will also be published on the Council's website.

Officers Consulted:

Jon Winstanley, Mark Edwards, Paul Clements.

Trade Union:

Not applicable

| | | |
|---|--|------------------------------|
| Is this item subject to call-in? | Yes: <input checked="" type="checkbox"/> | No: <input type="checkbox"/> |
| <p>If not subject to call-in please put a cross in the appropriate box:</p> <p>The item is due to be referred to Council for final approval <input type="checkbox"/></p> <p>Delays in implementation could have serious financial implications for the Council <input type="checkbox"/></p> <p>Delays in implementation could compromise the Council's position <input type="checkbox"/></p> <p>Considered or reviewed by Overview and Scrutiny Management Commission or associated Task Groups within preceding six months <input type="checkbox"/></p> <p>Item is Urgent Key Decision <input type="checkbox"/></p> <p>Report is to note only <input type="checkbox"/></p> | | |

Supporting Information

1. Background

- 1.1 The Council's approach to highway maintenance and asset management is described in the Local Transport Plan 2011 – 2026 (LTP) and the Council's approved Highway Asset Management Plan.
- 1.2 Highway maintenance and improvement is one of the six local transport goals set out in the LTP. The LTP also shows how this goal and the Council's sustainable approach helps to address other key issues identified in the plan such as safer travel, minimising the impact on the environment and improving accessibility. The LTP confirms that the Council will continue to operate a rolling highway improvement programme refreshed annually through its supporting Implementation Plan.
- 1.3 There is approximately 1260km of public highway in West Berkshire (more than Reading and Wokingham combined) comprising 116km of A roads, 75km of B roads, 422km of C roads and 648km of unclassified roads. As a consequence, maintenance of the road network presents real challenges. However, by adopting an asset management approach, the Highways and Transport service is now able to identify and treat roads at the right time so as to maximise design life at minimum cost. This approach has enabled the Council to maintain the condition of the classified road network at a consistent level since 2009/10.
- 1.4 The Annual Highway Improvement Programme has been developed in accordance with Highway Asset Management principles as detailed in the Code of Practice for Highway Maintenance Management 'Well-maintained Highways', the Transport Infrastructure Assets Code 'Guidance to Support Asset Management, Financial Management and Reporting' and the Council's approved Highway Asset Management Plan.
- 1.5 In accordance with the requirements of the Transport Infrastructure Assets Code, the improvement programme (structural repair, resurfacing, surface dressing, slurry seals and other micro asphalts) is fully funded from the Capital programme.
- 1.6 In addition to the LTP Government Grant, the Government has made available an additional £599k for highway maintenance under its annual Autumn Statement. This additional capital funding has been included within the 2013/14 Highway Improvement budget.
- 1.7 The purpose of this report is to present, and gain approval to proceed with, the latest draft of the 2013/14 Highway Improvement Programme.
- 1.8 As part of the consultation process, a copy of the draft report and a map of West Berkshire highlighting the roads included in the programme will be displayed in the Members room.

2. Programme Development

- 2.1 The Annual Highway Improvement Programme detailed in Appendix B has been compiled using the results of technical surveys on the principal classified (A roads), non-principal classified (B and C roads) and unclassified (U roads).

