

# Individual Decision

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

**Thursday, 17th March, 2022**

<b>Ref:</b>	<b>Title</b>	<b>Portfolio Member</b>	<b>Page No.</b>
ID4173	<b>Three Year Highway Improvement Programme 2022/23 - 2024/25</b>	Councillor Richard Somner	3 - 36



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# Three Year Highway Improvement Programme 2022/23 – 2024/25 – Summary Report

<b>Committee considering report:</b>	Individual Executive Member Decisions
<b>Date of Committee:</b>	17 March 2022 at 10:00
<b>Portfolio Member:</b>	Councillor Richard Somner
<b>Date Portfolio Member agreed report:</b>	03 March 2022
<b>Report Author:</b>	Andrew Reynolds
<b>Forward Plan Ref:</b>	ID4173

## 1 Purpose of the Report

- 1.1 To present the Three Year Highway Improvement Programme for consideration by the Executive Member for Planning, Transport and Countryside.

## 2 Recommendation

- 2.1 That the Executive Member for Planning, Transport and Countryside approves Year 1 (2022/23) of the Three Year Highway Improvement Programme 2022/23 – 2024/25.

## 3 Implications and Impact Assessment

Implication	Commentary
<b>Financial:</b>	The Highway Improvement Programme will be funded from existing capital budgets. It also forms part of the Council's approved Capital Programme.  Financial Officer – Shannon Coleman-Slaughter.
<b>Human Resource:</b>	None arising from this report.
<b>Legal:</b>	None arising from this report.

<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>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>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 and active travel. The programme contributes towards the Council’s Strategic Priority to “ <b>develop local infrastructure, including housing, to support and grow the local economy</b> ”.			
	<b>Positive</b>	<b>Neutral</b>	<b>Negative</b>	<b>Commentary</b>
<b>Equalities Impact:</b>				
<b>A</b> Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?		X		See Appendix A – Quality Impact Assessment, Stage 1.
<b>B</b> Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?			X	

<b>Environmental Impact:</b>			X	Highway Improvement works by their nature produce additional carbon emissions. Every effort will be made to try and minimise this by using alternative materials (low temperature asphalts for example) where possible, use of local recycled materials and the use of electric plant. The Highways Asset Management Plan is currently being updated with a view to assessing how highway operations can be delivered carbon neutral.
<b>Health Impact:</b>		X		No major Health Implications arising from this report.
<b>ICT Impact:</b>				Not applicable.
<b>Digital Services Impact:</b>				Not applicable.
<b>Council Strategy Priorities:</b>	X			A well maintained and safe highway network for all road users, will provide an effective network to help stimulate movement across the district to enhance the local economy and help achieve the Strategic Priority to “ <b>develop local infrastructure, including housing, to support and grow the local economy</b> ”.
<b>Core Business:</b>	X			The programme will contribute positively towards the following priorities, “develop local infrastructure, including housing, to support and grow the local economy” and “maintain a green district”
<b>Data Impact:</b>		X		See Appendix B – Data Protection Impact Assessment.

<b>Consultation and Engagement:</b>	<p>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 local Ward Members and Town/Parish Councils are advised of scheme details in advance of work commencing. The full programme will also be published on the Council’s website.</p>
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## 4 Executive Summary

- 4.1 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-managed Highways”, the Transport Infrastructure Assets Code “Guidance to Support Asset Management”, Financial Management and reporting and the Council’s approved Highway Asset Management Plan (HAMP).
- 4.2 In accordance with the requirements of the Transport Infrastructure Assets Code, the improvement programme (structural repair, surfacing, surface dressing) is fully funded from the Capital Programme

## 5 Supporting Information

### Introduction

- 5.1 Purpose of this report – the Executive Member for Planning, Transport and Countryside approves Year 1 (2022/23) of the Three Year Highway Improvement Programme 2022/23 – 2024/25.

### Background

- 5.2 The Three Year Highway Improvement Programme will help contribute towards the Council Strategic Priority to **“develop local infrastructure, including housing, to support and grow the local economy”**. It will deliver or enable key infrastructure projects in relation to roads, rail, flood prevention, regeneration and the digital economy.

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). The HAMP policy is currently under review. The new document will support the Corporate Strategy and will illustrate how highway asset management aligns to the West Berkshire Vision 2036 and its aspiration that West Berkshire is a place where everyone is given the chance to thrive, regardless of their background.

Adopting a best practice Highways Infrastructure Asset Management approach will assist West Berkshire’s vision to be environmentally sustainable.

