

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ECONOMIC GROWTH AND NEIGHBOURHOOD SERVICES

TO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE		
DATE:	14 MARCH 2022	AGENDA ITEM:	8
TITLE:	HIGHWAY MAINTENANCE PROGRAMME 2022/2023 & 2021/2022 HIGHWAY MAINTENANCE UPDATE		
LEAD COUNCILLOR:	COUNCILLOR A PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT BOROUGH WIDE
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1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 To update the Committee on the progress of year-2 (2021/22) of the 3-year £9M Highway Capital Investment Programme 2020/21 to 2022/23.
- 1.2 To inform the Committee of the proposed year-3 (2022/23) of the 3-year £9M Highway Capital Investment Programme 2020/21 to 2022/23 and to give spend approval for the remaining £3.75M investment.
- 1.3 To inform the Committee of the Highway Maintenance 2022/2023 Award announcement from the Department for Transport (DfT) Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement and to give spend approval.
- 1.4 To provide the Committee with an update on the completed Highway Maintenance 2021/2022 DfT Local Transport Block Funding Capital Works Programme.
- 1.5 Appendix 1: £9M Residential Roads & Pavements 3-Year Programme (2020/21 to 2022/23)
Appendix 2: DfT Bridges Programme (2022/23) & 5-Year Rolling Programme
Appendix 3 Financial Implications Report

2. RECOMMENDED ACTION

- 2.1 That the Committee grants spend approval for the £ 3.75M Residential Road & Pavement Maintenance Year-3 Programme 2022/2023.

- 2.2 That the Committee grants spend approval for the DFT Local Transport Block Grant Funding award for 2022/2023.
- 2.3 That the Committee gives delegated authority to the Executive Director of Economic Growth & Neighbourhood 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 relevant contracts required to undertake the proposed 2022/23 Capital Highway Maintenance Programme, as per section 4 of this report.

3. POLICY CONTEXT

- 3.1 Council in June 2018 approved Shaping Reading's Future - Our Corporate Plan 2019-22, (updated in Spring 2021). 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 2021. An annual refresh of the Plan was published at Council in June 2021.
- 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 3-YEAR (2020-2023) RESIDENTIAL ROADS & PAVEMENTS INVESTMENT PROGRAMME

- 4.1 The Council's 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.
- 4.2 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;
- 4.3 The Strategy builds on work over the previous 3-4 years 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.
- 4.4 As part of MTFS an ambitious capital investment programme is being delivered with the Council investing **£9M** (over 3-years from 2020/21 to 2022/23) 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.
- 4.5 The Council has and will continue to actively bid for appropriate external funding including Department for Transport (DfT) and Department for Environment Food & Rural Affairs (DEFRA) grants to maximise the use of available funding to improve the condition of all highway assets.

PROPOSED PROGRAMME - Highway Maintenance Spend Proposal 2022/2023

- 4.6 The Council carried out a further Residents' Survey with its Citizen Panel in December 2020 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.
- 4.7 Over 77% of respondents (compared with 65% in 2018) 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 47% (compared with 58.05% in 2018) said that the condition of roads & pavements needed improving.
- 4.8 The Council continues to listen to the residents of Reading and the **£9M** Capital Investment over 3 years (2020/21 to 2022/23) in Residential Roads & Pavements will accelerate the resurfacing programmes and reverse the deteriorating condition of our highway asset in Reading's local residential roads and pavements.

- 4.9 The £9M Capital Investment Programme was originally intended to be delivered through allocating £3M per year over the 3-year period. Due to the Covid-19 pandemic delaying the preparation and start of the year-1 programme, it was necessary to reprofile the £9M Capital Investment to £1.5M in year-1 and £3.75M in each of years 2 and 3. The reprofiling of the £9M Capital Investment Programme was approved at Policy Committee on the 18th May 2020.
- 4.10 Year-3 (2022/23) £3.75M Capital Investment in local Residential Roads and Pavements during 2022/23 is set out in the table below:

	<i>2021/22 Spend (Works Only)</i>	<i>2022/23 Spend Proposal (Works Only)</i>
Residential Roads Surfacing	<i>£3,125,000</i>	<i>£3,100,000</i>
Pavement Resurfacing	<i>£625,000</i>	<i>£ 650,000</i>
Bridges /Structures	<i>£200,000</i>	
TOTAL	<i>£3,950,000</i>	<i>£3,750,000</i>

Residential Roads Surfacing 2022/2023 (£3,100,000) - Financed by the £3.75M Year-3 Council Investment (year-3 of the £9M over 3-years)

- 4.11 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.
- 4.12 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.
- 4.13 Based on the above a list of schemes was prepared as detailed in Appendix 1. Estimated costs based on current contract expenditure are shown against each scheme and would suggest that nearly all the remaining schemes on the original list (417 roads) will be achieved in year 3 of the 3-year programme.
- 4.14 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.

4.15 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.

4.16 A number of cycle routes are included in year- 2 & 3 programme where they are located on residential roads.

It should be noted that a number of local 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 £9M 3-year capital 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.

Pavement Resurfacing (£650,000) - Financed by the £3.75M Year-3 Council Investment (year-3 of the £9M over 3-years)

4.17 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 on a rolling programme 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.

4.18 It is proposed to split the focus of the Council's Capital Investment year-3 pavement programme between a combination of resurfacing and/or reconstructing damaged pavements/stretches of pavements , (as delivered in Year-1 & 2) and surfacing with a slurry sealing or equivalent product, as this cost-effective process which provides a new 'veneer' overlain surface that seals and ultimately extends the life of pavements, and which will accelerate the Pavement surfacing programme considerably. Both solutions will be delivered by the Council's in-house Highway Works Team.

4.19 The schemes listed in Appendix 1 are recommended for action in 2022/2023. Estimated costs based on current information would suggest that schemes 1 to 30 (tbc) could be achieved this year with a number of reserve schemes should funding allow their inclusion.

4.20 As in year-1 & 2 of the Residential Pavement Programmes, the Council is offering residents discounted vehicle crossings in residential roads where pavement works are being carried out, provided they are requested in advance and satisfy the Council's Vehicle Crossing Policy. To date we have

installed 14 No. vehicle crossings as part of the pavement year-1 & 2 programmes, which is providing affordability to the residents of Reading.

- 4.21 As in year-1 & 2 of the Residential Pavement Programmes, the Council will look to include highway trees where appropriate taking into account underground services and sight line visibility/safety requirements, to support the Council's carbon reduction and bio-diversity ambitions. To date 20 No. trees have been planted with a further 30 No. tree locations identified.
- 4.22 As in year-1 & 2 of the Residential Pavement Programmes, the Council will look to install pedestrian dropped crossings at road junctions on the pavements being resurfaced to improve accessibility for all users of the public highway. The Council recognises that Reading is an old established town with historically older roads that were built at a time when accessibility was not considered during the design process. The pavement programme is an ideal opportunity to address this matter and to date 25 No. pedestrian crossings at road junctions have been installed as part of Year- 1 & 2 of the programmes.

Other Carriageway Maintenance Works - To be financed by the remaining £3.75M Council Investment in years 3 of the £ 9M 3-year investment

- 4.23 It is recognised that there are roads which repeatedly do not meet the appropriate criteria for inclusion within the major carriageway resurfacing or residential 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, these 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. The full length of Southcote Lane, The Meadway and Cressingham Road, as well as a section of Northumberland Avenue have successfully been treated/resurfaced during the 2021/2022 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 these 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.

4.24 The Council’s £9M 3-year capital investment has enabled the Highways Team to develop a programme for year-3 address these ‘other’ carriageway maintenance works.

LOCAL TRANSPORT BLOCK FUNDING (INTEGRATED TRANSPORT & HIGHWAY MAINTENANCE) SETTLEMENT FOR 2022/2023

4.25 The Department of Transport (DfT) has indicated that there is going to be a 5-year Local Transport Block Funding (Integrated Transport and Highway Maintenance) settlement from 2021/22 Financial Year, with an initial National funding pot of £1.7bn year-1 Funding, £3.8bn year-2 and then increasing to £4.4bn in future years, as part of the Local Roads Spending Review.