- 2.2 Since 2002, the Highways and Transport service has been carrying out a comprehensive programme of annual testing to determine the condition of the highway network and establish the Government's defined data sets for the condition of the principal classified, non-principal classified and unclassified road networks and skid resistance. For 2013/14, the national data sets are defined as follows:
- 130 – 01 Condition of Principal Roads
 - 130 – 02 Condition of Non Principal Roads
 - 130 – 03 SCRIM (Side-way force Coefficient Routine Investigation Machine)
 - 130 – 04 Carriageway work completed.
- 2.3 Whilst there is no national requirement to report on the unclassified network, the Council continues to survey the unclassified network annually in order to establish its condition for the purpose of developing appropriate programmes of repair in accordance with current asset management guidance and best practice.
- 2.4 The condition of the classified network (A, B and C class roads) is measured using SCANNER (Surface Condition Assessment for the National Network of Roads) which was introduced in 2003/04. In 2010, SCANNER was introduced to measure the condition of the unclassified road network (U roads). Prior to this date, the condition of the unclassified road network was measured using CVI (Course Visual Inspection). All surveys are performed in accordance with national standards and guidance.
- 2.5 The skid resistance of the classified network is measured using SCRIM (Side-way force Coefficient Routine Investigation Machine). Using SCRIM and wet injury accident data, skid deficient sites have been identified and programmed accordingly and these are shown in bold within the programme
- 2.6 Details of the survey methodology, coverage and the Council's approach to highway asset management are described in LTP3 and in detail within the Council's Highway Asset Management Plan (HAMP). A brief summary of the methodology is provided in the following paragraphs.
- 2.7 The road maintenance approach adopted by the Council has been to tackle stretches of road that in terms of their condition, are showing as 'amber' in order to bring them back to 'green'. 'Red' areas are maintained in a safe condition and subject to their size, are either repaired under a separate patching programme or as part of a larger highway improvement project. This approach aligns with the guidance given in the Code of Practice on Transport/Infrastructure Assets and delivers better value for money in the medium/long term for any defined level of service or condition. In fact, this approach has already resulted in improvements across the range of performance indicators demonstrating that West Berkshire Council is achieving good value for money in respect of its investment in highway maintenance.
- 2.8 The traffic light system of red, amber and green is a methodology adopted to categorise roads based on survey data relating to surface texture, cracking, rut depth and ride quality.

- 2.9 Due to a wet spring and summer in 2012, it was not possible for our survey contractor WDM Ltd to complete our programme of condition surveys across the network. As these surveys are national, this delay was not unique to West Berkshire and every effort will be made to complete the outstanding surveys in 2013.
- 2.10 From the completed surveys (see table below), sufficient data has been collected to produce a representative highway improvement programme for 2013/14 in accordance with the above methodology. Without a complete set of C and U road condition data, it is not currently possible to produce representative treatment programmes for the periods 2014/15 and 2015/16. However, officers will work towards that aim as and when the required data becomes available.

| | SCANNER | SCRIM |
|----------------|--------------------------|--------------------------|
| A Roads | 100% of survey programme | 100% of survey programme |
| B Roads | 100% of survey programme | 100% of survey programme |
| C Roads | 70% of survey programme | 100% of survey programme |
| U Roads | 25% of survey programme | Not applicable |

3. Annual Highway Improvement Programme 2013/14

- 3.1 The programme provided in Appendix B covers the period 2013/14 and lists in alphabetical order by parish or town those roads requiring treatment. The programme has been developed using cost estimates and a provisional annual capital budget of £4.2m. In round figures, this comprises £2.1m of a total LTP Government Grant of £4.1m, £0.6m additional Government funding for road repairs as part of the Annual Settlement and £1.5m of Council funding. It is important to note that it may be necessary to make changes to the programme once detailed costs, budgets and savings have been established.
- 3.2 A range of different surface treatments will be used, depending on the type and location of each road being resurfaced. This can vary from 'micro asphalts' (a thin bituminous layer applied to the road surface) on minor estate and rural roads, surface dressing (sometimes referred to as 'tar and chippings') in rural areas through to resurfacing (overlay and inlay) and complete reconstruction. Where pre-treatment is required to strengthen the road, for example deep machine patching, in order to gain optimum effectiveness and value for money, these sites will normally receive a proprietary surface dressing treatment the following year. This preventative maintenance approach is important in order to maintain the condition and value of the highway network within West Berkshire.
- 3.3 For skid deficient sites, it should be noted that they may not display any of the normal visible defects like rutting, cracking, lamination and potholes. Treatments would include surface dressing, micro asphalt and retexturing (an abrasive treatment that restores texture to the existing surface). The skid deficient sites are shown in bold text.
- 3.4 Wherever possible, roads in residential areas will be resurfaced using materials that exhibit low surface noise when trafficked. In addition, every effort will be made to

use local and recycled materials in order to contribute towards the Council's key Strategic Priority of Protecting the Environment.