The Council's Environment Strategy 2020-2030 puts forward a range of actions setting the Council on the path to achieve its primary target of achieving carbon neutrality by 2030.

The asset management approach aligns to the Council's Environment Strategy 2020-2030 supporting a cross department approach to achieving the Council's targets specifically contributing through

- Recycling waste materials and use recycled material, both in the office and on site where practical within schemes adopting a circular economy approach
- Supporting environmentally friendly methods of transport, such as bicycle and on-foot
- Promoting the use of buses as a practical and attractive alternative to the car for more people
- Working to ensure that West Berkshire's footways and cycleways are kept in good order
- Prioritising investment in infrastructure that enables residents to use more sustainable transport options
- Enabling a long-term approach to developing local cycling and walking networks
- Ensuring the durability of the highway infrastructure especially given extreme weather events
- Continuing to increase the number of charging points for electric vehicles in West Berkshire
- Building carbon assessments in to decision making tools for schemes
- Identifying particular locations across the highway network where the Council can adjust operations to promote, protect or preserve the biodiversity of the natural habitats and ecological features of those sites
- Undertaking research into biodiversity net gain in respect to the management of the highway asset, utilising this information to further shape the Council's approach to asset management

There is predicted to be a transport modal shift away from single use car journeys, which may, in some areas, decrease demand on West Berkshire's roads. The Council will monitor this shift and, where necessary, will influence changes that promote environmental sustainability.

5.3 Highway maintenance and improvements 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.

5.4 There are approximately 1292km of public highway in West Berkshire (more than Reading and Wokingham combined), comprising 117km of "A" roads, 75km of "B" roads, 399km of "C" roads and 701km of unclassified "U" roads. As a consequence, maintenance of the road network presents real challenges. However, by adopting an asset management approach, the Environment Department 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

5.5 The Three Year Highway Improvement Programmed detailed in Appendix C has been compiled using the results of technical surveys on the principal classified (A road), non-principal classified (B and C roads) and unclassified (U roads).

5.6 Since 2002, the Council 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 2022/23, 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

5.7 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 2022/23, 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

5.8 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 also used to measure the condition of the unclassified road network (U roads). All surveys are performed in accordance with national standards and guidance.

5.9 The skid resistance of the busiest roads on the network (Maintenance Category 2, 3a and 3b) 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 text within the programme.

5.10 Details of the survey methodology, coverage and the Council's approach to highway asset management are described in the LTP and in detail within the Council's Highway Asset Management Plan (HAMP). A brief summary of the methodology is provided in the following paragraphs.



- 5.11 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 sections are maintained in a safe condition and subject to their size, are either repaired under a separate patching programme or are included as a larger highway improvement project. The 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.
- 5.12 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 2022/23 – 2024/25

- 5.13 The programme provided in Appendix C covers the period 2022/23 – 2024/25 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 £4,033m for 2022/23.
- 5.14 It is important to note, that it may be necessary to make changes to the programme once detailed costings, available budgets and potential savings have been established.
- 5.15 The new Three Year Highway Improvement Programme has been developed to deliver our set service levels of 2%, 6% and 8% (Principal Classified NI 130 – 01, Non-principal classified NI 130 – 02 and unclassified BV224b respectively).
- 5.16 A range of different surface treatments will be used, depending on the type and location of each road being treated. This can vary from dense macadam’s on minor estate roads, surface dressing (sometimes referred to as “tar and chippings”) in rural areas through to resurfacing (overlay or inlay) and complete reconstruction. Where a 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 financial year. This preventative maintenance approach is important in order to maintain the condition and value of the highway network within West Berkshire.
- 5.17 For skid deficient sites, it should be noted that they may not display any of the normal visible defects like rutting, cracking, lamination or “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 within the programme.
- 5.18 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 Priority to **“maintain a green district”**

5.19 In line with the Council's agreed policy, any road included in the programme for resurfacing which traffic calming measure (speed cushions) will have those cushions reinstated to the current specification. The opportunity will also be taken, where appropriate, to review any existing other traffic management arrangements. This will normally involve consultation with local residents, Ward Members and the Town or Parish Council.

5.20 Details of the annual programme are widely distributed to all local Town and Parish Councils and Ward Members. Regularly updated information is also available on the Council's website.

### **Programme Changes**

5.21 From time to time, circumstances change which may necessitate alterations to the programme. Such circumstances may include unforeseen circumstances on site, utility activities and 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, Transport and Countryside.

