

# HEREFORDSHIRE PUBLIC REALM CONTRACT 2020/21

## ANNEX 3 – END TO END NETWORK IMPROVEMENTS

### SERVICE OVERVIEW

SERVICE SUMMARY	
	Output
Minor safety improvements	<p>Accident Investigation and Prevention Schemes:</p> <p>Lawton Cross</p> <ul style="list-style-type: none"> <li>• Scheme construction continuing from 19/20</li> </ul> <p>Ridgeway Cross</p> <ul style="list-style-type: none"> <li>• Scope to be determined on completion of 2019/20-2021 works</li> </ul> <p>Accident cluster sites</p> <ul style="list-style-type: none"> <li>• Review &amp; actions following assessment of accident cluster sites report 2019</li> </ul>

	Network Surfacing Programme	<ul style="list-style-type: none"> <li>• A-Road surfacing programme</li> <li>• B,C&amp;U-Road surfacing programme</li> <li>• Surface dressing programme</li> <li>• Loss of control site surfacing programme (SCRIM)</li> <li>• CAT2b high benefit/priority defects</li> <li>• Pedestrian / Footway Improvements</li> <li>• Safety barrier repairs</li> <li>• Lining and road marking repairs</li> <li>• Parking &amp; lining enforcement</li> </ul>
	Network Schemes Resilience	<ul style="list-style-type: none"> <li>• Symonds Yat Slope Stability</li> <li>• Wilton Road, Ross on Wye Rock Slip</li> <li>• How Caple</li> </ul>

**Service Summary – Capital Schemes Non LTP**

	Scheme	Outcome / Output
Non LTP	Hereford Cycle Signage Improvements	<ul style="list-style-type: none"> <li>• 5 route corridors along which enhanced signage is to be installed funded by Access Fund</li> </ul>
	Pothole Fund	<ul style="list-style-type: none"> <li>• Carriageway Patching Repairs</li> </ul>
	Flood Recovery schemes	<ul style="list-style-type: none"> <li>• Schemes identified following Autumn 2019 adverse weather events</li> </ul>

Operational Key Performance Indicators	
Indicator	Target
<b>O11 - Programme Management</b> - Percentage of schemes that commence within 5 days of published date	80%
<b>O12 – Risk Management</b> – All service orders shall evaluate risk and where risk is deemed significant, as outlined in the BBLP Risk Protocol, risks shall be escalated to the IRIS system. All risks on the IRIS system shall be reviewed on a monthly basis as a minimum	100%
All projects will report on delivery against quality, programme and budget using the dashboard approach outlined later in this Annex.	

## SERVICE SUMMARY

The purpose of the Design and Build “end to end” Network Improvement Service is to provide seamless service delivery of public realm improvements and support the Herefordshire Council (HC) Transportation and Major Projects Teams in the development of studies, design and delivery of major schemes. This will also include the delivery of the programme of improvement works (as established through the Core Strategy, Local Transport Plan, Highways Maintenance Plan and Transport Asset Management Planning) for all public realm assets. BBLP will be responsible for the whole lifecycle of each public realm improvement from scheme identification through to implementation. This includes the procurement, feasibility studies, project and budget management, design, consultation, development and construction of each scheme.

Under this Annex the types of services that are provided include:

- Project Management
- Preparation of feasibility Studies
- Support to the identification of schemes and procedure through planning;
- Support to funding applications
- Design of schemes
- Liaison with local Members and Parishes in identification, development, approval and construction of schemes
- Consultation on design and construction options and proposals
- Proactive communications
- Delivery in line with an annual programme
- Business Case development
- Budget Management
- Support to Procurement of prime contractors where appropriate
- Providing reports and presentations at liaison meetings

This Annex provides details of the structured project management method to be adopted across all service areas. The method draws on best practice to provide a consistent framework for delivering project work. The Annex addresses the overarching organisational structure, roles and responsibilities, service methodology, programme, risk management, performance management, innovation and continuous improvement. Design and Project Management Service also includes the setting of Target Cost for project delivery.

The Annual Plan through this Annex will support delivery of the Councils Core Strategy.

