

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES

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| TO: | STRATEGIC ENVIRONMENT PLANNING AND TRANSPORT COMMITTEE | | |
| DATE: | 16 MARCH 2020 | AGENDA ITEM: | 9 |
| TITLE: | HIGHWAY MAINTENANCE PROGRAMME 2020/2021 & 2019/2020 MAINTENANCE UPDATE | | |
| LEAD COUNCILLOR: | COUNCILLOR A PAGE | PORTFOLIO: | STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT BOROUGHWIDE |
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1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To inform the Committee of the extensive investment the Council is making in Reading, including the **£ 9M Highway Capital 3-year Investment programme 2020-2023** and to give spend approval for the Highway Improvement programme.
- 1.2 To inform the Committee of the £1.432 Million Highway Maintenance 2020/2021 Award from the Department for Transport (DfT) Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement (including Band 3 Incentive Funding) and to give spend approval.
- 1.3 To inform the Committee of the LED street lighting upgrade programme and the remaining available funding of £ 374,000.
- 1.4 The report outlines the proposed Highway Maintenance 2020/2021 works programme and spend allocation set out in Appendix 1 and paragraph 4.8.
- 1.5 To provide the Committee with an update on the 2019/2020 Highway Maintenance programme.

2. RECOMMENDED ACTION

- 2.1 That the Committee notes the **£9 Million Highway Capital 3- year Award for 2020/21 to 2022/23 Council funded investment** and gives spend approval for the proposed **Road & Pavement Maintenance Year 1 Programme 2020/2021**, as set out in Appendix 1 and paragraph 4.10.

- 2.2 That the Committee accepts the £1.432 Million Highway Maintenance Award for 2020/2021 from the DfT Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement and gives spend approval for the proposed Highway Maintenance Programme 2020/2021, as set out in Appendix1 and paragraph 4.33.
- 2.3 That the Committee notes the LED upgrade programme and gives spend approval for the remaining £ 374,000 available grant funded capital budget for further LED upgrading in Reading.
- 2.4 That the Committee notes the Highways Maintenance 2019/2020 update
- 2.5 That the Committee notes the Highways Maintenance update 2019/2020 and gives delegated authority to the Assistant Director of Environmental & Commercial Services in consultation with the Lead Councillor for Strategic Environment Planning and Transport, the Assistant Director of Legal & Democratic Services and the Assistant Director 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 Council in June 2018 approved Shaping Reading's Future - Our Corporate Plan 2018-21. The Plan reflects the Council's priorities for Reading and provides direction for staff in delivering services to meet the needs of the communities within the Borough whilst working to a budget and Medium-Term Financial Strategy (MTFS) agreed at Council in February 2019. An annual refresh of the Plan was published at Council in June 2019.
- 3.2 To secure the most effective use of resources in the delivery of high quality, best value public service.
- 3.3 To make travel more secure, safe and comfortable for all users of the public highway.
- 3.4 To provide a public highway network as safe as reasonably practical having due regard to financial constraints and statutory duties.

4. THE PROPOSAL

BACKGROUND - £ 9M COUNCIL FUNDED HIGHWAY INVESTMENT

- 4.1 The Council has adopted a Medium-Term Financial Strategy (MTFS) and associated spending plans for the three years 2020/21 to 2022/23 covering all aspects of the Council's spend.

