

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT PLANNING AND TRANSPORT COMMITTEE		
DATE:	19 MARCH 2018	AGENDA ITEM:	15
TITLE:	HIGHWAY MAINTENANCE UPDATE 2017/2018 AND PROPOSED PROGRAMME 2018/2019		
LEAD COUNCILLOR:	COUNCILLOR A PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION AND STREETCARE	WARDS:	BOROUGH WIDE
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1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To provide the Committee with an update on the 2017/2018 Highway Maintenance programme.
- 1.2 To inform the Committee of the £ 1.361 Million Highway Maintenance 2018/2019 Award from the Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement.
- 1.3 The report outlines the proposed Highway Maintenance 2018/2019 works programme and spend allocation as set out in Appendix 1.

2. RECOMMENDED ACTION

- 2.1 That the Committee notes the Highways Maintenance Update 2017/2018.
- 2.2 That the Committee accepts the £1.361 Million Highway Maintenance Award for 2018/2019 from the Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement.
- 2.3 That the Committee gives approval for the proposed Highway Maintenance Programme 2018/2019 and the proposed spend allocation, as set out in paragraph 4.9.

- 2.4 That the Head of Transportation & Streetcare be granted delegated authority, in consultation with the Lead Councillor for Strategic Environment, Planning and Transport, the Head of Legal & Democratic Services and the Head of Finance, to enter into the variety of contracts required to undertake the highways maintenance works as described in this report.

3. POLICY CONTEXT

- 3.1 To secure the most effective use of resources in the delivery of high quality, best value public service.
- 3.2 To make travel more secure, safe and comfortable for all users of the public highway.
- 3.3 To provide a public highway network as safe as reasonably practical having due regard to financial constraints and statutory duties.

4. THE PROPOSAL

BACKGROUND - Highway Maintenance Update 2017/2018

- 4.1 The Council has carried out a works programme of major carriageway resurfacing, minor roads surfacing, footway resurfacing, Street Lighting (LED Replacement), bridges/structural maintenance works programme as well as the delivery and completion of the Whiteknights Reservoir Flood Alleviation Scheme, as well the progression of the Pothole Repair Plan 4. The outstanding carriageway resurfacing works from the 2016/17 programme at Duke Street/Kings Road junction and Northumberland Avenue have also been completed. In addition, a further scheme, namely, Northumberland Avenue/Cressingham Road roundabout, was resurfaced due to concerns with its rapid deterioration.
- 4.2 In the Government's Autumn Statement 2015, it was announced that additional funding is being made available to Local Councils for pothole repairs. Given the success of the three previous Pothole Repair Plans, the Council proposed and is delivering a fourth Pothole Repair Plan in 2017/2018. As before, this enabled potholes of a lesser depth than the Council's current investigatory criteria (50mm depth, over an approximate area of 300mm x 300mm) to be repaired, which helps to extend the life of roads until such time that they require a more comprehensive maintenance treatment.
- 4.3 Following the successful progression of the Pothole Repair Plan 4 during 2017/18 we can report that 1245 potholes as at 6th March 2018 have been repaired.

PROGRAMME - Highway Maintenance Spend Proposal 2018/2019

Local Transport Block Funding (Integrated Transport & Highway Maintenance) Settlement

- 4.4 The Council receives an annual Local Transport Block Funding settlement from the Department for Transport (DfT) for highway maintenance work. This settlement covers the general headings of bridges, highways and lighting. The Highway Authority then needs to demonstrate that it has made suitable use of their allocation in accordance with highway needs and within the general criteria for which LTP maintenance funding is allocated.
- 4.5 In December 2014, the Secretary of State for Transport announced how the DfT planned to allocate £6 Billion being made available between 2015/16 and 2020/21 for local highways maintenance capital funding. Ministers reached a decision on how to allocate the £976 Million of local highways maintenance capital block funding available each year based on a 'needs based' formula funding model.
- 4.6 Reading Borough Council's settlement for this 6 year cycle is as follows:

FINANCIAL YEAR	AMOUNT OF SETTLEMENT
2015/16	£ 1,472,000
2016/17	£ 1,350,000
2017/18	£ 1,309,000
2018/19	£ 1,185,000
2019/20	£ 1,185,000
2020/21	£ 1,185,000

- 4.7 Every Local Highway Authority had the opportunity to secure additional funding on an "incentive basis", dependent on its pursuit of efficiencies and use of asset management; and/or from a competitive Challenge Fund for major maintenance projects.

