

Individual Executive Member Decision

Three Year Highway Improvement Programme 2017/18 to 2019/20

Committee considering report: Individual Executive Member Decision

Date ID to be signed: 14 March 2017

Portfolio Member: Councillor Jeanette Clifford

Forward Plan Ref: ID3231

1. Purpose of the Report

1.1 To present the Three Year Highway Improvement Programme for consideration by the Portfolio Member for Highways and Transport.

2. Recommendation

2.1 That the Portfolio Member for Highways and Transport approves Year 1 of the Three Year Highway Improvement Programme for 2017/18 to 2019/20.

3. Implications

3.1 **Financial:** The highway improvement programme will be funded from existing capital budgets.

3.2 **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 Aim of a Stronger Local Economy.

3.3 **Personnel:** None arising from this report

3.4 **Legal:** None arising from this report

3.5 **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.

3.6 **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.

3.7 **Other:** None arising from this report.

4. Consultation Responses

Members:

Acting Leader of Council: Councillor Graham Jones

Overview & Scrutiny Management Commission Chairman: Councillor Emma Webster

Ward Members: All Members

Opposition Spokesperson: Councillor Billy Drummond

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: Mark Edwards, Melvyn May, Paul Clements

5. Other options considered

5.1 None.

6. Introduction/Background

- 6.1 The Three Year Highway Improvement Programme will help achieve the Council Strategy aim: A stronger local economy and priority: Deliver or enable key infrastructure projects in relation to roads, rail, flood prevention, regeneration and the digital economy.
- 6.2 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 (HAMP).
- 6.3 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.

7. Supporting Information

- 7.1 There is approximately 1280km of public highway in West Berkshire (more than Reading and Wokingham combined) comprising 117km of A roads, 75km of B roads, 396km of C roads and 692km of unclassified U 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 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 and improve the condition of the classified road network at a consistent level since 2009/10.

Programme Development

- 7.2 The Three Year Highway Improvement Programme detailed in Appendix C 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).
- 7.3 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 including skid resistance. For 2017/18, the national data sets are defined as follows and expressed as a % of road length under each class where maintenance should be considered:
- 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.
- 7.4 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. For

2017/18, the local data set is defined as follows and expressed as a % of road length where maintenance should be considered.

BV224b Condition of Unclassified Roads

- 7.5 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.
- 7.6 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.
- 7.7 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.
- 7.8 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.
- 7.9 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.

Three Year Highway Improvement programme 2017/18 – 2019/20

- 7.10 The programme provided in Appendix C covers the period 2017/18 – 2019/20 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 £3.71m which may be summarised as follows:

Budget 2017-18	£
DfT Indicative allocation (resurfacing element)	£2.68m
Council Capital Funding	£1.03m
Total	£3.71m

- 7.11 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.
- 7.12 In developing the 3 Year Highway Improvement Programme to deliver our set service levels of 5%, 7% and 12% (Principal Classified NI 130-01, Non-principal classified NI 130-02, and unclassified BV224b respectively), the total budget has historically been split 60/40 between the classified and unclassified network in favour of the classified network. Over the last 3 years, this division of funding has enabled us to meet and exceed these service levels, particularly across the classified network and therefore in line with the principles of asset management, the budget has been re-profiled with a 50/50 split to favour the unclassified network for the first year of the 3 Year Highway Improvement Programme. This revised profile will have a positive impact on the condition of the unclassified network, and in particular, the urban residential road network.
- 7.13 A range of different surface treatments will be used, depending on the type and location of each road being resurfaced. This can vary from dense macadam's on minor estate, 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 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.
- 7.14 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.
- 7.15 Wherever possible, roads in residential and built up 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 corporate aim of promoting a strong local economy through the delivery of key infrastructure improvements in relation to roads.
- 7.16 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.
- 7.17 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 'Roads, Transport and Parking'.

Programme Changes

- 7.18 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 Highways, Transport (Operations), Emergency Planning and Newbury Vision.

8. Options for Consideration

- 8.1 Please refer to Appendix A – Three Year Highway Improvement Programme for 2017/18 – 2019/20

9. Proposals

- 9.1 The purpose of this report is to present the latest draft 2017/18 – 2019/20 Three Year Highway Improvement and gain approval to proceed with Year 1 of the programme.

10. Conclusion

- 10.1 The Highway Improvement Programme has been developed in accordance with the Council's approved Highway Asset Management Plan using surveyed condition data.

Subject to Call-In:

Yes: No:

Strategic Aims and Priorities Supported:

The proposals will help achieve the following Council Strategy aim:

SLE – A stronger local economy

The proposals contained in this report will help to achieve the following Council Strategy priority:

SLE2 – Deliver or enable key infrastructure improvements in relation to roads, rail, flood prevention, regeneration and the digital economy

Officer details:

Name: Melvyn May
Job Title: Highways Manager
Tel No: 01635 519873
E-mail Address: Melvyn.May@westberks.gov.uk

11. Executive Summary

- 11.1 The Three Year Highway Improvement Programme has been developed in accordance with highway asset management principles as detailed in the UKRLG/HMEP Asset Management Guidance, 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.

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.

As part of the consultation process, a copy of the draft report and a map of West Berkshire highlighting the roads included in the Three Year Highway Improvement Programme will be displayed in the Members room.

12. Conclusion

- 12.1 The Highway Improvement Programme has been developed in accordance with the Council's approved Highway Asset Management Plan using surveyed condition data.

13. Appendices

- 13.1 Appendix A - Three Year Highway Improvement Programme 2017/18 to 2019/20
- 13.2 Appendix B – Equalities Impact Assessment
- 13.3 Appendix C – Condition Indicators