### **Proposals**

5.22 By approving year one (2022/23) of the Three Year Highway Improvement Programme, the Council will continue to meet its duty to maintain the highway in a safe and serviceable condition by undertaking the appropriate work on the network in a timely and cost effective manner (Highway Act 1980). A well maintained and safe highway network for all road users, should result in reduced accidents/third party claims, a safer environment and an effective network to help stimulate movement across the district to enhance the local economy.

## **6 Other options considered**

6.1 Do nothing – Failure to undertake the Highway Improvement Programme will affect the availability, value, safety and the Council's ability to meet its legal duty to maintain a safe network under the Highways Act 1980.

## **7 Conclusion**

7.1 The Highway Improvement Programme has been developed in accordance with the Council's approved Highway Asset Management Plan (HAMP) using surveyed condition data and should be approved ready for implementation in April 2022.

## 8 Appendices

- 8.1 Appendix A – Equalities Impact Assessment.
- 8.2 Appendix B – Data Protection Impact Assessment.
- 8.3 Appendix C – Supporting Information (Three Year Improvement Programme 2022/23 – 2024/25).
- 8.4 Appendix D – Condition Indicators.
- 8.5 Appendix E – Summary of Consultation Responses.

### Subject to Call-In:

Yes:  No:

- The item is due to be referred to Council for final approval
- Delays in implementation could have serious financial implications for the Council
- Delays in implementation could compromise the Council’s position
- Considered or reviewed by Overview and Scrutiny Management Committee or associated Task Groups within preceding six months
- Item is Urgent Key Decision
- Report is to note only

**Wards affected:** Some Wards, Town and Parish Councils

### Officer details:

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 Job Title: Asset Manager  
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### Document Control

Document Ref:		Date Created:	
Version:		Date Modified:	
Author:			
Owning Service			

## Change History

Version	Date	Description	Change ID
1			
2			

## Appendix A

### Equality Impact Assessment (EqIA) - Stage One

We need to ensure that our strategies, policies, functions and services, current and proposed have given due regard to equality and diversity as set out in the Public Sector Equality Duty (Section 149 of the Equality Act), which states:

- (1) A public authority must, in the exercise of its functions, have due regard to the need to:
  - (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
  - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; This includes the need to:
    - (i) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;*
    - (ii) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;**
  - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it, with due regard, in particular, to the need to be aware that compliance with the duties in this section may involve treating some persons more favourably than others.**
- (2) The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.*
- (3) Compliance with the duties in this section may involve treating some persons more favourably than others.*

The following list of questions may help to establish whether the decision is relevant to equality:

- Does the decision affect service users, employees or the wider community?
- (The relevance of a decision to equality depends not just on the number of those affected but on the significance of the impact on them)
- Is it likely to affect people with particular protected characteristics differently?
- Is it a major policy, or a major change to an existing policy, significantly affecting how functions are delivered?
- Will the decision have a significant impact on how other organisations operate in terms of equality?
- Does the decision relate to functions that engagement has identified as being important to people with particular protected characteristics?
- Does the decision relate to an area with known inequalities?
- Does the decision relate to any equality objectives that have been set by the council?

Please complete the following questions to determine whether a full Stage Two, Equality Impact Assessment is required.

<b>What is the proposed decision that you are asking the Executive to make:</b>	That the Executive Member for Transport and Countryside approves Year 1 (2022/23) of the Three Year Highway Improvement Programme 2022/23 – 2024/25.
<b>Summary of relevant legislation:</b>	Highway Act 1980.
<b>Does the proposed decision conflict with any of the Council’s priorities for improvement?</b> <ul style="list-style-type: none"> <li>• Ensure our vulnerable children and adults achieve better outcomes</li> <li>• Support everyone to reach their full potential</li> <li>• Support businesses to start develop and thrive in West Berkshire</li> <li>• Develop local infrastructure including housing to support and grow the local economy Maintain a green district</li> <li>• Ensure sustainable services through innovation and partnerships</li> </ul>	<b>Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></b> <b>If yes, please indicate which priority and provide an explanation</b>
<b>Name of Budget Holder:</b>	<b>Andrew Reynolds</b>
<b>Name of Service/Directorate:</b>	<b>Jon Winstanley</b>
<b>Name of assessor:</b>	Andrew Reynolds
<b>Date of assessment:</b>	10/02/2022
<b>Version and release date (if applicable):</b>	

Is this a .... ?		Is this policy, strategy, function or service ... ?	
<b>Policy</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<b>New or proposed</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
<b>Strategy</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<b>Already exists and is being reviewed</b>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<b>Function</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>	<b>Is changing</b>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
<b>Service</b>	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>		

<b>(1) What are the main aims, objectives and intended outcomes of the proposed decision and who is likely to benefit from it?</b>	
<b>Aims:</b>	To maintain the public highway in a safe and serviceable condition to comply with the Council’s duty to maintain the highway as outlined in the Highways Act 1980.