- 3.5 In line with the Council's agreed policy, any road included in the programme for resurfacing which has road humps will have those humps replaced with smaller, speed cushions. The opportunity will also be taken, where appropriate, to review any existing traffic management arrangements where a road is scheduled for resurfacing. This will usually involve consultation with local residents, Ward Members and the Town or Parish Council.
- 3.6 Details of the annual programmes are widely distributed to all local Town and Parish Councils and Ward Members. Regularly updated information is also available on the Council's website under 'Transport and Streets'.

4. Supplementary Information (Approval not required).

- 4.1 A further schedule of roads requiring targetted machine patching repairs has also been provided in alphabetical order by parish or town as detailed in Appendix C. The programme for 2013/14 has been developed using cost estimates and a provisional capital budget of £200k. In setting priorities, consideration has been given to condition, repair history and accidents. It may be necessary to make changes to the programme once detailed costs and budgets have been established.
- 4.2 In addition to the above highway improvements, other network, transport and safety related schemes are delivered by the Highways and Transport service through the Local Transport Plan and the Capital Programme and these are scheduled in Appendix D. Again the programme has been developed using cost estimates.

5. Programme Changes

- 5.1 From time to time, circumstances change which may necessitate alterations to the programme. Such circumstances may include unforeseen circumstances on site, utility activities, excessive demand on contractors and/or materials, new technical data or accelerated deterioration as a result of severe weather conditions. In the event that a programmed scheme has to be deferred, where appropriate, a suitable replacement site will be selected from the programme in agreement with the Executive Member for Planning, Property, Highways and Transport.

6. Equalities Impact Assessment Outcomes

- 6.1 Highway works affect all users equally; however, provisions will be made on a scheme by scheme basis to ensure that road users are able to negotiate the works in a safe and appropriate manner.

7. Conclusions

- 7.1 The Highway Improvement Programme has been developed in accordance with the Council's approved Highway Asset Management Plan using surveyed condition data.
- 7.2 Due to a delay caused by the weather in completing the 2012/13 survey programme, it has not been possible to produce a three year improvement

programme. However, using the survey data available, it has been possible to produce an annual Highway Improvement Programme for 2013/14.

8. Recommendations

- 8.1 That the Executive Member for Planning, Property, Highways and Transport approves the 2013/14 Annual Highway Improvement Programme.

Appendices

Appendix A - Equality Impact Assessment Stage 1

Appendix B – Annual Highway Improvement Programme 2013/14

Appendix C – 2013/14 Annual Machine Patching Programme

Appendix D – Local Transport Plan & Capital Programme

Equality Impact Assessment – Stage One

| | |
|--|--|
| Name of item being assessed: | Annual Highway Improvement Programme 2013/14 |
| Version and release date of item (if applicable): | N/A |
| Owner of item being assessed: | Melvyn May |
| Name of assessor: | Melvyn May |
| Date of assessment: | 14/01/13 |

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| 1. What are the main aims of the item? |
| To maintain the public highway in a safe and usable condition using timely and cost effective repairs. |

| | | |
|---|---|---|
| 2. Note which groups may be affected by the item, consider how they may be affected and what sources of information have been used to determine this. (Please demonstrate consideration of all strands – age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; sexual orientation) | | |
| Group Affected | What might be the effect? | Information to support this. |
| Road Users | Highway works affect all users equally; however, provisions will be made on a scheme by scheme basis to ensure that road users are able to negotiate works in a safe and appropriate manner | H & S legislation Chapter 8 Traffic Signs Regulations and General Directions |
| Further comments relating to the item: | | |
| No further comments. | | |