- 4.2 The proposed Medium Term Financial Strategy is informed by and supports delivery of the Council's Corporate Plan priorities including its commitment to address the climate change emergency; and seeks to ensure that the Council is "fit for the future", with sound finances that allow the Council's future funding challenges and spending pressures to be met in as sustainable a way as possible.
- 4.3. The underpinning rationale of the Medium-Term Financial Strategy is to deliver a balanced and affordable budget that ensures the Council's finances are sustainable in both the short (one year) and medium term (three years). The Strategy is also informed by the Council's Vision: "to ensure that Reading realises its potential - and that everyone who lives and works in Reading can share in the benefits of its success", as well as its Corporate Plan priorities:
- Securing the economic success of Reading;
 - Improving access to decent housing to meet local needs;
 - Protecting and enhancing the life outcomes of vulnerable adults and children;
- 4.4 The Strategy builds on work over the previous 2-3yrs to stabilise the Council's financial position and build reserves back to a more robust level and seeks to facilitate vital investment in core infrastructure to drive efficiency improvements, facilitate service redesign and thereby manage pressures within demand led services. This invest to save approach provides for a robust financial position going forward and enables vital and valued services can continue to be delivered.
- 4.5 As part of MTFs an ambitious capital investment programme is to be delivered with the Council investing **£ 9M (over 3-years) Capital in Reading's local residential road and pavement network**. This welcomed investment is over and above the annual Local Transport Block Funding settlement from the (DfT) for highway maintenance work to improve the condition of local residential roads and pavements and reverse a deteriorating highway network.
- 4.6 The Council will also actively bid for appropriate external funding including Department for Transport (DfT) & DEFRA grants to maximise the use of available funding to improve the condition of all highway assets. This includes a current expression of interest to the DfT for strengthening several bridges in Reading, (awaiting outcome).

PROPOSED PROGRAMME - Highway Maintenance Spend Proposal 2020/2021

- 4.7 The Council carried out a Residents' Survey with its Citizen Panel in September 2018 as part of the Council's on-going conversation with residents. The aim of the survey was to gather information to inform customer service delivery in a number of ways. More specifically, the survey asks about residents' views of their neighbourhoods and of Council services,

which has helped the Council to understand what residents really value in their local areas and services, in order to make decisions on budgets and services that reflect those values.

- 4.8 Over 65% of respondents said that they were satisfied with their local area as a place to live. Respondents were asked what they thought needed improving and the number one consensus (58.05%) said that the condition of roads & pavements needed improving.
- 4.9 The Council has listened to the residents of Reading and is making a **£9M Capital Investment** over 3 years in Reading's local roads and pavements.

£ 9M COUNCIL 3-YEAR CAPITAL INVESTMENT IN LOCAL ROADS & PAVEMENTS

- 4.10 Year-1 £3M Capital Investment in local residential roads and pavements is set out in the table below:

| | <i>2019/20 Spend (Works Only)</i> | <i>2020/21 Spend Proposal (Works Only)</i> |
|---------------------------------|---------------------------------------|------------------------------------------------|
| Minor Roads Surfacing | £ 135,000 | £ 2,500,000 |
| Pavement Resurfacing | £ 80,600 | £ 500,000 |
| TOTAL | £ 215,600 | £ 3,000,000 |

- 4.11 **Minor Local Roads Surfacing (£2,500,00) - Financed by the £ 3M Year-1 Council Investment (year-1 of the £9M over 3-years)**
- 4.12 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.
- 4.13 A visual assessment of the road surface condition for minor roads is therefore carried out annually using the Council's agreed criteria. 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.
- 4.14 Based on the above a list of schemes has been prepared as detailed in Appendix 1. Estimated costs based on current information are shown against each scheme and would suggest that schemes 1 to 92 could be achieved this year. Tenders for this work will be invited shortly and the documents will include reserve schemes 93 to 96 should the tender prices returned are more favourable than current estimates enabling the Council to do more schemes within the available budget.

- 4.15 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.
- 4.16 Due to the size of the 3-Year investment programme, the Council will engage Statutory Undertakers / Utility companies early to reduce the risk of newly resurfaced roads being dug up and also ensure that other planned major transport schemes are considered within the 3-year programme.
- 4.17 A number of cycle routes are included in year 1 of the programme where they are located on residential roads. Cycle routes will then be prioritised in years 2 and 3 of the programme and the detailed list of those roads will be reported to a meeting of the SEPT Committee (Strategic Environment Planning and Transport) in the summer.