<b>Objectives:</b>	To maintain the condition of the public highway in accordance with the service levels set out in the Council's Highway Asset Management Plan (HAMP). To comply with Government Guidance.
<b>Outcomes:</b>	The Council continues to meet its duty to maintain the highway in a safe and serviceable condition by undertaking the appropriate work on the network in a timely and cost effective manner.
<b>Benefits:</b>	A well maintained and safe highway network for all road users, reduced accidents/third party claims, safer environment and an effective network to help stimulate movement across the district to enhance the local economy.

**(2) Which groups might be affected and how? Is it positively or negatively 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 and Sexual Orientation)*

<b>Group Affected</b>	<b>What might be the effect?</b>	<b>Information to support this</b>
Age	The proposed improvement programme does not specifically impact on any "Age" groups.	Improving the condition of the road network will benefit all "Age" groups.
Disability	The proposed improvement programme does not specifically impact on any "Disability" groups.	N/A
Gender Reassignment	No particular "Gender Reassignment" groups will be disadvantaged.	N/A
Marriage and Civil Partnership	No particular "Marriage and Civil Partnership" groups will be disadvantaged.	N/A
Pregnancy and Maternity	No particular "Pregnancy and Maternity" groups will be disadvantaged.	N/A
Race	No particular "Race" groups will be disadvantaged.	N/A
Religion or Belief	No particular "Religion or Belief" groups will be disadvantaged.	N/A

Sex	No particular “Sex” groups will be disadvantaged.	N/A
Sexual Orientation	No particular “Sexual Orientation” groups will be disadvantaged.	N/A
<b>Further Comments:</b>		
Highway Improvement works affect all users equally. However, provisions will be made on a scheme by scheme basis, to ensure that all users can access the highway in a safe and appropriate manner in accordance with current Health and Safety Legislation.		

<b>(3) Result</b>	
<b>Are there any aspects of the proposed decision, including how it is delivered or accessed, that could contribute to inequality?</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Due to the nature of the works, minor disruption could result and affect the general public, but this will be mitigated by maintaining access to private properties and businesses (whenever possible) during the work and providing the necessary signage to divert traffic.	
<b>Will the proposed decision have an adverse impact upon the lives of people, including employees and service users?</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
Due to the nature of the works, minor disruption could result and affect the general public, but this will be mitigated by maintaining access to private properties and businesses (whenever possible) during the work and providing the necessary signage to divert traffic.	

If your answers to question 2 have identified potential adverse impacts and you have answered ‘yes’ to either of the sections at question 3, or you are unsure about the impact, then you should carry out a EqlA 2.

If an EqlA 2 is required, before proceeding you should discuss the scope of the Assessment with service managers in your area. You will also need to refer to the EqlA guidance and template – <http://intranet/index.aspx?articleid=32255>.

<b>(4) Identify next steps as appropriate:</b>	
<b>EqlA Stage 2 required</b>	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
<b>Owner of EqlA Stage Two:</b>	
<b>Timescale for EqlA Stage Two:</b>	

Name: 

Date: 10/02/22

Please now forward this completed form to Pamela Voss, Equality and Diversity Officer (pamela.voss@westberks.gov.uk), for publication on the WBC website.



## Appendix B

### Data Protection Impact Assessment – Stage One

The General Data Protection Regulations require a Data Protection Impact Assessment (DPIA) for certain projects that have a significant impact on the rights of data subjects.

Should you require additional guidance in completing this assessment, please refer to the Information Management Officer via [dp@westberks.gov.uk](mailto:dp@westberks.gov.uk)

Directorate:	Place
Service:	Environment
Team:	Asset Management
Lead Officer:	Andrew Reynolds
Title of Project/System:	Three Year Highway Improvement Programme 2022/23 – 2024/25
Date of Assessment:	10 February 2022

