Appendix A- Proposed Allocation for Highway Capital programme for 2023/24 for the HMB fund allocation, pothole fund and HMB Incentive Element.

Capital Programme Budget 2023/24	Total available funding
HMB fund Allocation	£1,058,000
Potholes Fund	£265,000
HMB incentive element	£1,058,000
Integrated Transport Block	£462,000
Total funding	**£2,843,000**

	Maintenance Function Areas	Allocated amount
CE1112	Carriageway Maintenance- Patching, pre surface dressing patching, minor resurfacing	£470,000.00
CE1060	Carriageway Surface Dressing	£160,000.00
CE1227	Carriageway Micro asphalt	£50,000.00
CE1228	Hydro-blasting	£90,000.00
CE1005	Footway Resurfacing	£60,000.00
CE1111	Footway Dressing	£40,000.00
CE1006	Bridges	£120,000.00
CE1231	Drainage Schemes	£150,000.00
CE1236	Street Lighting	£20,000.00
NEW	Traffic Signal upgrade	£154,000.00
NEW	Integrated Transport	£462,000.00
NEW	Illuminated sign survey	£20,000.00
	Manor Lane, Barleythorpe	£221,600.00
NEW	A606/A1 Overbridge	£63,550.00
NEW	A6121/A1 Overbridge	£121,500.00
NEW	B1081 Great North Road	£120,350.00
CE1153	Condition Survey & Programming	£60,000.00
CE1154	Capital Overheads	£300,000.00
Salary	Capitalised salary costs	£160,000.00
	Total	**£2,843,000.00**

Carriageway Maintenance - Patching and minor resurfacing (Budget £470,000)-
Identified from the GAIST visual condition surveys, visual inspections, pre surface dressing patching and SCRIM data.

Scheme ID	Parish	Road name	Location
2023CM01	Brooke	Braunston Rd	America Lodge X roads to Leighfield
2023CM02	Seaton	Penns Hill	B672 junction to Village
2023CM03	North Luffenham	Pinfold Lane	Edith Weston Road Junc to PH

2023CM04	Lyndon	Luffenham Road	Opposite Pick Barns
2023CM05	Belton	College Farm Road	Village to End
2023CM06	Bisbrooke	Manton Road	A47 to Preston / Glaston Rd
2023CM07	Morcott	Willoughby Road	Main St to end
2023CM08	Seaton	Main Street	30mph to PH
2023CM09	North Luffenham	Moor Lane	Digby Drive to Pilton Road junc.
2023CM10	Belton	Loddington Lane	Back Lane to Chapel St
2023CM11	North Luffenham	Lyndon Lane	To Lyndon
2023CM12	Uppingham	A47	Junction of Glaston Road
2023CM13	Wing	Lyndon Lane	Railway Bridge to Lyndon
2023CM14	Ketton	Stamford Road	K Cement 542/543
2023CM15	Morcott	B672 Redhill	From A47 to Coach bridge

Surface Dressing Programme (Budget £160,000)- Identified from visual inspections and SCRIM survey.

Scheme ID	Parish	Road name	From	To
2023SD01	Empingham	Main Street	End	End
2023SD02	Empingham	Church Street	End	End
2023SD03	Empingham	Crocket Lane	End	End
2023SD04	Belton	Leicester Road, A47	Wardley Hill	to previous SD joints

Carriageway Micro Asphalt (Budget £50,000)

Scheme ID	Parish	Road name	Location
2023MA01	Ryhall	Rutland Way/Church St/The Square	Coppice Road to Bridge Street
2023MA02	Uppingham	Willow Close	All areas
2023MA03	Uppingham	Brook Close	All areas
2023MA04	Ryhall	Bridge Street	All areas

Footway Resurfacing (Budget £60,000)