It should be noted that a number of local branded cycle routes are on classified main roads. Funding for those roads will come from the Department for Transport's Capital funding award, rather than out of the Council's £9 million investment programme. The annual highway maintenance programme will consider improvements to routes identified in the Local Cycling and Walking Infrastructure Plan, which will be available for public consultation as part of our transport strategy consultation next month.

- 4.18 **Pavement Resurfacing (£500,000) - Financed by the £ 3M Year-1 Council Investment (year-1 of the £9M over 3-years)**
- 4.19 Potential pavement resurfacing schemes are identified as a result of visual condition surveys to determine deterioration. An assessment of the pavement surface is carried out annually using the Council's agreed criteria. The assessment process consists of scoring the pavement condition against various criteria; those pavements with the highest scores, as well as being considered appropriate, are then recommended for inclusion in the next Financial Year's pavement maintenance programme, subject to budget availability.
- 4.20 As was the case with the 2019/2020 pavement maintenance programme, it is proposed to focus the Council's Capital Investment year-1 programme on resurfacing and/or reconstructing damaged pavements/stretches of pavement in 2020/2021 using the Council's in-house Highway Teams, as they are a competitive and cost effective team, who are experienced in delivering patching and minor road & pavement schemes.
- 4.21 The schemes listed in Appendix 2 are recommended for action in 2020/2021. Estimated costs based on current information would suggest that schemes 1 to 30 could be achieved this year.

- 4.22 9 number reserve pavement resurfacing/reconstruction schemes numbered 31 to 39 would be implemented if the costs for the main pavement programme prove to be less than the current estimates thus enabling more schemes within the available budget. Pavement resurfacing/reconstruction work is carried out in-house by the Council's Highways and Drainage Operations Team.
- 4.23 It is proposed to develop an alternate surfacing programme using slurry sealing or equivalent for years 2 & 3 of the Council's Capital investment programme, as this is a cost-effective process which provides a new 'veneer' overlain surface that seals and ultimately extends the life of pavements.
- 4.24 **Other Carriageway Maintenance Works - To be financed by the remaining £6M Council Investment in years 2 & 3 (years 2 & 3 of the £ 9M over 3-years investment)**
- 4.25 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. 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. Long Barn Lane and two sections of Southcote Lane were such roads that were successfully treated/resurfaced during the 2019/2020 Financial Year using a proprietary product/process.

- 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 only repair, a surfacing and base course repair or perhaps a greater depth full reconstruction repair, can rectify the issue locally and help to extend the overall life expectancy of the complete road.

4.26 The Council’s £9M investment over 3-years will enable the Highways Team to develop a programme for year’s 2 & 3 to address the above roads.

4.27 The Council will continue to actively bid for appropriate external funding including DfT & DEFRA grants to maximise the use of available funding to improve the condition of all highway assets.

4.28 An updated report will be brought back to a future Strategic Environment Planning and Transport Committee meeting in the summer.

LOCAL TRANSPORT BLOCK FUNDING (INTEGRATED TRANSPORT & HIGHWAY MAINTENANCE) SETTLEMENT

4.29 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.

4.30 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.

4.31 Reading Borough Council’s settlement for this 6-year cycle is as follows:

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

4.32 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.

Reading is currently (2019/2020) in Band 2, however, officers have been working hard to achieve Band 3 and can report that we have reached the requisite number (18) to declare Band 3 in 2020/2021.

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 allocation to each Band for how much Reading Borough Council could potentially receive in additional funding per Band per Financial Year to 2020/21.

