

# Individual Executive Member Decision

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<b>Title of Report:</b>	<b>Annual Highway Improvement Programme 2013/14</b>
<b>Report to be considered by:</b>	Individual Executive Member Decision
<b>Date on which Decision is to be taken:</b>	5 March 2013
<b>Forward Plan Ref:</b>	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	
<b>Name &amp; Telephone No.:</b>	Councillor Keith Chopping - (0118) 983 2057
<b>E-mail Address:</b>	kchopping@westberks.gov.uk
Contact Officer Details	
<b>Name:</b>	Melvyn May
<b>Job Title:</b>	Highways Manager
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## Implications

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<b>Policy:</b>	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.
<b>Financial:</b>	The highway improvement programme will be funded from existing capital budgets.
<b>Personnel:</b>	None arising from this report
<b>Legal/Procurement:</b>	None arising from this report
<b>Environmental:</b>	None arising from this report
<b>Property:</b>	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.
<b>Risk Management:</b>	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.
<b>Equalities Impact Assessment:</b>	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

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### Members:

<b>Leader of Council:</b>	Councillor Gordon Lundie supports the recommendations of the report.
<b>Overview &amp; Scrutiny Management Commission Chairman:</b>	Councillor Brian Bedwell supports the recommendations of the report.
<b>Ward Members:</b>	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

<b>Is this item subject to call-in?</b>	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

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### 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.

	<b>SCANNER</b>	<b>SCRIM</b>
<b>A Roads</b>	100% of survey programme	100% of survey programme
<b>B Roads</b>	100% of survey programme	100% of survey programme
<b>C Roads</b>	70% of survey programme	100% of survey programme
<b>U Roads</b>	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**

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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

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

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

<b>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.</b> (Please demonstrate consideration of all strands – age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex; sexual orientation)		
<b>Group Affected</b>	<b>What might be the effect?</b>	<b>Information to support this.</b>
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
<b>Further comments relating to the item:</b>		
No further comments.		

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

<b>4. Identify next steps as appropriate:</b>	
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