

CABINET

21 April 2020

HIGHWAYS CAPITAL MAINTENANCE PROGRAMME 2020/21

Report of the Director for Places

Strategic Aim:	Sustainable Growth	
Key Decision: Yes	Forward Plan Reference: FP/020819	
Cabinet Member(s) Responsible:	Mrs L Stephenson, Portfolio Holder for Culture & Leisure, Highways & Transportation	
Contact Officer(s)	Penny Sharp, Deputy Director of Places	psharp@rutland.gov.uk
	Chris Capps, Senior Highways Manager	01572 758342 ccapps@rutland.gov.uk
Ward Councillors:	All wards	
DECISION RECOMMENDATIONS		
That Cabinet:		
<ol style="list-style-type: none">1. Notes the highways maintenance schemes that have been successfully completed in financial year 2019/20 and approves the use of the Highway Maintenance Grant Allocation for a programme of maintenance works to be delivered in financial year 2020/212. Allocates any funding received from the Environment Agency (EA) and delegates approval of use of S106 receipts to the Director of Resources in consultation with the Portfolio Holder for Finance to repair the Culvert at Schofield Road/Springfield Way Oakham.		

1 PURPOSE OF THE REPORT

- 1.1 Note the highway maintenance schemes that were completed from the highway's maintenance capital allocation for 2019/20.
- 1.2 To accept the various asset condition surveys and inspections are used to monitor highway assets condition and note that the condition data is used with engineering judgement to priorities highway asset schemes in greatest need of treatment and giving value for money.

- 1.3 Confirm the proposed list of highways maintenance schemes to be funded from the highway's maintenance capital allocation for 2020/21.
- 1.4 Confirm with EA funding and from Section 106, to undertake important maintenance works to the surface water culvert in Scofield Road / Springfield Way Oakham.

2 BACKGROUND AND MAIN CONSIDERATIONS

- 2.1 The Highways Capital Programme contains programmes and operations that support the Council's statutory duties as highway authority through appropriate asset condition surveys and inspections and prioritising schemes using a risk-based approach. This approach also contributes towards the Council delivering the highways maintenance targets within the 2020 -2026 Corporate Plan.
- 2.2 In the Council's former Corporate Plan dated 2016 – 2020, an ambitious target was proposed to reach the Department for Transport's (DfT) Highway Asset Management Band 3 status by 2020/21 as required by the Incentive Fund criteria. Through hard work by the previous Senior Highway Manager and their team, the Band 3 status was successfully achieved ahead of programme in 2019/20 and resulted in the allocation of additional capital funding. This is explained in further detail in Section 3 of this report.

3 INCENTIVE FUNDING

- 3.1 In June 2015, the DfT announced measures to incentivise highway maintenance efficiencies in good highway works delivery, highway asset management, effective engagement and communication with its stakeholders. Since then, highway authorities have been rated as Band 1, 2 or 3 (Band 1 being the lowest rating) based upon responses and evidence from a 22 self-assessment questionnaire about their approach to highway asset management. The overall band rating being used by the DfT to determine the level of additional capital funding on top of the indicative capital maintenance allocations.
- 3.2 To maintain Band 3 status and ensure the maximum future receipt of an Incentive Fund allocation of £320k per year, the Council is required to continue to utilise highway asset management strategies, methods and systems.
- 3.3 The proactive collection and processing of highway asset condition survey and inspection data is part of this approach. The condition data is held within the Council's asset management system to inform the forward programmes of work. The various asset condition surveys and inspections are set out in Appendix A and should be considered against the backdrop that in 2020/21 the Incentive Fund Allocation for a Band 2 authority would be £96,000 (Band 3 is £320,000) and there is no Incentive Fund Allocation for Band 1 authorities. Following the 2019 self-assessment questionnaire the Council is still a Band 3 authority, however two additional areas have moved from level 3 level 2 during 2019/20 making a total of 3. The areas that the Council must address in 2020/21 are the following

