

CABINET

14 June 2022

HIGHWAYS CAPITAL PROGRAMME – SECOND 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/14042022	
Exempt Information	No	
Cabinet Member(s) Responsible:	Councillor R Powell, Portfolio Holder for Planning, Highways and Transport	
Contact Officer(s):	Penny Sharp, Strategic Director for Places	01572 758160 psharp@rutland.gov.uk
	Andrew Tatt, Principal Highways Manager	atatt@rutland.gov.uk
Ward Councillors	All	

DECISION RECOMMENDATIONS

That Cabinet:

1. Recommends to Council that the Department for Transport (DfT) Capital Highways Maintenance Block funding allocation received to the value of £1,506m is used for highway carriageway, footway, bridges and drainage schemes as per Appendix A.

1 PURPOSE OF THE REPORT

- 1.1 To approve the second allocation of the Highway Capital Programme for the balance of the Capital Highway Maintenance Block needs based from the first allocation, together with both the Capital Pothole and Incentive Funds, allocation by the Department for Transport (DfT) for 2022/23.
- 1.2 Cabinet also recommends approval to Council as the total funding is in excess of £1m as per the financial procedure rules.

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.
- 2.2 The Capital Highway Maintenance Block Funding, Capital Pot Hole and Incentive

Funds, was confirmed by letter from the DfT on 28th February 2022 and is to support the desire to ensure the continued safe operation of the highway network.

3 HIGHWAYS CAPITAL PROGRAMME SECOND ALLOCATION

- 3.1 To approve the second allocation of the Highway Capital Programme for the balance of the Capital Highway Maintenance Block needs based from the first allocation, together with both the Capital Pothole and Incentive Funds, allocation by the Department for Transport (DfT) for 2022/23.
- 3.2 Cabinet also recommends approval to Council as the total funding is in excess of £1m as per the financial procedure rules.

4 BACKGROUND AND MAIN CONSIDERATIONS

- 4.1 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.
- 4.2 The Capital Highway Maintenance Block Funding, Capital Pot Hole and Incentive Funds, was confirmed by letter from the DfT on 28th February 2022 and is to support the desire to ensure the continued safe operation of the highway network.

5 HIGHWAYS CAPITAL PROGRAMME SECOND ALLOCATION

- 5.1 Appendix A sets out the second allocation of the Highways Capital Programme of works, which covers proactive drainage, bridges, carriageways and footways schemes, funded by the balance of the first allocation of the Capital Highway Maintenance Block needs based allocation, together with the Capital Pot Hole and Incentive funds from the Department for Transport (Dft) for 2022/23. The programme of works as outlined in Appendix A will be followed, however if unknown prohibitive circumstances 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 a site may be substituted to allow for this within the allocated budget. The substituted site would then feature high on the list for next allocation. Delegation to the Director of Places in consultation with the Portfolio Holder for Highways to Agree any substitution of projects if the identified schemes can't proceed.
- 5.2 The capital highways maintenance block allocation from Dft is £1,058,000, with the Pot Hole fund also £1,058,000 and the Incentive Fund is £265,000 for 2022/23. This second allocation report includes the remaining £58,000 Highway Maintenance Block from the first allocation, as well as the Pothole and Incentive funding.
- 5.3 Also includes for prior year funding balance (carry over) from 2021/22 of £125,000 that brings the total to £1,506,000.
- 5.4 It is proposed that drainage as well as the carriageway and footway allocation will include proactive works, completing A606 Langham drainage scheme and including preventative surface treatments and patching methods.
- 5.5 The drainage, bridges, carriageway and footway funding being made up of:
 - Focus on proactive drainage works following initial investigations.
 - Completion of A606 Langham Drainage scheme.

- Preventative maintenance programmes of carriageway resurfacing including pre-patching and footway treatments.
- A further programme of carriageway patching to stop minor defects becoming potholes.
- Micro asphalt surface treatment to carriageways.
- Regeneration recycling scheme of the carriageway along Manor Lane Barleythorpe.
- Bridge works.
- Resurfacing carriageway schemes.

6 CONSULTATION

- 6.1 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.

7 ALTERNATIVE OPTIONS

- 7.1 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.

8 FINANCIAL IMPLICATIONS

- 8.1 The Council has received grant funding for highways and this report proposes using that funding on its intended purpose.
- 8.2 This grant has been looked at in the 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.

9 LEGAL AND GOVERNANCE CONSIDERATIONS

- 9.1 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”

10 DATA PROTECTION IMPLICATIONS

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

11 EQUALITY IMPACT ASSESSMENT

- 11.1 An Equality Impact Assessment screening has not been undertaken and there are no adverse effects due to this policy.