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|--|---|
| 3. Result (please tick by double-clicking on relevant box and click on 'checked') | |
| <input type="checkbox"/> | High Relevance - This needs to undergo a Stage 2 Equality Impact Assessment |
| <input type="checkbox"/> | Medium Relevance - This needs to undergo a Stage 2 Equality Impact Assessment |
| <input type="checkbox"/> | Low Relevance - This needs to undergo a Stage 2 Equality Impact Assessment |
| <input checked="" type="checkbox"/> | No Relevance - This does not need to undergo a Stage 2 Equality Impact Assessment |

For items requiring a Stage 2 equality impact assessment, begin the planning of this now, referring to the equality impact assessment guidance and Stage 2 template.

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| 4. Identify next steps as appropriate: | |
| Stage Two required | |
| Owner of Stage Two assessment: | |
| Timescale for Stage Two assessment: | |
| Stage Two not required: | Not Required |

Name: Melvyn May

Date: 14/01/13

| Parish | Road Name | Start Location | End Location | Length (m) | Recommended Treatment |
|-------------------|----------------------------|---|---|-------------|-------------------------|
| Aldermaston | Reading Road | Soke Road Roundabout | RBT outside AWE Main Gate | 1800 | Surface Dressing |
| Aldermaston | Red Lane | Church Lane | Reading Road | 1902 | Surface Dressing |
| Aldworth | Aldworth Road | 20m West of Unnamed Road from Aldworth Road to Uplands | 80m East of Unnamed Road from Aldworth Road to Uplands | 100 | 40mm Inlay |
| Aldworth | Ambury Road | 100m North of Bell Lane (At Surface Change) | Starveall House | 1700 | Surface Dressing |
| Ashampstead | Reading Road | B4009 | Aldworth Road | 3393 | Surface Dressing |
| Ashampstead | Sucks Lane | Yattendon Lane | Palmers Hill | 1197 | Surface Dressing |
| Basildon | Church Lane | A329 Reading Road | End | 460 | Micro Asphalt Treatment |
| Basildon | Quicks Green/Aldworth Road | Kiln Corner | Palmers Hill | 1245 | Surface Dressing |
| Basildon | Wakemans | Pangbourne Road | End | 317 | Micro Asphalt Treatment |
| Beech Hill | Cross Lane | Grazeley Road | Beech Hill Road | 629 | Surface Dressing |
| Beech Hill | Grazeley Road | Cross Lane | Beech Hill Road | 1048 | Surface Dressing |
| Beedon | Ball Pit Road | Stanmore Road | Fidlers Lane | 3046 | Surface Dressing |

| Parish | Road Name | Start Location | End Location | Length (m) | Recommended Treatment |
|--------------|--|---|--|------------|-------------------------|
| Boxford | Unnamed Road, Ownham | Coomesbury Lane | Lambourn Road | 1289 | Surface Dressing |
| Boxford | Westbrook | Hangmans Stone Lane | End | 839 | Micro Asphalt Treatment |
| Bradfield | Ashampstead Road | 460m North of Crossroads (Ashampstead Road) | Buscot Hill | 460 | Micro Asphalt Treatment |
| Brightwalton | Ash Close/Unnamed Road to Honesty Bottom | Common Lane | Long Lane | 1111 | Micro Asphalt Treatment |
| Brightwalton | The Green/Holt Lane/Common Lane | Spray Lane | Ash Close | 1177 | Micro Asphalt Treatment |
| Brimpton | Station Road | Shalford Bridge | 300 metres north | 414 | 40 - 60mm Overlay |
| Brimpton | Wasing Road | Station Road | Tarkwa House (630m West of Station Road) | 630 | 40 - 60mm Overlay |
| Bucklebury | Hatch Lane | Broad Lane | Kiff Green | 1179 | Surface Dressing |
| Bucklebury | Turners Green | Briff Lane | End | 89 | Micro Asphalt Treatment |
| Burghfield | Bennetts Hill | Theale Road | Un-named Road (Sheffield Bottom) | 1067 | Surface Dressing |
| Burghfield | Burghfield Road | Berrys Lane | Reading Borough Boundary | 1352 | Surface Dressing |
| Chaddleworth | Unnamed Road from A338 Wantage Road to B4494 | A338 Wantage Road | B4494 | 4695 | Surface Dressing |

