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PUBLIC REPORT

CABINET

8 March 2022

HIGHWAYS CAPITAL PROGRAMME - FIRST ALLOCATION 2022/23

Report of the Portfolio Holder for Planning, Highways and Transport

Strategic Aim:	Delivering sustainable development	
Key Decision: Yes	Forward Plan Reference: FP/100221	
Exempt Information	No	
Cabinet Member(s) Responsible:	Cllr I Razzell, Portfolio Holder for Planning, Highways and Transport	
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Ward Councillors	All Wards	

DECISION RECOMMENDATIONS

That Cabinet:

Approves the spend of the Department for Transport (DfT) Capital Highways Maintenance Block funding allocation received to the value of £1,000,000 is used for highway carriageway, footway and drainage work as per Appendix A.

PURPOSE OF THE REPORT

1.1 To approve the first allocation of the Highway Capital Programme, funded from the Capital Highway Maintenance Block needs based allocated, by the Department for Transport (DfT) for 2022/23. There will be a further report in the coming months when budget allocations have been confirmed by Dft for the remainder of the capital programme

2 BACKGROUND AND MAIN CONSIDERATIONS

2.1 The Highways Capital Programme support's the Council's statutory duties as a highway authority. The programme is prioritised from highways asset condition surveys and inspections and a risk-based approach. The capital programme delivers on the targets as set out in the 2020-2026 Corporate Plan and the Highway Strategy document 2021-2026.

3 HIGHWAYS CAPITAL PROGRAMME FIRST ALLOCATION

3.1 Appendix A sets out the first allocation of the Highways Capital Programme of works, which covers carriageways, footways and drainage schemes funded from the Capital Highway Maintenance Block needs based allocation from the Department for Transport (Dft) for 2022/23. The intended programme of works as outlined in Appendix A will be followed, however this may be subject to some variation due to weather/unforeseen prohibitive circumstances that may arise on a site, or a more serious defective site occurs over the year 2022/23, which is deemed to warrant more urgent intervention for health and safety reasons, then with the approval of both the strategic director of place and the portfolio holder for planning, highways and transport, a site may be substituted to allow for this within the allocated budget. The substituted site would then feature high on the list for the next allocation.

3.2 The capital highways maintenance block allocation from Dft is £1,058,000 for 2022/23 and this report covered our first allocation of works up to the value of £1,000,000 and allows works to be undertaken to our carriageway, footway and drainage assets. A further report that will include the remaining £58,000 Highway Maintenance Block allocation, as well as the Incentive fund and Pothole funding, will come in the following months.

3.3 It is proposed that both the carriageway and footway allocation will include preventative surface treatments and patching methods.

The carriageway and footway funding being made up of:

- Preventative maintenance programmes of carriageway surface dressing including pre-patching and footway treatments.
- A further programme of carriageway patching to stop minor defects becoming potholes.

3.4 The highways maintenance capital programme also allows for continued investment in highways drainage works, which was highlighted by the very wet winter of 2019/20 and 2020/21. This also includes the A606 Langham drainage scheme which following a study and further investigation, a scheme to repair and replace the existing drainage system has been developed and will be undertaken in 2022/23.

3.5 A proposed programme of further capital drainage works has been listed in Appendix A. As many of these sites as possible will be progressed for improvement capital works following final assessments, which are still underway, in 2022/23. Any jobs unable to be completed will be carried forward into 2023/24 for completion.

4 CONSULTATION

4.1 National Highways and Transport Survey (NHT) as well as wider public consultation has taken place to help inform the strategic approach to highway asset management.

5 ALTERNATIVE OPTIONS

5.1 Defer the programme for the first allocation until all the Department of Transport (Dft) funding streams have been announced. This was discounted as the highway authority would miss required earlier start slots with national supply chain partners for seasonal surface treatment works as well as the ability to commence drainage schemes in a timely and coordinated manner.

6 FINANCIAL IMPLICATIONS

6.1 The council has received grant funding for highways and this report proposes using that funding on its intended purpose.

6.2 This grant is also being looked at in context of other areas of our revenue maintenance budget to ensure we allocate and spend in the most efficient and effective manner for the authority.

6.3 Appendix A - Details spend over the available project areas.

6.4 Appendix B – Highways Asset Condition Surveys.

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 highways capital programme is part of the Councils evidence that it is fulfilling its statutory duty and also meets the strategic aims of “delivering sustainable development”.

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 not been undertaken and there are no adverse effects due to this policy.

10 COMMUNITY SAFETY IMPLICATIONS

10.1 Well maintained highways and good highways drainage contributes 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:

1) Transport links.

2) Access to safe and useable highways, footway and cycleways, which promotes activities such as walking and cycling.

12 ORGANISATIONAL IMPLICATIONS

12.1 Environmental implications

12.2 To explore and implement the use of materials where practicable, which optimise the carbon reduction measures and their usage, while ensuring a functional and cost effective balance is maintained. Implementing environmental best practice where practicable throughout the contract.

12.3 Procurement Implications

12.4 There are no procurement implications. The Highway Capital Programme will be delivered through the highways contract with Tarmac.

13 CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

13.1 It is recommended to approve the allocation of the Highway Capital Programme funding for the future maintenance of the carriageway, footways and drainage assets using a risk based approach. Additionally, to reshape the highways maintenance capital programme to provide investment in carriageways, much needed investment in footways and highways drainage. Approval will allow the Council to fulfil its statutory duties with regard to highway maintenance and road safety.