Of the £6 Billion, £578 Million has been set aside for an incentive fund scheme, to help reward Local Highway Authorities who can demonstrate they are delivering value for money in carrying out cost effective improvements.

Each Local Highway Authority in England (excluding London) was invited to complete an annual self-assessment questionnaire, in order to establish the share of the incentive fund that they will be eligible for. Local Highway Authorities are not competing with each other for funding, but are demonstrating that efficiency measures are being pursued in order to receive their full share of the funding.

Each Local Highway Authority scores themselves against 22 questions, which places them into one of 3 Bands on the basis of the available evidence.

The incentive funding awarded to each Local Highway Authority is based on their score in the questionnaire and is relative to the amount received through the needs-based funding formula. The current banding model is shown in the table below.

This table, therefore, shows an indicative estimate of what the Council could potentially receive in additional funding per Band per Financial Year to 2020/21.

Highways maintenance incentive funding formula and indicative incentive allocations for Reading Borough Council award over the next 3 Financial Years is as follows:

YEAR	AWARD	BAND	INCENTIVE
2018/2019*	£1,185,000*	3 (100%)	£247,000
		2 (70%)*	£176,000*
		1 (30%)	£74,000
2019/2020	£1,185,000	3 (100%)	£247,000
		2 (50%)	£123,000
		1 (10%)	£25,000
2020/2021	£1,185,000	3 (100%)	£247,000
		2 (30%)	£74,000
		1 (0%)	0

*Note: For 2018/2019 Reading Borough Council remains at 'Band 2' so the total award with incentive is: £1,185,000 + £176,000 = **£1,361,000**

- 4.8 To enable Reading Borough Council to achieve the maximum incentive funding, the Asset Management Team are working to deliver an asset management programme that, it is hoped, has the potential to move Reading from 'Band 2' to 'Band 3'.
- 4.9 In previous years the LTP3/Local Transport Block Funding settlement has been split into a number of different areas to make best use of the funds available, and it is intended to continue with this approach. Against each heading is the proposed works allocation based on the 2018/2019 settlement for works.

	2017/18 Spend (Works Only)	2018/19 Spend Proposal (Works Only)
Major Carriageway Resurfacing	£600,600	£550,000
Minor Roads Surfacing	£220,000	£135,000
Footway Resurfacing	£70,000	£83,600
Bridge/Structural Maintenance	£336,000	£400,000
Street Lighting	£0	£0
Major Maintenance Schemes	£0	£0
Pothole Action Fund Award	£97,000	£97,000*

Pothole Action Fund Award (Additional Allocation)**	<i>£66,975**</i>	£66,975**
National Productivity Investment Fund	<i>£0</i>	£523,000

* 2017/18 allocation shown as awaiting 2018/19 award from Department for Transport.

**Additional Allocation from Department for Transport (Letter dated 1 February 2018 refers). Spend carried over to 2018/19 (as per the Grant Determination).

Major Carriageway Resurfacing (£550,000)

- 4.10 Due to the limited funding available it is necessary to prioritise the schemes based on nationally accepted technical assessment processes as well as visual engineering assessments.
- 4.11 The provisional programme for category 1 and 2 roads (mainly class A and class B roads and roads with high volumes of commercial traffic) surface treatment has been prioritised after assessment of carriageways using information from:
- SCANNER surveys which checks the structural integrity and residual life of existing carriageways;
 - SCRIM (sideways-force coefficient routine investigation machine) surveys to check skidding resistance.
 - VISUAL/ENGINEERING ASSESSMENT by Highways Maintenance (Engineering) Team.
- 4.12 Based on the above assessments the roads/sections of roads listed in Section A of Appendix 1 are recommended for treatment in 2018/2019. These are shown in priority order and will be progressed until the allocation is spent. To make the most effective use of the budget available only the sections of the roads with a poor residual life, as identified from the SCANNER surveys and visual engineering assessments, will be treated. Estimated costs, based on current information, are shown against each scheme and on this basis it would suggest that schemes 1 to 9 could be achieved in the 2018/2019 maintenance programme.
- 4.13 Tenders for this work will be invited shortly and the documents will include reserve schemes, in the event that returned tender prices prove to be more favourable than current estimates suggest, thus enabling us to undertake further scheme(s) within the available budget. In the event of unforeseen carriageway deterioration outside of the scope of normal maintenance work, the programme of works would be reviewed and if necessary a reallocation of funding within the budgets would be made to undertake higher priority carriageway schemes.