| Parish | Road Name | Start Location | End Location | Length (m) | Recommended Treatment |
|--------------------------|---|---|---|------------|-------------------------|
| Cold Ash | Southend | 60m East of Cold Ash Hill | End | 458 | Micro Asphalt Treatment |
| Cold Ash | Collaroy Road | Cold Ash Hill | The Rise | 200 | Micro Asphalt Treatment |
| Combe | Church Lane | Combe Church | District Boundary | 1450 | Surface Dressing |
| Compton | Coombe Road (All legs) | Newbury Road | Aldworth Road | 1829 | Surface Dressing |
| Compton | Unnamed Road to Hackney Bottom (Uplands) | Newbury Road | Aldworth Road | 3000 | Surface Dressing |
| East Ilsley | Broad Street/High Street/Cow Lane One Way System | Fidlers Lane | Fidlers Lane | 447 | Micro Asphalt Treatment |
| Enborne | Skinner's Green | Cope Hall Lane | Wheatlands Lane | 766 | Surface Dressing |
| Hampstead Norreys | B4009 Haw Lane | 215m NW of Dog Lane | 730m NW of Dog Lane | 515 | Re-Texturing |
| Hampstead Norreys | Eling Road | Everington Lane | Newbury Road | 1763 | Surface Dressing |
| Hamstead Marshall | Unnamed Road from Holtwood Lane to Hamstead Marshall | 100m West of White Hill Farm to Hamstead Gardens | 100m East of White Hill Farm to Hamstead Gardens | 200 | Re-Texturing |
| Hamstead Marshall | Unnamed Road to Gore End | Watery Lane | Gore End Bridge | 444 | Surface Dressing |
| Hermitage | B4009 High Street | 125m South of Marlston Road | Surface Change Approx. 75m South of Dines Way | 585 | 40mm Inlay |

| Parish | Road Name | Start Location | End Location | Length (m) | Recommended Treatment |
|------------------|-----------------------------------|--------------------------|--|------------|-------------------------|
| Hermitage | Chapel Lane | Yattendon Road | B4009 Hampstead Norreys Road | 561 | Micro Asphalt Treatment |
| Hermitage | Pond Lane | Yattendon Road | Chapel Lane | 240 | Micro Asphalt Treatment |
| Hermitage | Yattendon Road (Hermitage) | 60m East of B4009 | 110m North East | 110 | Re-Texturing |
| Hungerford | Atherton Road | A338 Salisbury Road | Church Way | 173 | Micro Asphalt Treatment |
| Hungerford | B4192 Chilton Folliat Road | A4 Bath Road | District Boundary | 849 | Surface Dressing |
| Hungerford | Church Way | A338 Salisbury Road | Moores Place | 435 | Micro Asphalt Treatment |
| Hungerford | Honeyfields | Prospect Road | Church Way | 249 | Micro Asphalt Treatment |
| Hungerford | Inkpen Road | Sadlers Road | New Surface Dressing near Entrance to Cold Harbour | 1885 | Surface Dressing |
| Hungerford | Marsh Lane | North Standen Road | End | 379 | Micro Asphalt Treatment |
| Hungerford | Priory Avenue | Priory Road | Tarrant's Hill | 494 | Micro Asphalt Treatment |
| Hungerford | Sadlers Road | Inkpen Road | End | 1158 | Surface Dressing |
| Inkpen | Post Office Road | Folly Road | Unnamed Road from Upper Green | 1294 | Surface Dressing |

