

Appendix A - Further detail

The Highway Maintenance team have considered the funding and how this can be best delivered to meet the aims and goals of the funding. The additional funding will assist in tackling the depreciation of the asset and assist in addressing some of the areas identified through data collection, and prioritise those assets which are in need of repair in the next 12 months. Part of this consideration has been to plan internal resource, deliverability, design and third party contractor resource.

Proposal	Additional detail
£250k to cover pressures already in pre patching for 2019/20 preventative maintenance programmes	The work is essential preparation ahead of next year's carriageway preventative maintenance Programme. They are priority sites selected from the Highways Carriageway Rolling Programme.
£121k Scotland Lane	Additional works required to deliver the Scotland lane highway flooding prevention project.
£340K carriageway patching and structural repairs to network.	Following a full survey of the network using high definition photography we can identify structurally defective carriageway and potholes on the entire network. We can prioritise this data and use it to repair structural defects on the network which improve ride quality for all road users and reduce future revenue impacts whilst improving red indicators; a key aim of the funding.
£275k Bath Bridges.	<p>Structures team are checking the last detailed inspections to target the most needed areas but we are aware that structural beams supporting the carriageway need refurbishment and painting to maintain structural integrity. This work is scalable and will enable full asset condition to be considered.</p> <p>Stakeholder engagement already starting at risk to ensure that all statutory consents are in place to meet tight programme. It may be necessary to grit blast painting work from bridges which will require an encapsulated unslung scaffolding enclosure. Early engagement with Temporary works designer will be imperative. We are currently reviewing all recent inspections to get an idea of the extent and Scope of works required, but a large contingency (40%) will be necessary once we have full access to the structures. Works required will be steel repairs, concrete and masonry repairs, drainage repairs and full paint protection system.</p>
£460K carriageway surfacing	Delivering top classified network priorities, working with Traffic on possible sites. These are priority sites

	from the Highways Carriageway Rolling Programme, all of which are suffering from both surface and foundation failure.
£25k Portway highway flood prevention	Scheme at the Portway junction with Sylvan way. High priority as we have had traffic accidents at the location due to the water on the network. The work will prepare the project and by removing vegetation in the winter enabling the scheme to be delivered in the New Year.
£30k footway reconstruction	Project in Clifton Park. This is the highest points rated project following engineering assessment of the footway rolling programme.
£52K to support the harbour condition assessment	Support the harbour condition assessment and undertake the assessment work to the Feeder walls and Junction Lock swing bridge.
£30k to repair Stockwood precinct retaining wall	Stockwood precinct retaining wall is an ongoing safety issue currently fenced off, preventing the public from using the space.
£75k Cumberland Road carriageway retaining wall.	The wall adjacent to Cumberland Road Railway Bridge has been affected by vegetation and is in urgent need of repair and repointing.
£67k Smart City Gully Sensors	Smart City highway objective to install gully sensors as required across the network to improve our gully cleansing inspection data and further develop the smart water project in the city. Better identification and reaction to potential flooding will reduce the amount of potholes on the network.

The proposed works can all be delivered through the Highway Maintenance Framework and a number of the projects are scalable to absorb pressures and/or will lead to gaining continuous funding new financial year from the Capital maintenance block annual fund