14 BACKGROUND PAPERS

14.1 There are no additional background papers to the report.

15 APPENDICES

15.1 Appendix A - Proposed first allocation Highway Capital Programme for 2022/23.

15.2 Appendix B – Highways Asset Condition Surveys.

Appendix A- Proposed First Allocation Highway Capital programme for 2022/23 for the initial £1,000,000 allocation from the HMB funding.

Capital Programme Budget 2022/23	Total available funding	First Allocation	Second Allocation (to follow)
HMB fund Allocation	£1,058,000	**£1,000,000**	£58,000

Maintenance Function Areas		
Carriageway Surface Dressing		£690,000
Carriageway Maintenance- Patching, pre surface dressing patching, minor resurfacing		£210,000
Footway Dressing		£50,000
Drainage schemes		£50,000
	Total	**£1,000,000**

Surface Dressing Programme (Budget £690,000)- Identified from visual inspections and SCRIM survey.

SCHEME ID	PARISH	ROAD NAME	FROM	TO
2022SD01	Morcott	Wing Road	30mph Morcott	Pilton Rd
2022SD02	Morcott	Cockpit	A47	Fydells Rd
2022SD03	North Luffenham	Edith Weston Road	30mph Edith Weston	Pinfold Lane
2022SD04	Ketton	Wytchley Road	Empingham Rd Jct	Normanton Lodge Farm Rd
2022SD05	Seaton	Harringworth Road	B672	County Boundary
2022SD06	Seaton	Station Road	B672	Glaston / Morcott X roads
2022SD07	Essendine	A6121	County Boundary	Essendine Road
2022SD08	Ryhall	Turnpike road	30 mph limit North	Bridge
2022SD09	Oakham	A606 Stamford Road	Steadfold Lane	Empingham Layby
2022SD10	Burley	B668 Cottesmore Road	Burley Village	Water Tower
2022SD11	Empingham	A606 Stamford Road	Layby Empingham	Steadfold Lane
2022SD12	Uppingham	A6003 Red Hill	Old School Mews	College
2022SD13	Great Casterton	B1081 Stamford Road	County Boundary	30mph limit Great Casterton
2022SD14	Little Casterton	Ryhall Road/Main treet	A6121	Stamford Road
2022SD15	Manton	Wing Road	Lyndon Rd	Preston Rd
2022SD16	Barrowden	Back Road	Drift Close	Main Street

Carriageway Maintenance - Patching and minor resurfacing (Budget £210,000)- Identified from the GAIST visual condition surveys, visual inspections, pre surface dressing patching and SCRIM data.

SCHEME ID	PARISH	ROAD NAME	FROM	TO
2022CM01	Hambleton	Ketton Road	Hambleton Hall	Cattle Grids
2022CM02	Exton	Empingham Road	North Brook Bridge	Stamford Road
2022CM03	Wing	Lyndon Lane	Railway Bridge	Lyndon
2022CM04	Barrowden	Back Lane	Wakerly Rd	Life Hill
2022CM05	Clipsham	Bidwell Lane	Main Street	End
2022CM06	Langham	Church Street	Bridge Street	Ashwell Road
2022CM07	Belmesthorpe	Newstead lane	Belmesthorpe	County Boundary
2022CM08	Braunston	Wood Lane	30mph limit	Braunston Rd
2022CM09	Burley	Church lane	B678	End
2022CM10	Ketton	Stamford Road	Church Road	Bull Lane

Footway Dressing Programme (Budget £50,000) - Identified from visual footway inspections.

SCHEME ID	PARISH	ROAD NAME	FROM	TO
2022SS01	Caldecott	Church Close	From junction of Main Rd A6003	to Village Hall
2022SS02	Uppingham	South View	From junction of London Road A6003	To junc of Station Rd / Queens Rd
2022SS03	Uppingham	South View, Beast Hill	2x stepped footway across hill	Reeves Yard
2022SS04	Nth Luffenham	Kings Road	Junction of Digby Rd	Edith Weston
2022SS05	Uppingham	Seaton Road	Cedar Close	Ash Close
2022SS06	Uppingham	Seaton Road	Access	
2022SS07	Uppingham	Ash Close	All	All
2022SS08	Uppingham	PROW	Johnson Road	Recent school works
2022SS09	Ketton	Northwick Road	Empingham Rd	Luffenham Road
2022SS10	Uppingham	Brooke Close	Seaton Road	All
2022SS11	Ketton	Bartles Hollow	Empingham Rd	All
2022SS12	Barrowden	Dovecote Close	Wakerley Road	All

Drainage Programme (Budget £50,000)- Identified from flooding occurrences in both 2019/20 & 2020/21 and further investigatory work in 2021/22. The number of projects completed in 2022/23 with depend on scope of the projects following any outstanding investigation works.

Scheme ID	Parish	Road Name	From	To
2022D15	Langham	Oakham Road/Burley Road	A606	Harebell Close
2022D02	Ketton	Aldgate	no.5	Juniper Lodge
2022D03	Tinwell	Casterton Lane	Springside	Fourwynds
2022D04	Lyndon	Church Road	no.4	The Firs
2022D05	Greetham	Main Street	no.3a	no.15
2022D06	Morcott	Wing Road	Old trench/trough	Brook (watercourse)
2022D07	Ashwell	Cottesmore Road	Woodside	The Croft
2022D08	Whissendine	Ashwell Road	no.38	no.43
2022D09	Burley	Cottesmore Road	Home Farm Close	Culvert on the opposite side of the c/way
2022D01	Manton	Cemetry Lane	The cemetery	End of the Lane

Appendix B: Highways Asset Condition Surveys.

Carriageways	Machine based surveys	Frequency
	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.	Annual
	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.	Annual
	Visual Inspections	
	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.	Monthly to annual, depending on classification or road
	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	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

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