| Parish | Road Name | Start Location | End Location | Length (m) | Recommended Treatment |
|----------------|--|---|---|------------|-------------------------|
| Kintbury | Burgess Lane | Pebble Hill | Watery Lane | 1319 | Surface Dressing |
| Kintbury | Unnamed Road to Radley Bottom | A338 | A4 | 4266 | Surface Dressing |
| Kintbury | Watery Lane | Unnamed Road from Tinkers Corner | Unnamed Road to District Boundary | 2193 | Micro Asphalt Treatment |
| Lambourn | B4001 | 250m South of Unnamed Road to Lykeweed Farm | District Boundary | 1500 | Surface Dressing |
| Lambourn | B4001 Oxford Street | Parsonage Lane | Walkers Lane | 401 | 40mm Inlay |
| Lambourn | Baydon Road | Crowle Road | Parsonage Lane | 275 | 40mm Inlay |
| Lambourn | Bockhampton Road | Newbury Road | Station Road | 790 | Micro Asphalt Treatment |
| Lambourn | Malt Shovel Lane (Inc Unnamed Road to Saxon House) | Uplands Lane | Saxon House & B4000 | 726 | Micro Asphalt Treatment |
| Lambourn | Newbury Road | Woodbury | Long Hedge | 210 | Micro Asphalt Treatment |
| Lambourn | Stony Lane | Ermin Street | End of Highway - Burgess Farm | 402 | Micro Asphalt Treatment |
| Newbury | A339 Northbound | Bear Lane Roundabout | 50m North | 50 | Re-Texturing |
| Newbury | A4 London Road | 130m West of Roundabout | Newbury Business Park Roundabout | 160 | Re-Texturing |

| Parish | Road Name | Start Location | End Location | Length (m) | Recommended Treatment |
|----------------|---|---------------------------|--------------------|-------------|-------------------------|
| Newbury | B4009 Shaw Road / Kiln Road Roundabout | Kiln Road | Shaw Road | 200 | Re-Texturing |
| Newbury | Balfour Crescent | Meyrick Drive | Meyrick Drive | 311 | Micro Asphalt Treatment |
| Newbury | Catherine Road | St Johns Road | End | 138 | Micro Asphalt Treatment |
| Newbury | Cromwell Road | Kiln Road | End | 594 | Micro Asphalt Treatment |
| Newbury | Enborne Road | Sunderland Gardens | Church Lane | 2211 | Surface Dressing |
| Newbury | Enborne Road | Sunderland Gardens | Buckingham Road | 600 | 40mm Inlay |
| Newbury | Essex Street | A343 | Cope Hall Lane | 743 | Micro Asphalt Treatment |
| Newbury | Meadow Road | Wendan Road | Paddock Road | 178 | Micro Asphalt Treatment |
| Newbury | Montgomery Road | Valley Road | Bartlemy Close | 362 | Micro Asphalt Treatment |
| Newbury | Pound Street | Bartholomew Street | Rectory Close | 221 | 40mm Inlay |
| Newbury | Redfield Court | Gaywood Drive | End | 205 | Micro Asphalt Treatment |
| Newbury | Westwood Road/Dalby Crescent (Northern Part Only) | Greenham Road | New Road | 981 | Micro Asphalt Treatment |