Other Carriageway Schemes / Projects

- 4.14 Two Transport Planning Schemes, Mass Rapid Transport (MRT), one in London Street (from IDR to London Road) and the other in Bridge Street (from Southampton Street Roundabout to Fobney Street) are to be carried out in 2018/2019. Both of these Schemes are funded from Capital Grant Funding allocated by Thames Valley Berkshire Local Enterprise Partnership (as shown in Appendix 1 Section B).
- 4.15 St Mary's Butts carriageway is recognised as in need of comprehensive maintenance work which cannot be addressed by just 'deep planing' and resurfacing. The carriageway is showing signs of localised failure in its structural integrity and, overall, is in a poor state of repair with considerable evidence of wear and tear. Clearly, a carriageway reconstruction scheme will be costly and not something which can be accommodated within the 2018/2019 highway maintenance budget. In addition to maintenance work, there is a review underway of the immediate traffic management of the wider area and works will be brought forward should appropriate funding become available.

Minor Roads Surfacing (£135,000)

- 4.16 For category 3 roads (residential and other distributor roads) there is generally no skid or condition information available therefore priorities have to be established as a result of visual condition surveys to determine deterioration. The common types of deterioration are, for example, the number of potholes, rutting, the amount of patching and cracking.
- 4.17 An assessment of the road surface condition for minor roads is therefore carried out annually using the Council's pro-forma. The assessment process consists of scoring the carriageway condition against various criteria. Those roads with the highest scores are then subjected to a further engineering assessment and those which, again, score highly through this process as well as being considered appropriate, are recommended for inclusion in the next Financial Year's minor roads surfacing programme, subject to budget availability.
- 4.18 Based on the above a list of schemes has been prepared as detailed in Appendix 1 Section C. Estimated costs based on current information are shown against each scheme and would suggest that schemes 1 to 14 could be achieved this year. Tenders for this work will be invited shortly and the documents will include reserve schemes (schemes 15 to 20 as shown in Appendix 1 Section C) in case the tender prices returned are more favourable than current estimates enabling us to do more schemes within the available budget.

Footway Resurfacing (£83,600)

- 4.19 Potential footway resurfacing schemes are identified as a result of visual condition surveys to determine deterioration. An assessment of the footway surface is carried out annually using the Council's pro-forma. The assessment process consists of scoring the footway condition against various criteria; those footways with the highest scores, as well as being considered appropriate, are then recommended for inclusion in the next Financial Year's footway maintenance programme, subject to budget availability. Many requests for footway resurfacing schemes are also received from Ward Councillors and members of public, but the amount of funding available is not sufficient to deal with every request.
- 4.20 In recent years the footway maintenance programme has consisted of 'slurry sealing' surfacing. Although this is a cost-effective process which provides a new 'thin veneer' overlain surface which seals and ultimately extends the life of footways, this treatment has limitations and has not been well received by local residents at every location. Where footways have more comprehensive deterioration or wear and tear, resurfacing and/or localised reconstruction is a more appropriate maintenance treatment.
- 4.21 As was the case with the 2017/2018 footway maintenance programme, it is proposed to focus on resurfacing/reconstructing several more footways/stretches of footway in 2018/2019 rather than a slurry sealing programme. Unlike slurry sealing, which is carried out by a specialist contractor, footway resurfacing/reconstruction work is carried out in-house by the Council's Highways and Drainage Operations Team.
- 4.22 The schemes listed in Section D of Appendix 1 are recommended for action in 2018/2019. Estimated costs, based on current information, are shown against each scheme and would suggest that schemes 1 to 8 could be achieved this year. Three reserve footway resurfacing/reconstruction schemes 9 to 11 (as shown in Appendix 1 Section D) would be implemented if the costs for the main footway programme prove to be less than the current estimates thus enabling us to do more schemes within the available budget.