For 2020/2021 Reading Borough Council achieved 'Band 3'

| YEAR | AWARD | BAND | INCENTIVE |
|--------------------|---------------------|-----------------|-------------------|
| 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 2019/2020 Reading Borough Council remained at 'Band 2' so the total award with incentive was £1,185,000 + £123,000 = £1,308,000

****Note: for 2020/2021 Reading Borough Council achieved 'Band 3' resulting in an award total of £ 1,185,000 + £ 247,000 = £ 1,432,000**

- 4.33 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 DfT settlement for Carriageways & Bridges, the Lead Local Flood Authority Flood Alleviation award & the remaining LED Streetlighting DfT award of:

TOTAL £ 1,820,250 for 2020/2021,

| | 2019/20 Spend (Works Only) | 2020/21 Spend Proposal (Works Only) |
|----------------------------------------------------------|---------------------------------------|------------------------------------------------|
| Major Carriageway Resurfacing | £550,000 | £800,000 |
| Bridge/Structural Maintenance | £400,000 | £600,000 |
| Pothole Plan | £60,000 | £ 32,000 |
| Pothole & Flood Resilience Fund Award | 0 | £0 (Currently awaiting DfT award) |
| Pothole Action Fund Award | £135,975 | £0 (Currently awaiting DfT award) |
| Additional Highway Maintenance Funding Award | £653,000 | £0 (Currently awaiting DfT award) |
| Lead Local Flood Alleviation Grant (LLFA) Funding | £40,721 | £ 14,250 |
| Streetlighting | Joint LED Funded | £ 374,000 |
| TOTAL | £ 1,839,696 | £ 1,820,250 |

Major Carriageway Resurfacing (£800,000) - Financed by the DfT Award

- 4.34 With the funding available we have prioritised the schemes based on nationally accepted technical assessment processes as well as visual engineering assessments.
- 4.35 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.

- 4.36 Based on the above assessments the roads/sections of roads listed in Appendix 3 are recommended for treatment over the next 3-years 2020/21 to 2022/23. These are shown in priority order and will be progressed until the available allocation is spent. To make the most effective use of the budget available only the sections of the roads with a poor and deteriorating residual life, as identified from the SCANNER surveys and visual engineering assessments, will be treated.
- 4.37 Tenders for this work will be invited shortly and the documents will include reserve schemes so that in the event that returned tender prices prove to be more favourable than current estimates suggest, we will be able to undertake further scheme(s) within the available budget. In the event of unforeseen carriageway deterioration on roads not currently on the 3 year list, 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.

Bridge/Structural Maintenance (£600,000) - Financed by the DfT Award

- 4.38 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. Appendix 4 details the schemes proposed for 2020/2021 that are achievable within the available budget. Whilst these schemes are all high priority, they will not necessarily be completed in the order they are listed, as other factors have to be considered when developing a scheme and programme to ensure they are achievable within the timescale / financial year. The current bridge backlog is managed by risk assessment, monitoring and if necessary interim measures.

Street Lighting (£374,000) - Financed by the remaining LED streetlighting Capital Programme

- 4.39 The LED streetlighting upgrade was completed on the 31st March 2019 and has delivered over 55% annual energy consumption saving.
- 4.40 Streetlighting maintenance will revert to its normal cycle of works, predominantly dealing with emergencies such as RTA damage, column testing and inventory updates. Street lighting will be managed according to Highways asset management principles and inventory management and life cycle planning will be managed using the lighting module of the WDM system to coordinate with the pavement management and roads maintenance system. Once populated and operational the system will support web based self-serve reporting of street lighting faults via a dedicated portal improving

customer reporting and reducing the reliance on the current communication channels.

4.41 The completed LED upgrade joint contract programme achieved a saving of which Reading's share is £ 374,000. These funds will be directed towards completing any outstanding LED upgrade not included within the original project, (e.g. subway & bridge lighting). The Council estimates that there is over £ 500,000 of such schemes to complete.

4.42 Pothole Repair Plan 2020/21(£32,000) - Financed by the DfT Award

No announcement has yet been made by the Department for Transport on the Pothole Action Fund Award allocation for 2020/21. It is however, proposed to allocate £ 32,000 of available DfT funding towards a Pothole Repair Plan. 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 to be repaired, which can only help to extend the life of roads until such time that they require a more comprehensive maintenance treatment.