- Undertake an annual customer satisfaction survey of the highway services presently delivered and develop its services to take account of the feedback received.
 - Undertake a Lean service review or similar to ensure it is spending its highway allocations wisely and delivering value for money.
 - Develop a communications strategy that covers all its communications to its service users and customers so that its highway asset management delivery is effectively communicated to all its users.
- 3.4 The fact that COVID-19 is still a developing situation undoubtedly will impact upon the delivery of the 2020/21 capital programme and while at present the start may be delayed for up to 3 months, there is a risk it may be delayed for longer. The Council is fortunate that its highway assets are generally in a reasonable condition, therefore such a delay is manageable. If, however work is delayed further then for some sites more extensive emergency work may be required.

4 HIGHWAYS CAPITAL MAINTENANCE PROGRAMME

- 4.1 The highway network is made up of many highway assets including carriageways, footways, structures, streetlights, traffic signals road signs, road studs and markings. There is a significant value in these assets and the total cost to replace them would be very high. Regular and appropriate preventative maintenance to all the assets is an effective long-term management philosophy for these vital assets.
- 4.2 Carriageways are the most extensive of the highway assets with the greatest value and thus require the greatest level of maintenance to keep them fit for purpose.
- 4.3 The majority of carriageways in the County are what is known as ‘formed’ ie they have evolved over the centuries, may include some construction materials but that would have been inconsistent in approach and quality of materials used. This historic maintenance results in inconsistent deterioration and it is common for one area to fail and another area not needing any maintenance. Carriageways such as Oakham bypass are more modern carriageways and have been constructed to a specification appropriate at the time. Being a principal road, however it is the subject of higher levels of traffic than the lower class ‘formed’ roads.
- 4.4 The factors which are most likely to increase carriageway deterioration and need some form of maintenance are:
- Climatic conditions – spring and autumn rain, frosts and snow, high ambient summer temperatures.
 - Increased heavy good vehicles – Changes in traffic flows, increases in industrial growth resulting in potential structural damage to carriageways.
 - Changes in ground water – the moisture content of the road construction and foundations changes resulting in potential failure of the road structure. The recent wet winter has increased the ground water levels, which where there is poor, or no drainage may result in additional deterioration.

- 4.5 All other highway assets also deteriorate over time and some at an increased rate as a result of the ambient conditions or changes in vehicle loadings.
- 4.6 A good highway asset management authority, which is Band 3, has collected asset inventory and knows what assets it has, where they are and undertakes regular condition surveys and inspections.
- 4.7 It will have worked through life cycle planning modelling for its critical assets, which is looking at budget and condition scenarios to determine over the long term the likely budget need for defined asset condition levels or the likely condition levels from a defined budget. This informs decision makers of any peaks or troughs in asset condition in future years giving forewarning of the future financial need.
- 4.8 Rutland undertakes regular inspections of all its highway assets using a risk-based approach as recommended by the Management of Highway Asset Infrastructure published in 2016. The risk-based approach gives greatest priority to the assets which are of greatest value and importance and if they were to be unavailable would have the greatest impact upon our communities.
- 4.9 The highway asset condition surveys and inspections have been developed by the respective asset professionals and are considered as best practice. These are set out in Appendix A.
- 4.10 These are undertaken annually in most cases and the outputs processed in the Councils highway asset system, the programme of capital maintenance is prioritised using the information in the asset management and lifecycle planning regime contained within the Authority's revised Highways Asset Management Plan (HAMP). Finally, all schemes are confirmed through a final engineer's assessment.
- 4.11 The Council, works in partnership with our Term Service provider, Tarmac, and its supply chain to deliver a cost effective highway maintenance capital maintenance programme using the full allocation of capital funding to prolong the life of the highway assets and demonstrate good highway asset management.
- 4.12 The present condition targets for the A, B and C carriageways in the Corporate Plan are to keep the condition at a steady state, i.e. they do not deteriorate, or for that matter improve and is based upon the available funding. If in future years the authority elects to move to improving asset condition targets, then an increase in funding would be required over a sustained period.
- 4.13 The indicative highways capital programme may be broken into allocations for, though the final programme will be needs based:
 - Carriageways, including surface dressing, patching and where appropriate resurfacing.
 - Footways, including resurfacing and microasphalt (a form of surface dressing).
 - Street lighting and illuminated signs (including a grant for the historic conversion of lanterns to LED), generally column replacement programmes.