Bridge/Structural Maintenance (£400,000)

- 4.23 The Council has maintenance responsibility for around 80 bridges and 300 other structures. Each structure is inspected in line with the Code of Practice for Highway Structures. Based on these inspections the priority for works within the capital programme is determined and a rolling 5 year programme is developed and updated annually. Section E of Appendix 1 details the schemes proposed for 2018/2019.

Street Lighting

- 4.24 A successful bid was made jointly by the 3 Authorities (Reading/Wokingham /Slough Borough Councils) and 70% (£6.68 Million) of the full cost of £9.8 Million was secured by Reading, reducing the Borough's contribution to 30% (£2.94 Million) and funding was secured. A joint LED swap out contract was tendered in Autumn 2015 and Volker Highways were awarded the contract to swap out 11,329 street lights, 2578 sign lights, 890 illuminated bollards and 2533 life expired columns. The contract works began in April 2016 and the contracted work will be complete by the 31st March 2018 as planned. During the contract additional works have had to be instructed for example, 1500 5m columns were found to have structurally failed and have had to be replaced to ensure public safety and continuity of service and this work will extend into a third year contract extension, which will be completed by September 2018. This extra work will be funded from the contract contingency fund. All equipment has been fitted with the Mayflower CMS system which allows remote dimming, will monitor energy usage accurately and report faults remotely. To date 10,500 lanterns have been upgraded and 3500 columns have been replaced.
- 4.25 As the number of LED replacement street lighting units increase it is envisaged that maintenance cost will reduce by between 50% - 55% and energy consumption will reduce by up to 50% by the end of Financial Year 2018/2019, creating significant savings in both revenue and capital budgets.

Illuminated Bollards/Traffic Signs

- 4.26 As part of the street lighting Invest to Save LED swap out works, the 890 remaining mains powered illuminated bollards will be changed to solar powered types. 2578 illuminated road signs will be either changed to LED types or be de-illuminated.

Major Maintenance Schemes (£0)

- 4.27 No programmed major maintenance schemes in Financial Year 2018/2019.

Other Carriageway Maintenance Works (£ To Be Confirmed)

- 4.28 It is recognised that there are roads which repeatedly do not meet the appropriate criteria for inclusion within the major carriageway resurfacing or minor roads surfacing programmes, but would benefit from other maintenance treatment(s) to extend the life of these assets. Examples of such maintenance works are explained in more detail below:
- Following a SCRIM (Sideway-force Coefficient Routine Investigation Machine) survey, where a carriageway surface appears, overall, to be in a good condition but would benefit from a surface rejuvenation to improve/restore skid resistance, extending the life of the road. This

process would prove to be a cost-effective treatment, when compared with full scale resurfacing, enabling more roads to be treated.

- There are a number of concrete roads across the Borough which have previously been overlain with a thin flexible surfacing course. Over time this surfacing has locally worn away leaving a 'scabbed' surface. Typically these areas do not meet the Council's current defect investigatory level to trigger repairs and as long as the underlying concrete slabs are in a stable condition, they are unlikely to increase in depth. A typical example of such surface deterioration is evident on the Mayfair carriageway (refer to paragraph 4.29 'Additional Pothole Action Fund Award'). Although such deterioration is aesthetically not pleasing, if the underlying concrete slabs are in reasonable condition, such roads do not score/rank as high as other roads for programmed maintenance work. Nevertheless such roads would benefit from an appropriate treatment whereby the existing surfacing is either rejuvenated or replaced to not only improve the running surface but to also seal and protect the underlying concrete slabs, in turn, extending the life expectancy of these roads.
- There are also examples of localised carriageway deterioration where the surfacing and/or sub-structure show signs of wear and tear in specific areas but not extensive enough to justify full-scale maintenance work to the complete carriageway area. In such situations, substantially sized patching, whether in the form of a surfacing course or a greater depth of reconstruction, can rectify the issue locally and help to extend the overall life expectancy of the complete road.