#### Do you need to do a Data Protection Impact Assessment (DPIA)?

	Yes	No
<p><b>Will you be processing SENSITIVE or “special category” personal data?</b></p> <p><i>Note – sensitive personal data is described as “ data revealing racial or ethnic origin, political opinions, religious or philosophical beliefs, or trade union membership, and the processing of genetic data, biometric data for the purpose of uniquely identifying a natural person, data concerning health or data concerning a natural person’s sex life or sexual orientation”</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Will you be processing data on a large scale?</b></p> <p><i>Note – Large scale might apply to the number of individuals affected OR the volume of data you are processing OR both</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Will your project or system have a “social media” dimension?</b></p> <p><i>Note – will it have an interactive element which allows users to communicate directly with one another?</i></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>Will any decisions be automated?</b></p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Yes	No
Note – does your system or process involve circumstances where an individual's input is "scored" or assessed without intervention/review/checking by a human being? Will there be any "profiling" of data subjects?		
<b>Will your project/system involve CCTV or monitoring of an area accessible to the public?</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Will you be using the data you collect to match or cross-reference against another existing set of data?</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>Will you be using any novel, or technologically advanced systems or processes?</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Note – this could include biometrics, "internet of things" connectivity or anything that is currently not widely utilised		

**If you answer "Yes" to any of the above, you will probably need to complete [Data Protection Impact Assessment - Stage Two](#). If you are unsure, please consult with the Information Management Officer before proceeding.**

## Appendix C

### Heading

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**YEAR 1 (2022/23)**

Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Aldermaston	A340 Paices Hill (Excl. Rbts)	B3051 Calleva Roundabout	Approx. 200m South of Church Road	2450	Surface Dressing
<b>Aldermaston</b>	<b>A340 Tadley Triangle</b>	<b>50m NW of TL's at Mulfords Hill</b>	<b>TL's at Junction with Aldermaston Road</b>	<b>50</b>	<b>Re-Texturing</b>
<b>Aldermaston</b>	<b>A340 Tadley Triangle</b>	<b>50m West of TL's at Burghfield Rd Junction</b>	<b>TL's at Burghfield Road Junction</b>	<b>50</b>	<b>Re-Texturing</b>
<b>Aldermaston</b>	<b>Reading Road</b>	<b>90m East of Decoy Cottage Entrance</b>	<b>60m West of Decoy Cottage Entrance</b>	<b>150</b>	<b>Re-Texturing</b>
Basildon	Hook End Lane	A329 Reading Road	Aldworth Road	3031	Surface Dressing
<b>Bradfield</b>	<b>South End Road</b>	<b>Mariners Lane</b>	<b>Buscot Hill</b>	<b>128</b>	<b>Re-Texturing</b>
Brimpton	Brimpton Lane	Surface Change Approx. 40m South Of Enborne Way	Approx. 100m West of Church Lane	370	40mm Inlay/Overlay
Burghfield	Aulclum Lane/Auclum Close/Russet Glade	Auclum Lane	End	579	40mm Inlay/Overlay
Burghfield	Unnamed Road from Burghfield Road to New Cottages	Burghfield Road	End	115	40mm Inlay/Overlay
Chieveley	Oxford Road (Hilton Roundabout)	Oxford Road	Oxford Road	142	HardiPave
Compton	Churn Road	Surface Change	End	575	Surface Dressing
<b>East Garston</b>	<b>Newbury Road</b>	<b>250m NW of Junction to Maidancourt Farm</b>	<b>330m NW of junction to Maidancourt Farm</b>	<b>80</b>	<b>Re-Texturing</b>

**YEAR 1 (2022/23)**

Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Great Shefford	Newbury Road	540m North of Elton Farm Junction	660m North of Elton Farm Junction	120	Re-Texturing
Great Shefford	Old Baydon Road	Surface Change Near Mission Room	End	140	Surface Dressing
Hungerford	A338 Bridge Street	90m South of A4 Junction	140m South of A4 Junction	50	Re-Texturing
Hungerford	A4 Bath Road (Incl. Rbt)	Charnham Park Roundabout	Surface Change Approx. 270m East of Cottrell Close	600	40mm Inlay/Overlay
Hungerford	Chestnut Walk	Coldharbour Road	End	119	40mm Inlay/Overlay
Hungerford	Old Haywood Bottom	District Boundary near B4001	Old Hayward	1610	Surface Dressing
Hungerford	Regent Close	Church Way	End	50	40mm Inlay/Overlay
Hungerford	South View	Fairview Road	End	174	40mm Inlay/Overlay
Kintbury	Church Street	High Street	End	341	40mm Inlay/Overlay
Kintbury	Mill Bank	Station Road	End	200	Slurry Seal
Lambourn	Foxbury	Newbury Street	End	57	40mm Inlay/Overlay
Lambourn	Parsonage Place	Upper Lambourn Road	End	40	40mm Inlay/Overlay