- Traffic signals, replacement of equipment, poles and heads
- Highway drainage, replacement of sections where flooding of properties may occur.
- Bridges and structures, major works or full replacement of structures as the condition surveys determine.

5 HIGHWAY MAINTENANCE CAPITAL FUNDING PROGRAMME 2019/20 and 2020/21

- 5.1 The total capital budget for 2019/20 was £2.44 million and has been fully spent. The highway schemes completed in 2019/20 from this allocation are set out in Appendix B.
- 5.2 The indicative highway capital budget for 2020/21 from the DfT is £1.535 million. The Incentive Fund Band 3 allocation gives an additional £320,000 plus an additional £102,000 additional pothole funding increasing the allocation to £1.957 million.
- 5.3 As a result of historic financial commitments and the ongoing management and monitoring of the highway assets, the following allocations need be top sliced from the capital allocation: -

Subject	Budget	Comments
Salix Loan	£105,000	Repayment of the Salix Loan for the upgrade of LED street lighting
Capital overhead	£215,000	Capital contribution to the term maintenance contract overhead to deliver their part of the highway service.
Asset condition surveys	£50,000	Procurement of the specialist highway asset condition surveys as set out in Appendix A
Total	£370,000	

- 5.4 The capital funding therefore available for actual highway asset management works for 2020/21 will be £1.485 million.
- 5.5 The works programme for 2020/21 will consist of the surface dressing programme, carriageway patching, footway resurfacing and surface dressing programmes together with proactive maintenance to highway structures.
- 5.6 A paper setting out the arrangements including the programme for the surface dressing programme for 2020/21 went to the March Cabinet (Report No. 64/2020) and was approved.

5.6 The finalised list of sites together with reserves are attached as Appendix C

6. SCHOFIELD ROAD CULVERT

6.1 The need to effect important repairs to the culvert in Scofield Road/ Springfield Way Oakham was raised following a condition survey that was commissioned by the EA in 2013. The resulting report made clear that the culvert was in need of urgent repair and highlighted the problem with the residents who were not previously aware of the issue or the fact that they were responsible as the riparian land owners. The residents were understandably concerned and pressed the EA and a further condition survey was undertaken in 2016. This rated the condition of the culvert as likely to collapse at any time.

6.2 The position of the residents (that the Council accepts) was that they were unaware of the culvert's existence nor of their maintenance liabilities. That is until it was brought to their attention by the EA with the publication of the condition report. Neither the ownership nor the repairing obligations were disclosed to them when they purchased their properties.

6.3 The Council has, (through the Portfolio Holder, Ward Members and Officers) been working with the residents, the EA and others to agree an approach to enable effective repair to the Culvert. This work has resulted in the EA agreeing to allocate C£40,000 to the repair costs, subject to the Council providing match funding and for Taylor Wimpy, the developers, agreeing to provide £6,000. The total costs estimated for the works are £86,000.

6.4 The Council are proposing to fund the balance of the culvert repairs from S106 funding. While we have the present estimate of the culvert repair costs, Cabinet is being asked to put in place a delegation to the Director of Resources in Consultation with the Portfolio Holder for Planning and Finance to enable the Council to address any variations in the actual and final maintenance costs.

6.5 It should be made clear that the Council and the EA funding this repair does not change the actual ownership and future maintenance liabilities for the culvert in Schofield Road/ Springfield Way Oakham.