With the exception of the 'Additional Pothole Action Fund Award (£66,975) allocated for Mayfair, there is no available budget for such work but should appropriate funding become available or be identified, the Strategic Environment Planning and Transport Committee will be updated accordingly by way of a report at a future Committee Meeting.

4.29 Pothole Action Fund Award 2018/19 (Awaiting announcement from DfT)*

Following the Autumn Statement 2015 with the announcement of additional funding for pothole repairs and as confirmed in the DfT's Roads Funding: Information Pack (January 2017), £97,000 was allocated to Reading Borough Council for 2017/2018. **No announcement has yet been made by the DfT on the Pothole Action Fund Award allocation for 2018/19.*

Subject to the announcement of the Pothole Action Fund Award allocation for 2018/19, given the success of the previous Pothole Repair Plans, it is proposed to deliver a further Pothole Repair Plan. As before, this will enable potholes of a lesser depth than the Council's current investigatory criteria

(50mm depth, over an approximate area of 300mm x 300mm) to be repaired, which can only help to extend the life of roads until such time that they require a more comprehensive maintenance treatment.

This Pothole Repair Plan will be set up similarly to the previous Plans and Members will be engaged at the appropriate time. Details will be presented in a Report for approval at a future Strategic Environment Planning and Transport Committee.

Additional Pothole Action Fund Award (£66,975 for 2017/18)

Following the Under Secretary of State for Transport's Announcement of 14th December 2017 in respect of the Pothole Action Fund, the Council has been allocated additional funding of £66,975 for 2017/18 (in addition to the original 2017/18 allocation of £97,000). This additional funding is being provided under the Local Transport Capital Block Funding (Pothole Action Fund). DfT letter dated 1st February 2018 refers, which is available as a background paper.

The Committee should note that the DfT have confirmed to the Council that this additional funding allocation can be carried over to the 2018/19 Financial Year (as per the Grant Determination). As with the original Pothole Action Fund allocation, this additional funding is ring-fenced for pothole repairs and/or surfacing work to prevent potholes forming in roads.

As has been reported to Committee previously and as explained in paragraph 4.28, Mayfair is one of a number of concrete roads across the Borough with a thin flexible 'scabbed' surfacing course. Given that the deterioration of Mayfair road surface has created an 'uncomfortable' running surface with poor ride quality for which the Council has received many complaints in recent years, it would benefit from a new surface to not only rejuvenate the road but also to seal and protect the concrete slab road construction.

As Mayfair does not meet the criteria for the conventional resurfacing/surfacing programmes, the Additional Pothole Action Fund Award 2017/18 is to be allocated for surfacing the worst section of this road with an appropriate proprietary surfacing material. It should be noted that due to the cost of this specialist material/process, it will only be possible to surface a section of Mayfair during the 2018/19 Financial Year.

4.30 National Productivity Investment Fund (£523,000)

As announced in the Autumn Statement 2016, £185 million was allocated to Local Highway Authorities from this Fund for 2017/18. This funding is for local highway and other local transport improvements to reduce congestion at key locations, upgrade or improve the maintenance of local highway assets, to improve access to employment and housing, to develop economic and job creation opportunities. This funding has been allocated to Local

Highway Authorities based on a formulaic approach. Reading Borough Council allocation for 2017/18 was £523,000. It should be noted that this funding is being carried over into the 2018/19 Financial Year, as agreed with the DfT.

Currently Officers are obtaining further clarification on the scope of work covered by this funding allocation. A proposed works programme will then be prepared and presented in a separate report for Committee approval.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 The Highway Maintenance Update and Programme 2018/2019 will contribute to the Council's Corporate Plan 2016 - 2019 objectives of:

- Keeping the town clean, safe, green and active
- Providing infrastructure to support the economy
- Remaining financially sustainable to deliver these service priorities

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Defects reported by members of the public on the Council's public highway network are assessed / considered for appropriate action in accordance with the Council's investigatory criteria.