4.26 The DfT has provided a 3-year settlement for the period 2022/23 to 2024/25 for the Local Transport Block Funding allocations. It is proposed to allocate funding broadly based on the same allocation of 2020/21 funding.

4.27 This settlement will cover general headings of Major Carriageway, Pothole Reduction, Bridge / Structural Maintenance & Lead Local Flood Alleviation. 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.

4.28 In previous years the 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 as follows:

TOTAL £ (1,838,000) for 2022/2023

	2021/22 Spend	2022/23 Spend Proposal
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	(Works Only)	(Works Only)
Major Carriageway Resurfacing	£1,000,000	£1,100,000
Pothole Reduction: Major and Minor Carriageway Resurfacing	£ 38,000	£ 38,000
Bridge/Structural Maintenance	£650,000	£ 650,000
Lead Local Flood Alleviation Grant (LLFA) Funding	£150,000	50,000
TOTAL	£ 1,838,000	£ 1,838,000

Major Carriageway Resurfacing 2022/2023 £ 1,100,000 - Financed by the DfT Award

- 4.29 With the funding available we have prioritised the schemes based on nationally accepted technical assessment processes as well as visual engineering assessments.
- 4.30 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.
- 4.31 Based on the above assessments the roads/sections of roads are recommended for treatment over the next 2-years 2022/23 to 2023/24. 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.
- 4.32 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 2-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 £ 650,000 - Financed by the DfT Award

- 4.33 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 2 details the schemes proposed for 2022/2023 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 (£775,000) - Financed by the remaining LED streetlighting Capital Programme

- 4.34 The LED streetlighting upgrade programme has delivered over 60% annual energy consumption saving. The Council's additional investment is addressing those units not included within the original LED programme, including conversion of all sign lighting, subway lighting and bespoke lighting units.
- 4.35 Streetlighting maintenance has reverted 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.

Pothole Repair Plan 2021/22 (£38,000) - Financed by the DfT Award

- 4.36 Funding from the Department for Transport Award allocation for 2022/23 will be allocated to addressing potholes. It is proposed to allocate any un-used pothole funding towards the carriageway resurfacing programmes, which will further improve the condition of Reading roads.

Lead Local Flood Alleviation Grant (LLFA) Funding

- 4.37 No announcement has yet been made by DEFRA on the Lead Local Flood Alleviation grant for 2022/23. However, £50,000 of DfT Grant will be allocated toward reducing the risk of flooding Boroughwide. Should appropriate funding become available from DEFRA this will be reported accordingly to a future Strategic Environment Planning and Transport Committee.

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 2022/23 works programme.

- 4.38 Any future 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 works/schemes will be presented to this Committee for approval at a future meeting during the year to keep Councillors updated.

HIGHWAY MAINTENANCE DELIVERY UPDATE 2021/2022

- 4.39 The Council has carried out an extensive works programme of major carriageway resurfacing, specialist carriageway surfacing of concrete roads, minor residential roads surfacing, pavement resurfacing, streetlighting (LED Replacement), as well as a bridges/structural maintenance programme.

Year 2 of the £9M COUNCIL 3-YEAR CAPITAL INVESTMENT IN LOCAL ROADS & PAVEMENTS

- 4.40 Year-2 (2021/22) **£3.75M Capital Investment** in local residential roads and pavements is set out in the table below:

2021 / 2022	Spend (Works Only)
Minor Residential Roads Surfacing	£ 3,000,000
Pre-Patching Minor Residential Roads	£ 125,000
Pavement (footway) Resurfacing	£ 625,000
TOTAL	£ 3,750,000

- 4.41 The Council advertised and awarded a competitive tender to Kiely Bros. Limited to deliver up to 327 local residential ‘micro asphalt’ road improvements and a further 24 ‘hot rolled asphalt’ major roads, refer to Appendix 1 covers the Council’s 3-year Residential Roads & Pavement investment programme.
- 4.42 An extensive Communications Strategy was developed to inform residents of the investment and improvement by the Council at the start of the year-1 local residential roads and pavement programme. The Communications Plan included residents’ letters, an infographic to visually explain the surfacing process, as well as a colouring competition. An extensive and proactive social media strategy was also undertaken by the Council’s Communication Team.
- 4.43 A review of the communication strategy was carried out after Phase 1 of the local residential road year-2 programme. Following feedback from residents and Local Ward Councillors a ‘lessons learnt’ exercise was carried out and these will be incorporated in future work programmes.