6 FINANCIAL IMPLICATIONS

6.1 The allocation of capital funding set out in this paper is in accordance with the indicative allocated determined by the DfT and reflects the fact Rutland County Council is a Band 3 authority as determined by the self-assessment questionnaire completed in February 2020.

7 LEGAL AND GOVERNANCE CONSIDERATIONS

7.1 The Council has a duty under Section 41 of the Highways Act 1980, to maintain the Highway in such a state as to be safe and fit for the ordinary traffic that may reasonably be expected to use it. The highway maintenance capital programme is part of the Council's evidence that it is complying with its duty.

8 DATA PROTECTION IMPLICATIONS

8.1 A Data Protection Impact Assessments (DPIA) has not been completed for the following reasons, because no personal data is being processed.

9 EQUALITY IMPACT ASSESSMENT

9.1 An Equality Impact Assessment screening has been undertaken and there are no adverse effects due to this policy.

10 COMMUNITY SAFETY IMPLICATIONS

10.1 Well maintained highways contribute towards road safety.

11 HEALTH AND WELLBEING IMPLICATIONS

11.1 Failure to deliver a sustainable maintenance programme will lead to a decline in the quality of the highway networks throughout Rutland, leading to reductions in the quality of:

- Transport links
- Access to safe and useable highways, footway and cycleways, thus promoting activities such as walking and cycling.

12 RECOMMENDATIONS AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

12.1 It is recommended to note the schemes and programmes that were completed in 2019/20 using the highways maintenance capital maintenance programme.

12.2 It is also recommended to accept the various highway asset condition surveys and inspections are used to monitor the condition highway assets to support the cost-effective allocation of future capital funding.

12.3 It is also recommended to approve the allocation of capital funding for the future maintenance of the highway assets uses a risk based approach, the highway targets set out in the Corporate Plan to as far as reasonably practical keep the highway assets fit for purpose. The highway maintenance capital programme for 2020/21 be approved, to fulfil the Council's statutory duties with regard to highway maintenance and road safety as efficiently as possible.

12.4 It is recommended to allocate any funding received from the Environment Agency and delegates approval of use of S106 receipts to the Director of Resources in consultation with the Portfolio Holder for Finance to repair the Culvert at Schofield Road/Springfield Way.

Appendix A – Highway Assets Condition Surveys

Highway asset condition surveys and inspections carried out in Rutland

Carriageways	Machine based surveys	Frequency
	<p>SCANNER (Surface Condition Assessment for the National Network of Roads) – A driven survey with lasers to identify defects in the carriageway i.e. potholes rutting, cracking, areas where the surface is deteriorating and processed by ‘on-board’ computers. It produces a Road Condition Indicator (RCI) and it allows the deterioration on one section of road to be compared with another. It produces a prioritised listing of different lengths of carriageway for the highway engineer to amalgamate into schemes and treatments such as surface dressing, patching, resurfacing and proprietary products.</p>	Annual
	<p>Sideway-force Coefficient Routine Investigation Machine – Measures the wet skid properties of the carriageway with a priority on bends and at junctions. Through a series of investigatory levels determines whether some form of intervention is required. These may be a resurfacing, a high skid resistance material or skid warning signs. The highway engineer reviews the outputs of the investigation and prioritises any treatments.</p>	Annual
	<p>Visual Inspections</p>	
	<p>Highway inspectors undertake regular carriageway inspections to identify defected requiring reactive interventions, roads needing proactive programming of patching and other maintenance functions. This information is also used to repudiate insurance claims with evidence that the authority is doing everything practical to keep the network safe.</p>	Monthly to annual, depending on classification or road
	<p>GAIST Visual Inspection survey – GAIST is a company specialising in supporting local authorities in managing highway assets. Their survey consists of them taking a high definition video of the whole highway network from a moving vehicle. This is then processed by a specialist team of surveyors who review the video and identify defects to the carriageway such as potholes, areas of deterioration and cracking. They are less able to identify rutting and some other defects. The GAIST visual inspection data is added to the SCANNER and SCRIM data and via a series of algorithms gives the carriageway network ratings of between 1 and 5 (5 is bad) it also gives the percentage of the section at the condition rating. The condition ratings are combined giving each section</p>	Annually