6.2 Schemes are identified through an assessment process however members of the public also request sites and these are considered as part of the assessment process.

6.3 The Highway Maintenance Update and Programme 2018/2019 will be available on the Council's website.

7. EQUALITY IMPACT ASSESSMENT

7.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

7.2 The Highway Maintenance Programme 2018/2019 consists of improvement work to the Council's existing public highway network. There is no overall

change to service delivery at this time. Should any future updates/amendments be required, which result in service delivery changes, an equality impact assessment will be carried out.

8. LEGAL IMPLICATIONS

- 8.1 It will be necessary to enter into a contract with the successful tenderer for each of the maintenance operations described in this report.
- 8.2 In each case, the tender process will be conducted in accordance with the Council's Contract Procedure Rules and the principles of the Open process as defined by the Public Contract Regulations 2015 ("the Regulations"). It is intended that each contract will be entered into based on the most economically advantageous tender received.
- 8.3 The Council, as Highway Authority, has a duty under the Highways Act 1980 to carry out highway maintenance and maintain highway structures.

9. FINANCIAL IMPLICATIONS

- 9.1 The proposed Highway Maintenance Programme 2018/2019 will be fully funded by the Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement 2018/2019, Pothole Action Fund 2018/2019, Additional Pothole Action Fund Award 2017/2018 and National Productivity Investment Fund 2017/2018.
- 9.2 The proposed street lighting LED replacement programme is jointly being funded by the 'DfT Challenge Fund Award' and 'An Invest To Save' capital borrowing.

10. BACKGROUND PAPERS

- 10.1 Local Transport Block Funding (Integrated Transport & Highway Maintenance) Document.
- 10.2 Traffic Management Sub-Committee Report - 9th March 2017.
- 10.3 DfT Roads Funding: Information Pack - January 2017.
- 10.4 DfT Letter 'Roads Funding 2017/18' - 13th January 2017.
- 10.5 DfT Letter 'Local Transport Capital Block Funding (Pothole Action Fund) Specific Grant Determination (2017/18): No.31/2951' - 1st February 2018.
- 10.6 DfT Confirmation that the 2017/18 National Productivity Investment Fund of £523,000 can be spent in 2018/2019 Financial Year.
- 10.7 DfT Additional Pothole Action Fund Award 2017/2018 letter & confirmation to carry spend into 2018/19 Financial year.

HIGHWAY MAINTENANCE PROGRAMME 2018/2019

Section A - Major Road Carriageway Resurfacing Schemes (£550,000)

Priority	Ward	Road / Road Section	Estimated Cost (£)	Cumulative Cost (£)
1	Abbey	Valpy Street	50,692	50,692
2	Redlands	Redlands Road (From o/s 24 to London Road)	96,715	147,407
3	Tilehurst	City Road (From Park Lane to Borough Boundary)	41,055	188,462
4	Tilehurst	Park Lane (From Halls Road to City Road)	81,374	269,836
5	Kentwood/Battle	Wigmore Lane / Portman Road (From Stone Street to Bridgewater Close)	97,750	367,586
6	Norcot	Oxford Road (Westbound From Reading Retail Park to Norcot Road Roundabout)	25,000	392,586
7	Peppard	Caversham Park Road (From Birchwood Close to Northbrook Road)	70,000	462,586
8	Southcote	Burghfield Road (From Bath Road to Old Kennels Court)	58,278	520,864
9	Abbey	Duke Street (Vicinity of Zebra Crossing)	37,835	558,699
		<u>Reserve Schemes</u>		
10	Abbey	Friar Street	114,914	673,613
11	Minster	Rose Kiln Lane (From Admiral Court to Berkeley Avenue)	51,175	724,788
12	Peppard	Kiln Road (From Peppard Road to Borough Boundary)	102,281	827,069