- 4.44 The contractor commenced with the residential road surfacing on the in October 2021 using 2 No. surfacing teams. The process involved surfacing of Micro-Asphalt material which is an appropriate local residential road product. The material is water based so cannot be laid during heavy rain nor during very cold spells, which prevents the material setting.
- 4.45 Although October was late in the year to be surfacing with this material there was still enough daytime warmth to progress the schemes until later in the Autumn, when colder weather and shorter days prohibit any further laying. Schemes which were not completed are being carried out in early spring 2022, when the contractor returned to complete the surfacing programme and to carry out any necessary remedial works. To date the contractor has surfaced 92 number of roads as part of Year-2 Phase-1, which represents approx. 25 % of the overall programme. The Contractor then re-commenced the Year-2 Phase -2 programme early February 2022 and at the time of writing this report a further 85 residential roads have had their surfacing material laid.
- 4.46 The Highways & Drainage (H&D) in-house operations team carried out extensive pre-patching in advance of the residential road surfacing programme. Any defect that warranted attention, irrespective of its depth were repaired, thereby providing added structural integrity to the road construction.

Major Roads Resurfacing Programme (2021/22) - Financed by the DfT Award

- 4.47 The Council advertised and awarded the competitive tender to FM Conway. Limited to deliver 18 Major Strategic Road improvements across the Borough, refer to Appendix 1.

The contractor commenced with the resurfacing on the early October 2021 and completed the full programme of roads.

Pavement Resurfacing (£625,000) - Financed by the Year-2 Council Investment (year-2 of the £9M over 3-years)

- 4.48 As was the case with the 2019/20 pavement maintenance programme, it was intended to focus the Council's Capital Investment year-2 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.

- 4.49 The residential pavement / footway schemes programme commenced in early June 2021 and due for completion by the end of March 2022, refer to Appendix 1.

Bridge/Structural Maintenance - Financed by the DfT Award

- 4.50 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 2 details the completed schemes for 2021/2022.
- 4.51 A range of schemes are underway including phase 3 of Kings Road Culvert, strengthening of phase 5 Kennetside Retaining Wall, bridge inspections & assessments, managing the abnormal loads, planned maintenance and reactive maintenance response.
- 4.52 Appendix 1 & 2 refers to the works programme delivered by the Highway Maintenance 2021/2022 Award from the DfT Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement.

Appendix 1 & 2 satisfies the Grant Determination requirements on the use of the funding allocation by the DfT for Local Transport Block Funding (Integrated Transport & Highway Maintenance) 2021/2022 settlement.

5. CONTRIBUTION TO STRATEGIC AIMS

- 5.1 Reading Borough Council's vision is:

To help Reading realise its potential - and to ensure that everyone who lives and works here can share the benefits of its success.

- 5.2 The Highway Maintenance Programmes will contribute to the Council's Corporate Plan 2022/2023 objectives of:

- Healthy environment - Keeping the town clean, safe, green and active
- Inclusive economy - Enabling the infrastructure to continue to support the economy
- Thriving Communities - Remaining financially sustainable and to ensure everyone has an equal chance to use the public highway

- 5.3 TEAM Reading values:

Together - Collaborative working approach between the Council, consultant, contractors and the public