	an overall condition rating. The output allows the highway engineer to assign appropriate length schemes and treatments allocated to the carriageway network.	
Footways	Footway Network Survey (FNS) - This is a visual condition survey for footways and is undertaken systematically to all the footways to identify the main defects (potholes, cracking and other defects). This gives each section a condition rating and allows the highway engineer to prioritise the worst sections for treatment.	Not undertaken, footways are inspected during the road inspection by the inspectors
Structures	Highway structures are generally bridges and culverts over 1.0 m in diameter, retaining walls and the like. They may be a can be a proper bridge or just a large preformed pipe, which may be circular in diameter or a 'box culvert'. Irrespective they are treated in the same way and are the subject of a structural general inspection (annual) which is a general check on its condition, what may have deteriorated since the last inspection. There is also a structural principal inspection (every 6 years) and is a detailed inspection of the structure, and may require physical checks, and detailed investigations. The output of each are written up as structural reports and reviewed by a competent bridge engineer. It set out the recommended proactive maintenance work, the reactive maintenance work and, any structural deficiencies which may need short term traffic restrictions and any structural maintenance work necessary to restore the integrity of the structure. Leicestershire County Council structures team provides help and support for the management of our structures.	Principal – 6 yearly General – annually
Street Lighting	All street lighting columns are the subject of a visual inspection when an operative attends site to affect any repair. This will identify any visual defects associated with the column and if any action is needed. This information should be held against the column on the highway asset management database and used to determine a column replacement programme. Additionally, there are a series of structural and column wall thickness tests all designed to provide condition data. Most of these are expensive and are part of a long-term programme.	Visual when fault has been reported, others not used on a preventative basis

Traffic Signals	The main traffic signal assets are the signal posts and the equipment cabinets. As with streetlights, these are the subject of visual inspections when operatives visit site, but as faults are generally few and far between, the proxy condition survey is using the age of the assets and of the traffic signal systems. Modern signal systems include self-diagnosis for faults and traffic flow smoothing to allow for peaks and troughs in traffic. Leicester City Council's traffic control team provide support and advice to Rutland for all traffic and pedestrian lights.	When faults have been detected.
Traffic signs, lines and studs	The most effective method of inspection of traffic signs and lines and road studs is from a driven survey by the highway inspectors during the day and at also night to determine the extent of the observed condition of each at the different times of the day. Signs should be reflective at night, be clean and may be obscured by trees and hedges. There are a number of technologies being trialled to collect condition data, including the use of artificial intelligence, to capture asset data, however these can be expensive and are subject to an amount of data sorting post inspection and prioritisation. Generally, the replacement of these assets is from the revenue budget, unless it's a part of a larger scheme.	As part of the visual inspection, of the carriageway
Highway drainage	Highway drainage consisting of road gullies, offlet kerbs (the hole in a kerb for water disposal). Beeny Blocks (a series of holes in the kerb where the water flows away), grips (channel cut in rural verges) pipes and outfalls. It is the highway asset with the least inventory data that has been collected and its condition is also least known. The main flood areas are those where we have captured some drainage inventory and condition data. This information is used to prioritise sites for improvement with those sites where properties could flood of the highest priority. The highway engineer determines the works programme on a risk-based approach.	Reactive basis

Appendix B

The approved capital maintenance budget for 2019/20 is set out in the following table:-

Capital Programme Budgets 2019/20		
Needs Based Funding Allocation	£1,535,000	
Incentive Funding Allocation (Band 3)	£320,000	
Carry forward from 2018/19	£585,000	
Total Funding Available	£2,440,000	
Maintenance Project	Cost	Basis of Priority
Carriageway Maintenance	£1,130,000	Inspection/ Surveys
Surface Dressing	£600,000	Inspection/ Surveys
Footways	£90,000	Inspection/ Surveys
Footway Dressing	£50,000	Inspection/ Surveys
Bridges	£200,000	Inspection
Street Lighting Salix Loan Repayment	£105,000	
Condition Surveys & Programming	£50,000	
Capital Overheads	£215,000	
Total	£2,440,000.	