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**YEAR 1 (2022/23)**

Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Newbury	A343 Andover Road	Surface Change Aprox 200m North of District Boundary	Newtown Road Roundabout	3328	40mm Inlay/Overlay
Newbury	B3421 Hambridge Road (Incl. Rbt)	Bone Lane	Hambridge Lane Roundabout	660	40mm Inlay/Overlay
Newbury	Bone Lane	Boundary Road	Hambridge Road	787	40mm Inlay/Overlay
Newbury	Roebuts Close/The Glade	Culver Road	Roebuts Close Roundabout	261	Concrete Joint Treatment
<b>Pangbourne</b>	<b>Buckhold Hill</b>	<b>50m East of Buckholdhill Farm Entrance</b>	<b>50m West of Buckholdhill Farm Entrance</b>	<b>100</b>	<b>Re-Texturing</b>
Peasemore	Sheep Leaze Lane	B4494 Wantage Road	Field Road	1550	Surface Dressing
Purley-on-Thames	Beech Road	Reading Road	Purley Rise	576	40mm Inlay/Overlay
Shaw Cum Donn	A339 Vodaphone Roundabout	A339 Roundabout	A339 Roundabout	207	HardiPave
Speen	A4 Bath Road	A34 Slip Road Roundabout	Surface Change West of Shell Garage	370	40mm Inlay/Overlay
Speen	Snake Lane/Rookwood	Snake Lane	90 Deg Left Bend (350m North of Snake Lane)	350	Surface Dressing
Stratfield Mortime	Briar Lea Road	Windmill Road	End	186	Slurry Seal
Stratfield Mortime	The Street	Station Road Roundabout	Goodboys Lane	1963	Surface Dressing

Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Sulhamstead	Folly Lane	Theale Road	Jaques Lane	743	Surface Dressing
<b>Thatcham</b>	<b>A4 Bath Road</b>	<b>50m East of The Moors</b>	<b>The Moors</b>	<b>50</b>	<b>Re-Texturing</b>
Thatcham	Pound Lane	Lower Way	A4 Bath Road	195	40mm Inlay/Overlay
Thatcham	Station Road	The Moors	Pipers Way	1176	40mm Inlay/Overlay
<b>Theale</b>	<b>A4 Theale Slip Roads</b>	<b>Station Road Roundabout</b>	<b>A4 Theale By-Pass</b>	<b>690</b>	<b>Re-Texturing</b>
<b>Woolhampton</b>	<b>A4 Bath Road</b>	<b>Reed Gardens</b>	<b>180m West of Reed Gardens</b>	<b>180</b>	<b>Re-Texturing</b>

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Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Aldermaston	A340 Aldermaston Road	Surface Change Aproax 50m West of Tadley Triangle	AWE Roundabout Entrance	450	Surface Dressing
Ashampstead	Holly Lane/Palmers Hill	Aldworth Road	Noakes Hill	1231	Surface Dressing
Beech Hill	The Forehead	Surface Change at Car Garage	Park Lane	370	Surface Dressing
Beenham	Beenham Hill	A4 Bath Road	950m North-West (Just before RHD Bend)	950	Surface Dressing
Bradfield	Common Hill	Buscot Hill	30mph Signs East of Crossroads	525	Surface Dressing
Bradfield	Unnamed road from Buckhold Hill to Ashampstead Road	Unnamed Road to Holy Trinity Church	Ashampstead Road	886	Surface Dressing
Brightwalton	Coombe Hill	Unnamed Road from A338 to B4494	End	1318	Surface Dressing
Bucklebury	Byles Green	Little Lane	Broad Lane	811	Surface Dressing
Burghfield	Field Farm Road	Mill Road	End	622	Surface Dressing
Chieveley	Old Street	Priors Court Road	End	1662	Surface Dressing
Chieveley	Priors Court Road	A34 Slip On	B4009 Hermitage	2480	Surface Dressing
Chieveley	Unnamed Road from Arlington Lane, Snelsmore	Arlington Lane	End	1502	Surface Dressing

Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Cold Ash	Collaroy Road	Cold Ash Hill	The Ridge	688	40mm Inlay/Overlay
Enborne	Enborne Street	Villiers Way	Cope Hall Lane	315	40mm Inlay/Overlay
Greenham	Greenham Common Access (Brackenhurst)	A339 Basingstoke Road	End	505	Slurry Seal
Greenham	New Road	Boundary Road	End	470	40mm Inlay/Overlay
Hampstead Norre	B4009 Newbury Road	Approximately 150m South West of Eling Road	Unnamed Road to Compton	965	Surface Dressing
Hamstead Marsh	Unnamed Road from Craven Arms PH to Hamstead Marshall	Wheatlands Lane	Watery Lane	3115	Surface Dressing
Hungerford	A338 Salisbury Road	Priory Road Mini Roundabout	Kennedy Meadow Roundabout	465	40mm Inlay/Overlay
Hungerford	Sarum Way	Priory Road	End	146	40mm Inlay/Overlay
Lambourn	Baydon Road	Crowle Road	Ermin Street	3487	Surface Dressing
Lambourn	Unamed Road from B4001 to Lykweed Farm	Ramsbury Road	Half Mile Road	688	Surface Dressing
Newbury	B4009 Shaw Road	Kiln Road	Robin Hood Roundabout	430	40mm Inlay/Overlay
Newbury	Greenham Road (Pyle Hill)	Racecourse Road	Pinchington Lane	1320	40mm Inlay/Overlay