Scheme ID	Parish	Road name	From
2023FW01	Oakham	Coldoverton Road	Various
2023FW02	Oakham	Kennady Close	All
2023FW03	Oakham	Glebe Way	Hudson to Warn Cres
2023FW04	Oakham	Glebe Way	Warn cres to warn cres
2023FW05	Oakham	Malvern Walk	All areas
2023FW06	Clipsham	Church Lane	ALL
2023FW07	Tinwell	Main Street	Various
2023FW08	Wing	Middle Street	The Jetty to Bottom Street
2023FW09	Preston	Cross Lane	No5 to End
2023FW10	Uppingham	London Road	Junction of South View to Redlands LHS
2023FW11	Preston	Uppingham Road	Riddlington Road Link
2023FW12	Glaston	Church Lane	Lynchgate
2023FW13	Uppingham	Ayston Road Link	Branston Road to Ayston Rd
2023FW14	Preston	Uppingham Road	Cross Lane to Preston Court

Footway Dressing Programme (Budget £40,000) - Identified from visual footway inspections.

Scheme ID	Parish	Road name	To
2023FD01	Toll Bar	Tolethorpe	end
2023FD02	Oakham	Station Road	Kilburn Road
2023FD03	Oakham	Welland Way	Dove
2023FD04	Ketton	Spinney Road	Timbertage Rd
2023FD05	Ketton	Burnhams Road	Park Road
2023FD06	Wing	Mill Close	All
2023FD07	Morcott	Main Street	Cemetary
2023FD08	Lyndon	All	All
2023FD09	Uppingham	Willow Close	All
2023FD10	Ketton	Timbergate Road	Park Road

Bridges (Budget £120,000)

Scheme ID	Parish	Road Name	Bridge Name
2023B01	Tixover	Mill Street	Mill Street Duddington LB

Drainage Programme (Budget £150,000)- Identified from flooding occurrences in both 2020/21 & 2021/22 and further investigatory work in 2022/23. The number of projects completed in 2023/24 with depend on scope of the projects following any outstanding investigation works.

Scheme ID	Parish	Road name	Details
2023CD01	Ryhall	Foundry Road	New run required
2023CD02	Langham	Burley Road	Replacement run from Lowther to Harewood Close
2023CD03	Langham	Burley Road	Near Zebra crossing new run and levels for pipework
2023CD04	Preston	Oakham Road - adjacent to pond	Replacement pipe run
2023CD05	Oakham	Braunston Road	Replacement pipe run
2023CD06	Burley	Cottesmore Road	Replacement pipe run
2023CD07	Whissendine	Ashwell Road	Replacement pipe run
2023CD08	Ketton	Aldgate	Replacement pipe run
2023CD09	Thorpe by Water	Main Street outside Manor House	Replacement pipe run
2023CD10	Braunston	Knossington Road	Replacement 5m run
2023CD11	Uppingham	Station Road	Renew system
2023CD12	Belmesthorpe	Shephards Walk	Replacement pipe run
2023CD13	Barrowden	Tippings Lane	Replacement pipe run
2023CD14	Edith Weston	Weston Road	o/s no.20 New drainage run
2023CD15	Market Overton	Main Street	Replacement run from village green to Thistleton Road
2023CD16	Barleythorpe	Manor Road	Replacement run (investigations on going)

Traffic Signal Upgrade (Budget £154,000)

Scheme ID	Crossing Type	Parish	Road name	Location/ description
2023TS01	Pelican Crossing	Oakham	High Street	By The Market Place
2023TS02	Pelican Crossing	Oakham	High Street	By Oakham Congregational Church
2023TS03	Pelican Crossing	Oakham	Burley Road	Outside C of E primary school
2023TS04	Pelican Crossing	Uppingham	London Road	By Redhill Way

Integrated Transport (Budget £462,000) – Identified through Highway Concerns raised and assessments carried out.

Scheme ID	Parish	Road name	Description
ITCP-2017-13	Manton	Lyndon Top	Cycleway
ITCP-2020-06	Ketton	Geeston	Footpath
ITCP-2020-27	Oakham	Oakham Road Langham	Widening Footpath
ITCP-2021-81	Caldecott	Lyddington Road Caldecott	Layby improvements
		Various	Dropped Crossings
		Various	Various Safety related works

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 an overall condition rating. The output allows the highway engineer to assign appropriate length schemes and treatments allocated to the carriageway network.	Annually
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 witten 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 years 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. Modem 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 lines and stud: 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 subiect to an amount of data	As part of the visual inspection of the carriageway.

	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.	
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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