The following table set outs the schemes and works undertaken in 2019/20 utilising the capital allocation to maintain Rutland County Council highway assets.

Appendix B - Highways Capital Programme 2019/20 - Completed Works

	Road Number	Location and Work			
Resurfacing	A606	Barnsdale – Overlay carriageway and install new improved road signs			
Structures		Coach Bridge, South of Morcott - Replacement of structure			
Surface Dressing	C8407	Uppingham	Glaston Road	Roundabout	A47
	C8403	Uppingham	Lyddington Road	Junc of Bisbrook road	carpark entrance school
	B672	Caldecott	Lyddington Road	Gretton road junc	30mph signs
	B672	Thorpe by Water	B672	200m before the bend	passed dog kennels
	C8329	Morcott	High Street	20mph signs near pub	national speed limit signs
	C8329	Morcott	Wing Road	Wing Lane	chainage
		Edith Weston	gibbet Lane	Weston Road	end
	C8322	Barrow	Main street	Market Overton Road	End
	C5305	Oakham	Braunston Road do we need to note a fail and will be re – done under warranty?	National Speed limit signs	Roundabout

	G6708	Oakham	Coldoverton Road – see above comment for Braunston Road	National Speed limit signs	Chainage
	C9307	Ketton	Station Road	Algate Road	Railway Crossing
	B668	Cottesmore	B668	30mph Signs	Exton Lane
	B668	Burley	B668	Burley Road Roundabout	o/s Hillside Farm
	A47	Allextion	A47	County Boundary	New Road, Belton
	A47	Glaston	A47	Glaston Road, Uppingham	30mph Signs Glaston
	A6121	South Luffenham	A6121	2018 Finish	Wireless hill Roundabout
	A6121	Uppingham	Seaton Road	Cedar Close	Waterworks site
	C8326	Manton	Lyndon Road	Lyndon Top	Manton Roundabout
	A606	Whissendine	A606	Holbeck Farm	30mph Signs
	G9514	Tinwell	Water Lane	A606	B1081
Patching	Plane and Inlay patching schemes – Generally small areas of patching or inlay were undertaken addresses local highway defects thus extending the life of the carriageway.				
	1	Barrow CP	Plane & Inlay		
	2	Belton-in-Rutland CP	Plane & Inlay		
	3	Clipsham CP	Patching		
	4	Cottesmore CP	Plane & Inlay		
	5	Edith Weston CP	Plane & Inlay		
	6	Empingham CP	Plane & Inlay		

	7	Exton and Horn CP	Plane & Inlay		
	8	Greetham CP	Patching		
	9	Ketton CP	Plane & Inlay		
	10	Langham CP	Patching		
	11	Lyddington CP	Plane & Inlay		
	12	Market Overton CP	Plane & Inlay		
	13	Morcott CP	Plane & Inlay		
	14	Normanton CP	Plane & Inlay		
	15	Oakham CP	Plane & Inlay		
	16	Pickworth CP	Plane & Inlay		
	17	Preston CP	Plane & Inlay		
	18	Ridlington CP	Plane & Inlay		
	19	Seaton CP	Plane & Inlay		
	20	Teigh CP	Plane & Inlay		
	21	Uppingham C	Plane & Inlay		

Appendix C – Proposed Capital maintenance programme for 2020/21 to fully allocate the capital maintenance funding provided by DfT to Rutland County Council.