It is expected that this Pothole Repair Plan will be set up similarly to the previous Plans and, as usual, 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 in advance of next winter.

4.43 Lead Local Flood Alleviation Grant (LLFA) Funding for 2017/18 and later years (Total Amount £14,250)

There are several costly flood risk/surface water management priority schemes identified for Reading under the 'Local Flood Risk Management Strategy' and the 'Surface Water Management Plan'. However, given that these are very costly schemes and, unfortunately, are unsupported by appropriate funding at this moment in time, it is highly unlikely that they will form part of the 2020/21 works programme.

4.44 The grant will, however, be used towards the annual ditch cleaning programme and to investigate/progress further several smaller schemes identified through flood modelling. A detailed list of such works/schemes will be presented to this Committee for approval at a future meeting during the year to keep Councillors updated.

4.45 The combined 2020/2021 Council £3M year-1 Capital investment (£9M over 3-years), the DfT settlement for Carriageways & Bridges, the Lead Local Flood Authority Flood Alleviation award & the remaining LED Streetlighting.

DfT award **TOTAL £ 4,820,250 for 2020/2021**

UPDATE- HIGHWAY MAINTENANCE DELIVERY UPDATE 2019/2020

- 4.46 The Council has carried out an extensive works programme of major carriageway resurfacing, specialist carriageway surfacing of concrete roads, minor roads surfacing, pavement resurfacing, streetlighting (LED Replacement), as well as a bridges/structural maintenance programme. The Council also carried out repairs in response to an emergency solution feature collapse, which included the surface water sewer replacement.
- 4.47 Appendix 5 refers to the works programme delivered by the £1,308 Million Highway Maintenance 2019/2020 Award from the Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement. Appendix 5 refers to the works programme delivered by the Additional Funding Allocation (£653,000) DfT Award.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 The proposed Highway Maintenance Programme 2019/2020 will contribute to the Council's Corporate Plan 2018-21 objectives of:
- Securing the economic success of Reading
 - Keeping Reading's environment clean, green and safe
 - Ensuring the Council is fit for the future

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 2019/2020 and Proposed Programme 2020/2021 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 proposed Highway Maintenance Programme 2020/2021 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 2020/2021 will be fully funded by the Councils £9M 3-year Capital Investment, the Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement for 2020/2021, the Lead Local Flood Alleviation Grant (LLFA) Funding 2020/2021 and the remaining LED Streetlighting Capital award.

10. ENVIRONMENTAL IMPLICATIONS

- 10.1 The proposed resurfacing contracts will include a carbon reduction and environmental element aimed at reducing the impact on the environment by the works. The intent is to reduce the amount of carbon used to produce the material by lower temperature products, use of recycled materials and reducing the uncontrolled waste in the environment to reduce pollution of the natural environment.
- 10.2 We will be ensuring through the procurement process that the successful contractor's operations support the Council's net zero carbon ambitions.

11. BACKGROUND PAPERS

- 11.1 Reading Borough Council £ 9M Capital Investment over 3-years press release
- 11.2 'Highway Maintenance Update 2017/2018 and Proposed Programme 2018/2019' - Strategic Environment Planning and Transport Committee Report - 19th March 2019.
- 11.3 DfT Additional Pothole Action Fund Award 2017/2018 letter - 1st February 2018 & confirmation to carry spend into 2018/19 Financial year - 23rd February 2018.

- 11.4 DfT Letter 'Local Transport Capital Block Funding (Pothole Action Fund) Specific Grant Determination (2017/18): No.31/2951' - 1st February 2018.
- 11.5 Lead Local Flood Authority Grant for 2017-18 and Later Years - Department for Communities and Local Government letter - 13th June 2017
- 11.6 DfT Roads Funding: Information Pack - January 2017.
- 11.7 Local Transport Block Funding (Integrated Transport & Highway Maintenance) Document - December 2014