Efficiency - Continue to explore efficiency savings within the contract

Ambitious - Investing into the public highway

Make a Difference - Providing a safe inclusive public highway for all users

6. ENVIRONMENTAL AND CLIMATE IMPLICATIONS

- 6.1 The Council declared a climate emergency at its meeting in February 2019 and as such recognises the need to minimise the climate impacts of its decisions. To this end, Council on 15th October 2019 formally adopted of the 'Unite Construction Charter' where the Authority supports the 'Get Britain Building' campaign, which is aimed at supporting and sustaining the British construction industry. All relevant construction contracts will be required to comply with the Authority's Sustainable Buying Standard for Highways and Construction Materials, which requires structural steel and other relevant materials to be covered by BES 6001 Responsible Sourcing of Construction Product certification, or equivalent.
- 6.2 Tenders for any subsequent contracts that are necessary will be invited to submit Environmental Implications proposals which will form part of the quality element of the tender evaluation. A social value quality submission will also be required to be submitted with tenders and evaluation.
- 6.3 Tenders also needed to include carbon reduction targets and improved sustainability within tender returns. The intent is to reduce the amount of carbon used to produce the materials at source, using recycled materials, lower temperature bitumen's, reducing the uncontrolled waste in the environment to reduce pollution of the natural environment, use of electric vehicles and plant, as well as how they will achieve their carbon reduction targets.
- 6.4 The Reading Climate Emergency Strategy, which was endorsed by the Council in November 2020, highlights the importance of adapting to climate impacts as well as reducing the emissions which are driving climate change.

7. COMMUNITY ENGAGEMENT AND INFORMATION

- 7.1 Section 138 of the Local Government and Public Involvement in Health Act 2007 places a duty on local authorities to involve local representatives when carrying out "any of its functions" by providing information, consulting or "involving in another way".
- 7.2 The public can report highway defects to the Council, including road and structures condition concerns, which are assessed and included within the annual review of the highway assets that inform the 'Annual Status Option Reports' (ASOR) with the proposed high priority schemes brought to Committee for consideration and approval should they meet the assessment criteria.
- 7.3 This report will be available on the Council's website following Strategic Environment Planning & Transport Committee approval processes.

8. EQUALITY IMPACT ASSESSMENT

- 8.1 Under the Equality Act 2010, Section 149, a public authority must, in the exercise of its functions, 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.
- 8.2 The Highway Maintenance programme 2022/2023 consists of improvement work to the Council's existing public highway network and will be making improvements to existing highway assets. There is no overall change to service delivery at this time and all users will have a safe public highway. Should any future updates/amendments be required, which result in service delivery changes, an equality impact assessment will be carried out.

9. LEGAL IMPLICATIONS

- 9.1 The Borough Council, as Highway Authority, has a duty under the Highways Act 1980 to ensure, so far as is reasonably practicable, that safe passage along a highway.
- 9.2 The Council as Lead Local Flood Authority, has a duty under the Flood and Water Management Act 2010 to reduce the risk of flooding.

10. FINANCIAL IMPLICATIONS

- 10.1 The Highway Maintenance programme 2022/2023 will be fully funded by the by the following:
- Year-3 of the Council's £9M 3-year (2019/20 to 2022/23) Capital Residential Roads & Pavement Investment of £3.75M.
 - The Council's £ 1.371M Investment into LED Streetlighting.
 - The Local Transport Block Funding (Integrated Transport & Highway Maintenance) settlement for 2022/2023 (tbc).
 - The Additional DfT Challenge & Pothole fund 2022/2023 (tbc).
 - The DEFRA Lead Local Flood Alleviation Grant (LLFA) Funding 2022/2023 (tbc).

11. BACKGROUND PAPERS

- 11.1 £9m Capital Investment in Highways Maintenance Update Strategic Environment Planning and Transport Committee Report April 2020
- 11.2 Reading Borough Council £ 9M Residential Roads & Pavements Capital Investment over 3-years (2019/20 to 2022/23) press release.

- 11.3 Department for Transport 3-year settlement Award for Bridges & Carriageways 2022/23 to 2024/25
- 11.3 Highway Maintenance Programme 2020/2021 Progress Report & Spend Approval - Strategic Environment, Planning and Transport Committee - March 2021.