Capital Programme Budgets 2020/21		
DfT Needs Based Funding Allocation	£1,535,000	
Incentive Funding Allocation (Band 3)	£320,000	
Carry over of pothole fund Allocation from March 2019	£102,000	
Total Funding Available	£1,957,000	
Maintenance Functional Areas	Allocation	Basis of Priority
Bridges	£100,000	Asset Condition
Carriageway Surface Dressing	£600,000	Asset Condition
Footway Microasphalt Surfacing	£50,000	Asset Condition
Footway Resurfacing	£90,000	Asset Condition
Carriageway Maintenance – patching, pre surface dressing, highway drainage works	£613,500	Asset Condition
Street Lighting Salix Loan Repayment	£105,000	
Asset Condition Surveys & Programming	£ 50,000	
Capital Overheads – Term Maintenance Contract	£215,000	
Staff Costs (to deliver capital schemes)	£133,500	
Total	£1,957,000	

Bridges Programme – Maintenance work to structures as found from the general and principal inspections carried out in 2019.

Bridge ref	Bridge Name	Total Estimates	Total Weighting	Notes
982	Tolethorpe Hall, Off Ryhall Road. West of Ryhall	£12,000	216	Extensive work to parapets on both sides as these have failed following RTC + other works
982	Tolethorpe Hall, Off Ryhall Road. West of Ryhall	£16,000	116	
588	Old Great north Road, Great Casterton	£7,000	108	Issues with parapets and fallen tree onto bridge
1065	Bridge Street Ryhall	£11,000	108	Parapet minor damage and needs repair
831	Bridge ver River Gwash, Ryhall	£30,000	108	Damage to structure in 2019 due to tractor too wide for bridge. This cost may significant increase as needs a full detailed design
1323	Lyndon Road, west of N Luffenham	£1,000	108	
262	Viking Way, Oakham	£1,000	108	
	Unforeseen emergencies to structures	£22,000		
Programme Total		£100,000		

Footway Resurfacing Programme – Identified from visual footway inspections

Town/Village	Location	Location Comments	Area m2	Cost per Scheme
Ryhall	Foundry Road	Manor	525	£16,000
Cottesmore	Greetham Road	Outside No. 21	78	£2,400
Market Overton	Main Street	Left Hand side from Thistleton Road. From o/s No. 2 to o/s No. 12	96	£8,200
		Left Hand side from Thistleton Road. From o/s No. 12 to o/s No. 25	126	
		Area off path o/s No. 24	18	
		Area off path o/s Barn gates	30	
Oakham	Browning Road	Both sides of the road between Lonsdale Way and Digby Drive	506	£15,400
Greetham	Stretton Road	Corner opp Wheatsheaf	12	£400
Oakham	Burley Road	Corners with Vicarage and Station Road	130	£4,000
Lyddington	Main Street & Stoke Road	Main Street junc. to End		
		White Hart (South) to Church Ln	308	
Uppingham	Ayston Road	Layby	58	£1,500
Uppingham	Ayston Road	Outside 54- 56	5	£150
Uppingham	North Street West	From junction of Ayston Road to new Ped Xing	315	£8,000

		Extra area o/s No. 7		
		o/s No. 5		
		o/s No. 3		
		o/s No. 2		
		o/s No. 8 to o/s No. 10		
		Opposite side of the road o/s No. 23		
		o/s No. 20		
		o/s No. 24 to o/s No. 26		
Wing	Church Street	14 to 20	26.2	£750
Wing	Church Street	outside Corner Farm	13	£350
Ketton	High Street	outside no; 94	11	£300
Sth Luffenham	Stamford Road	Barrowden Road junction to new section	74.7	£1,900
Uppingham	Stockerston Rd / Leicester Rd	o/s Exeter Arms	55.5	£1,400
Uppingham	Ayston Road	Wheatley Av to Harley Davidson	351	£9,000
		Additional Works Identified during year		£20,250
			Total	£90,000