| Parish | Road Name | Start Location | End Location | Length (m) | Recommended Treatment |
|---------------------|-------------------------------|--|--|------------|-------------------------|
| Pangbourne | A329 Reading Road, Pangbourne | 80m East of Sulham Lane | Briars Close | 165 | Re-Texturing |
| Pangbourne | Yattendon Road (Pangbourne) | 15m SW of Entrance to Upper Bowden Farm | 175m SW of Entrance to Upper Bowden Farm | 160 | Re-Texturing |
| Shaw cum Donnington | Kingsley Close/Owen Road | Love Lane | End | 704 | Micro Asphalt Treatment |
| Shaw cum Donnington | Love Lane | B4494 | Church lane | 817 | 40mm Inlay |
| Speen | Pound Lane | Speen Lane | A4 Bath Road | 120 | Micro Asphalt Treatment |
| Speen | Valley Road / Lambourn Road | 140m West of Woodspeen West Entrance | 100m East of Woodspeen West Entrance | 220 | Re-Texturing |
| Stanford Dingley | Bucklebury Road | Unnamed Road to Broad Lane | Burnt Hill Road | 2364 | Re-Texturing |
| Stanford Dingley | Burnt Hill Road | Cock Lane | Surface Change just North of M4 Overbridge | 2085 | Surface Dressing |
| Stratfield Mortimer | Drury Lane | West End Road | Pitfield Lane | 1536 | Surface Dressing |
| Stratfield Mortimer | Mortimer Lane | The Street | Lockram Lane | 1604 | Surface Dressing |
| Stratfield Mortimer | Pitfield Lane | The Street | District Boundary | 1389 | Surface Dressing |
| Stratfield Mortimer | Stephens Close | Surface change near No 46 Stephens Close | Both legs of Cul de Sac | 167 | Micro Asphalt Treatment |

| Parish | Road Name | Start Location | End Location | Length (m) | Recommended Treatment |
|-----------------|---|--|---|-------------|-------------------------|
| Streatley | Unnamed Road from Reading Road to Southridge Farm | Reading Road | Bennets Wood | 1673 | Surface Dressing |
| Thatcham | Bowling Green Road/Tull Way | Northfield Road | Mersey Way | 462 | 40mm Inlay |
| Thatcham | Braemore Close | Ilkley Way | Change in Surface (Outside No.47) | 80 | 40mm Inlay |
| Thatcham | Crookham Hill | 70m North of Old Thornford Road | 70m West of Old Thornford Road | 140 | Re-Texturing |
| Thatcham | Crowfield Drive | Paynesdown Road | The Turnery | 245 | Micro Asphalt Treatment |
| Thatcham | Derwent Road | Lower Way | End | 700 | Micro Asphalt Treatment |
| Thatcham | Harts Hill Road | Floral Way | Fork in road before Broad Lane | 1310 | Re-Texturing |
| Thatcham | Lower Way (PHASE 2) | A4 | 30m west of Pound Lane at surface change. | 760 | 90 -110mm Inlay |
| Thatcham | Oak Tree Road, Alexander Road, Beech Walk, Longcroft Road(Part), Blyth Avenue(Part) | Station Road | Station Road | 1000 | Micro Asphalt Treatment |
| Thatcham | Thornford Road | A339 | Crookham Hill | 2393 | Surface Dressing |
| Theale | Station Road (Hangar Road) Incl. 30m into Arrowhead Road Junct. | Brunel Road | Theale Swing Bridge | 705 | 40mm Inlay |
| Tilehurst | Partridge Drive | Goldcrest Way | Curlew Drive | 120 | Micro Asphalt Treatment |

| Parish | Road Name | Start Location | End Location | Length (m) | Recommended Treatment |
|--------------------|--|---|--|-------------|-------------------------|
| Tilehurst | Wellfield Close | Hildens Drive | End | 45 | Micro Asphalt Treatment |
| Ufton Nervet | Church Lane | Sulhamstead Road | Ufton Lane | 1339 | Surface Dressing |
| Ufton Nervet | Ufton Lane | Unnamed Road to Ufton Court | A4 Bath Road | 1316 | 40 - 60mm Overlay |
| Wasing | Wasing Lane | 90m SW of Entrance to Lower Farm | 50m NE of Entrance to Lower Farm | 140 | Re-Texturing |
| Welford | Newbury Road | A338 | Park Lane | 3382 | Surface Dressing |
| West Ilsley | Bury Lane | Main Street | District Boundary | 2178 | Re-Texturing |
| West Ilsley | Copperage Road | End of Surface Dressing Scheme 11/12 | Bury Lane | 950 | Surface Dressing |
| West Woodhay | Pebble Hill | Watery Lane | Rooksnest Lane | 1964 | Surface Dressing |
| West Woodhay | Unnamed Road from Watery Lane to District Boundary | Watery Lane | District Boundary | 715 | Surface Dressing |
| Woolhampton | A4 Bath Road | 670m East of station Road | 300m East (End of last years Retexturing) | 300 | Re-Texturing |