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Appendix C

**YEAR 2 (2023/24)**

Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Newbury	Russell Road/Blenheim Road	Craven Road	Chalford Road	524	40mm Inlay/Overlay
Newbury	Skippons Close/Stapleton Close	Villiers Way	End	227	40mm Inlay/Overlay
Newbury	Waller Drive	Turnpike Road	Pindar Place	262	Surface Dressing
Padworth	Bath Road Service Road, Beenham DC'Way	A4	A4	494	Slurry Seal
Pangbourne	Green Lane	A340	Bere Court Road	528	Surface Dressing
Peasemore	Princes Lane	Mud Lane	Northfields	568	Surface Dressing
Shaw Cum Donn	Castle Lane	B4494 Oxford Road	End	340	Slurry Seal
Stratfield Mortime	Longmoor Lane (Estate Service Road)	Longmoor Lane	Longmoor Lane	88	40mm Inlay/Overlay
Stratfield Mortime	West End Road (Incl. Mini Rbt)	Victoria Road	Surface Change nr Football Pitch Entrance	780	40mm Inlay/Overlay
Streatley	Streatley Hill	Lewendon Hill	Streatley Crossroads	1249	Surface Dressing
Thatcham	Fromont Drive	The Moors	End	214	40mm Inlay/Overlay
Thatcham	The Broadway	The Moors	Church Gate	230	40mm Inlay/Overlay

Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Thatcham	The Moors	Lower Way	The Broadway	1017	40mm Inlay/Overlay
Thatcham	Turnpike Road	Fir Tree Lane	A4 Bath Road Roundabout	655	Surface Dressing
Theale	Arrowhead Road	Station Road	End	662	Concrete Joint Treatment
Theale	Station Road (Incl. Both RBTs)	Brunel Road	High Street	506	40mm Inlay/Overlay
Tilehurst	Goodliffe Gardens (Whole Estate)	Knowsley Road	End	449	Slurry Seal
Tilehurst	Swinbrook Close	Fairford Road	End	51	Slurry Seal
Welford	B4000 Baydon Road	240m West Of Welford Crossroads (LHD Private Road)	A338 Wantage Road	3245	Surface Dressing

Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Basildon	Aldworth Road	Long Bottom Road	Gardeners Lane	1212	Surface Dressing
Beenham	A4 Beenham Dual C'way	A340 Aldermaston Wharf Roundabout	Surface Change East of Ufton Lane	3117	40mm Inlay/Overlay
Boxford	High Street	Roodhill	Baydon Road	1668	Surface Dressing
Bradfield	The Laffords	Cock Lane	End	135	90 -110mm Inlay/Overlay
Burghfield	Burghfield Road	Berrys Lane	Reading Borough Boundary	1462	Surface Dressing
Burghfield	Deans Copse Road	Hose Hill	Burghfield Road	2455	Surface Dressing
Chieveley	Church Lane	High Street	End	120	Surface Dressing
Cold Ash	Hatchgate Close	Cold Ash Hill	End	135	40mm Inlay/Overlay
Cold Ash	Willis Close	Hermitage Road	End	34	40mm Inlay/Overlay
Compton	Wilson Close	School Road	End	105	Slurry Seal
Hamstead Marsh	Park Lane	Unnamed Road known as Park Lane	Unnamed Road from Craven Arms To Holtwood Lane	1597	Surface Dressing
Hungerford	Ramsbury Drive/Aldbourn Close (Whole Estate)	Park Street	End	381	Slurry Seal

Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Kintbury	Bradley Close	Inkpen Road	End	100	Slurry Seal
Kintbury	Templeton Road	Hungerford Road	Inkpen Road	3073	Surface Dressing
Kintbury	Wallingtons Road	High Street	End	568	Surface Dressing
Newbury	Buckingham Road	A343 Andover Road	Enborne Road	412	40mm Inlay/Overlay
Newbury	Charmwood Close	B4494 Oxford Road	End	184	Slurry Seal
Newbury	Gorselands	A343 Andover Road	End	481	Concrete Joint Treatment
Newbury	Jubilee Road	Queens Road	End	132	Slurry Seal
Newbury	Laburnum Grove	Chestnut Crescent	End	152	Concrete Joint Treatment
Newbury	Lingfield Road/Sedgefield Road/Sandown Way	Westwood Road	New Road	609	40mm Inlay/Overlay
Newbury	Queens Road/Greenham Road DC'Way & Mini Rbt	A339 Roundabout	Queens Road	140	40mm Inlay/Overlay
Newbury	Willowmead Close	Normay Rise	End	130	Slurry Seal
Pangbourne	Yattendon Road	Gardeners Lane	Pangbourne Hill	1811	Surface Dressing

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Appendix C

**YEAR 3 (2024/25)**

Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Purley-on-Thames	A329 Purley Rise	Sulham Lane	Surface Change 100m West of Beech Road	917	Surface Dressing
Purley-on-Thames	Glebe Road	Reading Road	Westbury Lane	310	40mm Inlay/Overlay
Stratfield Mortimore	Birch Lane	West End Road	End	165	Surface Dressing
Sulhamstead	A4 Bath Road	A4/A340 Roundabout	Surface Change Aprox. 300m West of Spring Inn PH Junction	1669	Surface Dressing
Thatcham	Bodmin Close	Ilkley Way	End	81	Slurry Seal
Thatcham	Elmhurst Road	Gordon Road	End	423	Concrete Joint Treatment
Thatcham	Glenmore Close	Ilkley Way	End	32	Slurry Seal
Thatcham	Grassington Place/Westerdale	The Moors	End	282	Slurry Seal
Thatcham	Ilkley Way	The Moors	The Moors	1162	Slurry Seal
Thatcham	Parkside Road	Park Lane	End	143	40mm Inlay/Overlay
Thatcham	The Close	Baily Avenue	End	62	40mm Inlay/Overlay
Theale	Brunel Road	Station Road	Waterside Drive	622	Surface Dressing

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Appendix C

**YEAR 3 (2024/25)**

Parish	Road Name	Start Location	End Location	Length (m)	Recommended Treatment
Theale	High Street	Crown Lane	Hoad Way	322	Concrete Joint Treatment
Tilehurst	Scafell Close	Fairford Road	End	52	Slurry Seal
Tilehurst	Warbreck Drive/Marten Place/Laytom Rise/Lucey Close	Knowsley Road	End	501	90 -110mm Inlay/Overlay
Tilehurst	White Lodge Close	Long Lane	End	372	40mm Inlay/Overlay



## Road Condition Indicators

	BVPI's			NI's				130's									
	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
130-01 (NI 168/BV223 Pre2012/13) A Roads	5%	7%	5%	6%	5%	5%	5%	4%	3%	3%	2%	3%	3%	2%	2%	3%	3%
130-02 (NI 169/BV224a Pre2012/13) B & C Roads	11%	9%	7%	9%	9%	9%	9%	6%	7%	6%	3%	3%	4%	3%	3%	2%	2%
BV224b U Roads	26%	20%	14%	21%	12%	11%	12%	3%	8%	3%	3%	3%	3%	2%	2%	1%	5%
BV187 Footways	26%	3%	4%														

## Notes:

\* Not reported as a National Indicator. Based on 85% of Network as no Cul-de-Sacs under approx. 150m are SCANNER'd.

\*\* Only 50% of the U road network was surveyed due to severe winter. The surveyed coverage was predominately urban, therefore results were better than expected.

\*\*\* The reported figure in 2015/16 is the 2014/15 figure as no SCANNER surveys were carried out on the U roads in 2015/16 due to adverse weather.

\*\*\*\* The percentages shown above relate to the amount of carriageway in need of repair. The lower the figure the better the condition of the carriageway.

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## Summary of Consultation Responses

## APPENDIX E

Ref Number	Name / Organisation	Date Received	Comments	Response Issued	Action
1	Councillor Tony Vickers	23/02/2022	Requesting for evidence that the new HAIMP will reflect a strategic move towards Active Travel.	23/02/2022	Paragraph 5.2 (Background Information) expanded to reflect this.
2	Councillor James Cole	23/02/2022	Possible broken gully connection of A4 Bath Road, Hungerford. This site is in Year 1 of the programme (2022/23).	02/03/2022	WBC Drainage Team aware of the issue and remedial work will be undertaken prior to the surfacing work.

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