12 COMMUNITY SAFETY IMPLICATIONS

- 12.1 Well maintained highways and good highways drainage contributes towards road safety.

13 HEALTH AND WELLBEING IMPLICATIONS

13.1 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:

13.2 1) Transport links.

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

14 ORGANISATIONAL IMPLICATIONS

14.1 Environmental implications

14.2 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.

14.3 Procurement Implications

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

15 CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

15.1 It is recommended to approve the allocation of the Highway Capital Programme funding for the future maintenance of the carriageway, footways, bridges 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.

16 BACKGROUND PAPERS

16.1 There are no additional background papers to the report.

17 APPENDICES

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

17.2 Appendix B – Highways Asset Condition Surveys.

A Large Print or Braille Version of this Report is available upon request – Contact 01572 722577.

Appendix A- Proposed Highway Capital programme for 2022/23

Capital Programme Budget 2022/23	Total available funding	First Allocation already approved by cabinet 8th March 2022	Second Allocation
HMB fund Allocation	£1,058,000	£1,000,000	£58,000
Pothole funding	£1,058,000	£0	£1,058,000
DfT Incentive Funding	£265,000	£0	£265,000
Prior Year Funding balance (carry forward) amount of £125,000	£125,000	£0	£125,000
Total	£2,506,000	£1,000,000	£1,506,000

Cabinet Paper 8 th March 22	Maintenance Function Areas	
8 th March 22 (approved)	Carriageway Surface Dressing	£690,000
8 th March 22 (approved)	Carriageway Maintenance- Patching, pre surface dressing patching, minor resurfacing	£210,000
8 th March 22 (approved)	Footway Resurfacing	£50,000
8 th March 22 (approved)	Drainage schemes	£50,000
Total		£1,000,000

Cabinet Paper	Maintenance Function Areas	Allocation
14 th June 22	Footway Resurfacing	£106,000
14 th June 22	Carriageway Maintenance- Patching, pre surface dressing patching, minor resurfacing	£220,000
14 th June 22	Micro surfacing	£60,000
14 th June 22	Bridges	£100,000
14 th June 22	Regeneration carriageway recycling scheme – Manor Lane Barleythorpe	£130,000
14 th June 22	Resurfacing scheme A6003 Uppingham to Caldecott – part 2 continuation	£220,000
14 th June 22	Resurfacing scheme -A6003/A47 Roundabout	£95,000
14 th June 22	Drainage	£70,000
14 th June 22	Condition surveys and programming	£50,000
14 th June 22	Capital Overheads	£300,000

14 th June 22	Staff Costs	£155,000
	Total	£1,506,000

Footway Resurfacing Programme £106,000 (in addition the March cabinet paper First allocation of £50,000 approved) - Identified from visual footway inspections. Note: The programme below includes all sites from both the first and second allocations.

Scheme ID	Parish	Road Name	Location From	To
2022FR01	Barnsdale	A606	Cycleway.	New surface to corner
2022FR02	Oakham	Kennady Close	All	All
2022FR03	Oakham	Link Footway	Kennady Rd	Churchill Rd
2022FR04	Oakham	Churchill Road	3 x Junction	3 x Junction
2022FR05	Oakham	Lonsdale Way	Grampian Way	garages opp Finch Close
2022FR06	Oakham	Grampian Way	Lonsdale Road	Snowdon Ave
2022FR07	Oakham	Glebe Way	Hudson Road	Warn Crescent
2022FR08	Oakham	Glebe Way	Warn Crescent	Warn Crescent
2022FR09	Whissendine	Main Street	Station road	to corner
2022FR10	Oakham	Malvern Walk	All areas	All areas
2022FR11	Oakham	Ribble walk	All areas	All areas
2022FR12	Clipsham	Church Lane	All areas	All areas
2022FR13	Preston	Uppingham Road	Cross Street	Ridlington Rd
2022FR14	Preston	Cross Street	Main Street	Uppingham Rd
2022FR15	Uppingham	Ayston Rd	Adjacent to vets (unfinished 2021)	
2022FR16	Caldecott	Main Street	The Green	junction of B672
2022FR17	Braunston	High Street	nos: 1, 3 & 7 (access)	nos: 1, 3 & 7 (access)
2022FR18	Braunston	Church Street	no:23 (access)	no:23 (access)
2022FR19	Braunston	Church Gate Court	Access	Access
2022FR20	Barrowden	Mill Lane	Main Street	End
2022FR21	Wing	Middle Street	The Jetty	Bottom Road
2022FR22	Uppingham	Ayston Road	Ayston Road to	Branston Road Link
2022FR23	Preston	Uppingham Road	Ridlington Road Link	Ridlington Road Link

Carriageway Maintenance Programme- Patching and minor resurfacing of £220,000 (Overall Budget of £430,000 including March cabinet paper first allocation £210,000 approved)- Identified from a combination of GAIST visual condition surveys, visual inspections, pre surface dressing patching and SCRIM data. Programme is compiled on estimated costs. Any works unable to be completed in 2022/23 will be put onto 2023/24 programme in line with current prioritisation of schemes. Note: The programme below includes all sites from both the first and second allocations.