Section B - Other Carriageway Schemes

Ward	Road / Road Section	Comments	Programme Details
Katesgrove	London Street (From IDR to London Road)	Transport Planning - MRT Scheme (funded from Capital Grant Funding allocated by Thames Valley Berkshire Local Enterprise Partnership)	(Programmed for Financial Year 2018/2019)
Abbey	Bridge Street (From Southampton Street Roundabout to Fobney Street)	Transport Planning - MRT Scheme (funded from Capital Grant Funding allocated by Thames Valley Berkshire Local Enterprise Partnership)	(Programmed for Financial Year 2018/2019)
Abbey	St Mary's Butts	Noted potential Scheme for the future - (Reconstruction required but no allocated funding at present)	(Not Programmed)

Section C - Minor Surfacing Schemes (£135,000)

Priority	Ward	Road	Estimated Cost (£)	Cumulative Cost (£)
1	Southcote	Barn Close	5,440	5,440
2	Southcote	Tallis Lane	8,245	13,685
3	Southcote	Cowper Way	5,185	18,870
4	Peppard	Autumn Close	3,910	22,780
5	Peppard	Cherry Close	5,440	28,220
6	Peppard	Russet Glade (Part)	4,250	32,470
7	Mapledurham	Gurney Close /Gurney Drive	13,600	46,070
8	Church	Barnsdale Road	28,500	74,570
9	Norcot	Wye Close	8,330	82,900
10	Tilehurst	Poole Close	9,265	92,165
11	Minster	St Saviours Road (Part)	11,730	103,895

12	Park	Green Road	11,815	115,710
13	Southcote	Inkpen Close	5,440	121,150
14	Southcote	Garston Close	5,448	126,598
		<u>Reserve Schemes</u>		
15	Tilehurst	Beverley Road	25,500	152,098
16	Church	Torrington Road	16,150	168,248
17	Church	Totnes Road	8,500	176,748
18	Park	Belle Avenue	10,285	187,033
19	Katesgrove	Boulton Road	35,700	222,733
20	Church	Axbridge Road	6,460	229,193

Section D - Footway Schemes (£83,600)

Priority	Ward	Road	Estimated Cost (£)	Cumulative Cost (£)
1	Peppard	Quantock Avenue (Part)	14,100	14,100
2	Redlands	Hexham Road (Part)	13,065	27,165
3	Tilehurst	New Lane Hill (Part)	7,650	34,815
4	Mapledurham	St Peter's Avenue (Part)	22,500	57,315
5	Norcot	Cockney Hill (Part)	7,853	65,168
6	Southcote	Morlands Avenue (Part)	13,223	78,391
7	Southcote	Fawley Road (Part)	4,988	83,379
8	Thames	Wilwyne Close (Part)	1,650	85,029
		<u>Reserve Schemes</u>		
9	Whitley	Ambrook Road (Part)	24,975	110,004
10	Battle	Prospect Street (Part)	21,810	131,814

11	Thames	Dovedale Close (Part)	13,972	145,786
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Section E - Bridge/Structural Maintenance Schemes (£400,000)

	Scheme	Estimated Cost (£)	Cumulative Cost (£)
1	Kings Road Culvert Strengthening (including Abbey Square and Duke Street Culverts)	250,000	250,000
2	Kennetside Retaining Wall Strengthening - Phase 3 (approximately 70m length of river wall near Blakes Lock)	200,000	450,000
3	Bridge Assessment Programme (load assessment of Caversham Bridge and conversion from HB to SV rating)	25,000	475,000
	<u>Reserve Schemes</u>		
4	Deck Repairs to Orbit Footbridge	120,000	595,000
5	Oxford Road Bridge bearing replacement	725,000	1,320,000
6	Bearing replacement on 5 other IDR structures	2,200,000	3,520,000
7	Hills Meadow Culvert strengthening & silt removal	200,000	3,720,000
8	High Bridge (Grade II listed structure) - Repair/Replacement of Stone Parapet	200,000	3,920,000
9	Refurbishment of Berkeley Avenue Canal and Railway Bridges	475,000	4,395,000
10	Kennetside Retaining Wall strengthening (remaining 1km length)	4,000,000	8,395,000
11	Bridge Assessment Programme	100,000	8,495,000
12	Strengthening works to Local Transport Corridor structures	1,500,000	9,995,000