Footway Microsphalt Programme – Identified from visual footway inspections

Town/Village	Location	Location Comments	Total m2	Cost per Scheme
Essendine	Glen Crescent		£315	£1,600
Oakham	Chestnut Crescent		£408	£1,900
Ryhall	Rutland Way		£571	£2,700
Ryhall	Beech Drive		£455.6	£2,000
Ryhall	Meadow Lane		£533.2	£3,000
Essendine	Manor Farm Lane		£200	£1,250
Oakham	Burley Road		£847.5	£3,900
Oakham	Coldoverton Road		£3400	£14,400
Cottesmore	Wenton Close		£5,838.81	£8,400
Oakham	Warn Crescent		£5,399.46	£7,300
Ashwell	Oakham Road		£805.98	£1,500
	Contingency			£2, 050
				£50,000

Carriageway Patching - Identified from the GAIST visual condition surveys, and on-site confirmation in respect of priority and area to be patched.

Scheme ID	Parish	Road name	Scheme Costs	Cumulative Costs
40	Morcott	Wing Road		
39	Morcott	Wing Road	£9,000	
10	Oakham South	Brooke Road	£5,500	
28	South Luffenham	Station Road	£12,400	£26,900
21	Thistleton	Fosse Lane	£5,800	
25	Uppingham	Glaston Road	£9,200	
27	Barrowden	Main Street	£2,700	
29	Barrowden	Tippings Lane	£6,000	£50,600
34	Thistleton	Market Overton Road	£5,900	
48	Wing	Top Street	£600	
70	Teigh	None	£17,150	
96	Wardley	Main Street	£5,300	£79,550
92	Oakham South	Tyne Road		
333	Oakham South	Tyne Road	£31,300	
331	Oakham South	Tyne Road		
335	Oakham South	Tyne Road		
109	Edith Weston	Severn Crescent	£14,800	£125,650
112	Lyddington	The Green	£12,000	
123	Egleton	Orchard Close	£5,300	
132	Stoke Dry	Lyddington Road	£2,750	
154	Oakham North East	Market Place	£9,900	£155,600
156	Oakham North East	Market Place		
173	Greetham	Greetham Inn Lane		
172	Greetham	Greetham Inn Lane	£14,800	
178	Greetham	Greetham Inn Lane		
166	Uppingham	Johnson Road; None	£9,300	

177	Barrowden	Main Street; None	£3,300	
188	Empingham	Church Street	£11,000	
192	Stretton	Stocken Hall Road	£14,800	£208,800
193	Bisbrooke	Glaston Road	£2,750	
195	Oakham South	Peterborough Avenue	£18,550	
266	Belton in Rutland	Church Street	£13,000	
268	Belton in Rutland	Church Street		
291	Ryhall	Parkfield Road	£30,750	
294	Ryhall	Parkfield Road		
295	Ryhall	Parkfield Road		
362	Burley	B668 - Outside CA Site	£16,000	£289,850
RB1	Lyndon	Manton Road	£11,000	
RB2	Uppingham	Ayston Road	£22,000	
RB3	Uppingham	The Beeches	£11,000	
RB4	Tixover	A47 by Wireless Hill	£11,000	£344,850
SF1	Whissendine	A606 by farm	£4,200	
SF2	Belmesthorpe	Newstead Lane	£2,500	
SF3	Exton	Empingham Road	£9,300	
SF4	Exton	Oakham Road	£14,800	
SF5	Whissendine	Ashwell Road	£8,500	£384,150
SF6	Whissendine	Oakham Road	£12,700	
SF7	Oakham	Barleythorpe Road	£10,600	
SF8	Burley	Exton Lane	£14,800	
SF9	Toll Bar	Little Casterton Road	£4,900	
SF10	Langham	Cold Overton Road	£4,200	£431,350
Surface Dressing Patching for 2021 season				£100,000
Unforeseen Emergencies				£100,000
Grand Total			Budget is £613,500	£631,350