Scheme ID	Parish	Road Name	Location	
			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
2022CM11	Glaston	Uppingham Road	30mph east	30mph west
2022CM12	Preston	Uppingham Road	Preston Rd	Ridlington Rd
2022CM13	Morcott	Seaton Rd	B672	Junction Seaton Rd
2022CM14	Whitwell	A606	30mph sign East	30mph sign West
2022CM15	Great casterton	B1081	Water Lane X roads	Water Lane X roads
2022CM16	Ryhall	Careby Road	Turnpike	County Boundary
2022CM17	Pickworth	The Plains	Pickworth village	Great North Road
2022CM18	Oakham	Ashwell Road	Burley Road	Bypass
2022CM19	Oakham	Bypass	Burley Rd Roundabout	Stamford Road Roundabout
2022CM20	Barrowden	Life Hill	A47	Barrowden

Carriageway Resurfacing Programme- £445,000 - Identified from a combination of GAIST visual condition surveys, visual inspections, pre surface dressing patching and SCRIM data. Programme is compiled on estimated costs. Any works unable to be completed in 2022/23 will be put onto 2023/24 programme in line with current prioritisation of schemes.

Scheme ID	Parish	Road Name	From	To	Budget
743	Barleythorpe	Manor Lane	Village	Cold Overton Rd	£130k
697	Caldecott	A6003 continued from last year	Caldecott village	Last years scheme	£220k
794	Uppingham	A47 / A6003 Roundabout	Whole roundabout	Whole roundabout	£95k

Micro Surfacing Programme- Budget £60,000 Any works unable to be completed in 2022/23 will be put onto 2023/24 programme in line with current prioritisation of schemes.

Scheme ID	Parish	Road Name	Location	
			From	To
2022MA01	Ryhall	Spinney Close	All	
2022MA02	Oakham	Harrington Way	Braunston Rd	End
2022MA03	Oakham	Noel Avenue	All	
2022MA04	Langham	The Range	All	
2022MA05	Whissendine	Hall Close	All	
2022MA06	Wing	Mill Close	All	
2022MA07	Barrowden	Dovecote Close	All	
2022MA08	Lyddington	Colley Rise	All	
2022MA09	Lyddington	Windmill Way	All	
2022MA10	North Luffenham	Oval Close	All	

Bridges Programme Budget £100,000- Identified by general and principal inspections carried out in 2020. If these schemes come in underspent, further schemes will be completed in order of scheme weighting in line with inspection findings on the forward programme of works.

Scheme ID	Parish	Road Name	Budget
860	Duddington	Mill Street	£70,000
269	Whissendine	Oakham Road	£10,000
265	Langham	Melton Road	£10,000
811	Barrowden/ Wakerley LB	Wakerley Road	£10,000

Drainage Programme of £70,000 (Overall budget of £149,000 including March cabinet paper first allocation of £50,000 approved and £29,000 carried over from 2021/22) - A proactive programme identified from flooding occurrences in both 2019/20 & 2020/21. Number of projects completed in 2022/23 will depend on scope of the projects following any outstanding investigation works. Any works not completed in 2022/23 will be carried forward into the following financial year. Priority will be given to those sites.
Note: The programme below includes all sites from both the first and second allocations.

Scheme ID	Parish	Road Name	Location	
			From	To
2022D01	Manton	Cemetery Lane	The cemetery	End of the Lane
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 carriageway
2022D10	Uppingham	Station Road (full scheme)	South View junction	Fernie Court
2022D11	Uppingham	Leicester Road	Exeter Arms	TBC
2022D12	Teigh	Market Overton junction	Teigh Road	Adjacent verge
2022D13	Belmesthorpe	Shephards Walk	White Gables	Gwash House
2022D14	Whitwell	Main Road	Home Farm	TBC
2022D15	Langham	Oakham Road/Burley Road	Oakham Road/Burley Road junction	Harewood Close
2022D16	Hambleton	Lyndon Road	Hambleton House	Post Office Cottages
2022D17	Langham	Burley Road	A607	Harewood Close

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	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