Skid deficient sites are highlighted in bold

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Machine Patching Programme 2013/14

| Parish/Town | Road Name | Start Location | End Location | Treatment |
|---------------------|----------------------------------|-----------------------|---------------------|-----------------------|
| Greenham | A339 Newtown Road Roundabout | All | | 40mm Inlay |
| Hermitage | Red Shute Hill | B4009 | Slanting Hill | 40mm Inlay (Sections) |
| Newbury | A339 Pinchington Road Roundabout | All | | 40mm Inlay |
| Newbury | Highwood Close | Shaw Road | End | 40mm Inlay |
| Newbury | Tudor Road | St Johns Road | Howard Road | 40mm Inlay |
| Newbury | Bear Lane | Wharf Road Roundabout | Cheap Street | 40mm Inlay (Sections) |
| Shaw cum Donnington | Love Lane (with Traffic Calming) | Church Road | B4000 Shaw Hill | 40mm Inlay (Sections) |
| Shaw cum Donnington | A339 | A34 | Vodafone Roundabout | 40mm Inlay (Sections) |
| Thatcham | Crookham Common Road | Near Elm Cottages | | 40mm Inlay (Sections) |
| Theale | Church Street | Englefield Road | Crown Lane | 40mm Inlay (Sections) |
| Tilehurst | Sulham Hill | Near Hall Place Farm | | 40mm Inlay (Sections) |
| Tilehurst | Little Heath Road | Warborough Avenue | City Road | 40mm Inlay (Sections) |

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Local Transport Plan Capital Projects 2013 – 2014

| Project Title | Project Type | Total Cost £ |
|--|-------------------------------------|--------------|
| Essential Maintenance - Annual Programme | Bridge Maintenance | 350,000 |
| Preventative Maintenance -Annual Programme | Bridge Maintenance | 100,000 |
| Drainage Works - Annual Programme | Land Drainage & Flooding | 200,000 |
| Highway Drainage Improvements | Highway Drainage | 235,000 |
| Street Lighting | Community Safety | 100,000 |
| Kennet Centre Roof Repairs | Car Parks | 250,000 |
| School Safety | School Safety Improvements | 50,000 |
| Footways - Annual programme | Footway Annual Programme | 50,000 |
| Aldermaston - Caleva Rdbt to Paices Hill | Footways | 280,000 |
| A340 Rail Bridge Footway Widening | Footways | 100,000 |
| Cycleways - Annual programme | Cycleways | 70,000 |
| Hermitage to Hampstead Norreys Footway/Cycleway | Footway/Cycleways | 100,000 |
| A339 St Johns Roundabout Traffic Management & Air Quality Improvements | Network Management | 30,000 |
| East of Newbury Improvements | Network Management/Footway/Cycleway | 75,000 |
| Accident Reduction Works | Safety & Accident Reduction | 75,000 |
| Speed Limit Reviews | Safety & Accident Reduction | 20,000 |
| Network Signing | Safety & Accident Reduction | 30,000 |
| A340 Andover Road Pedestrian Crossing Improvements | Safety & Accident Reduction | 40,000 |
| Traffic Signal Upgrades | Network Management | 40,000 |
| Kings Road Link, Newbury – Feasibility and investigation | Network Management | 100,000 |

Local Transport Plan Capital Projects 2013 – 2014

| | | |
|---|--------------------|---------|
| Thatcham Level Crossing Improvements | Network Management | 150,000 |
| Public Transport Infrastructure (Real Time Passenger Information & Bus Stop Improvements) | Public Transport | 85,000 |
| Newbury & Thatcham Real Time Passenger Information | Public Transport | 35,000 |

Note: The above schemes are Section 106 and Maintenance/Transport Grant Funded