**Figure 1: Scheme identification and packaging**

The above schemes build on the progress as reported in the LTP Annual Progress Reports that allow for benchmarking of improvements or trends in travel habits. The key indicators show:

- Improvement in the Condition of Principal 'A' and Non Principal 'B' and 'C' Roads, but marginally short of the targets.
- Notable improvements in the Condition of Unclassified Roads, but a substantial number require further investigation.
- An increase in People Killed or Seriously Injured in Road Traffic Incidents
- Increased congestion in Hereford
- Continuing rise in cycle flows
- A decline in bus patronage

In relation to Road Safety on an annual basis Herefordshire's AIP (Accident Investigation and Prevention) team review Personal Injury Accident (PIA) data for the preceding five year period to determine Accident Cluster sites within the County. This assessment identifies where action is appropriate based on the observed trends, past works and available funding.

**SERVICE OUTCOMES**

OUTCOMES	HOW WILL THE OUTCOME BE ACHIEVED
Enable economic growth	<ul style="list-style-type: none"> <li>Building new roads linking new developments to the transport network and by reducing short distance car journeys</li> </ul>
Provide a good quality transport network for all users	<ul style="list-style-type: none"> <li>By being proactive in our asset management and by working closely with the public, Highways England and rail and bus companies</li> </ul>
Promote healthy lifestyles	<ul style="list-style-type: none"> <li>Making sure new developments maximise healthier and less polluting forms of transport including walking, cycling and bus use, by delivering and promoting active travel schemes and by reducing short distance single occupant car journeys on our roads</li> </ul>
Make journeys safer, easier & healthier	<ul style="list-style-type: none"> <li>Making bus and rail tickets compatible and easier to buy and use, by providing 'real time' information at well equipped transport hubs, by improving signage to walking and cycling routes and by helping people feel safe during their journeys</li> </ul>
Ensure access to services for those living in rural areas	<ul style="list-style-type: none"> <li>Improving the resilience of our road network and by working closely with all transport operators to deliver a range of transport options particularly for those without access to a car</li> </ul>

**ASSUMPTIONS**

- Scheme specific risk registers developed during target costing process
- Changes to programme delivery will be managed through the change control process

**THE SERVICE**

**SERVICE DELIVERY**

	SERVICE	RESOURCE	DELIVERY
	Minor safety improvements	BBLP design & construction teams	Delivered as identified in 20/21 programme
	Network Surfacing Programme	BBLP construction delivery team supported by specialist surfacing contractors	Surfacing schemes will be delivered according to the list within the annex of this annual plan

	Network Resilience Schemes	BBLP design / construction delivery team supported by specialist sub-contractors	Schemes continuing from 19/20 programme Additional schemes delivered throughout 2020/21 when identified
Non LTP	Flood recovery Schemes	BBLP construction delivery team supported by specialist contractors	Any grants received to assist the recovery and repair of the network following the autumn flood events will be discussed and agreed in year

**SERVICE SCOPE**

SERVICE	SCOPE
Minor safety improvements	Minor safety improvements on the network will be agreed in consultation with Herefordshire Council’s accident investigation team. Detailed briefs will be agreed when safety improvement sites have been identified. To identify the potential sites for consideration an early analysis of cluster sites is shown based on the most recently available data for the preceding last 4½ years at the time of preparation. This portrays the ranking of sites where no prior work has been undertaken or past works have been implemented but appear to require re-evaluation. It may not reflect the final list of sites where work is recommended to be carried out, but does provide an indication of the potential scale and scope. Following production of the final list based on the full 5 calendar year records, additional sites may be brought in, dependant on the most recent year-end collision information received.

<p><b>Network Surfacing Programme</b></p> <ul style="list-style-type: none"> <li>• A-Road surfacing programme</li> <li>• B,C&amp;U-Road surfacing programme</li> <li>• Loss of control site surfacing programme (SCRIM)</li> <li>• CAT2b priority defects</li> <li>• CAT2b high benefit defects</li> <li>• Footway improvements</li> <li>• Safety barrier repairs</li> <li>• Lining and road marking repairs &amp; changes to existing</li> <li>• Aspirational Safety Improvement Schemes</li> </ul>	<p>Appendix D: Programme of Works sets out a detailed scope of network surfacing works to be delivered in the 2020/21.</p> <p>On an annual basis the quantum of works is managed to reflect the agreed headline budget for these works noting the backlog of schemes.</p> <p>The surfacing works programme monitors and manages potential areas on the strategic network that require works beyond minor repair. The programme of works is collated and prioritised using Horizons; our asset management programme.</p> <p>Horizons balances through a cost benefit process the immediate safety benefits of resurfacing scheme for roads at end of life with the realised long term safety benefits of life extending surface dressing schemes which prevent defects from forming.</p> <p>CAT2b high benefit and priority defects are those lower risk defects where early rectification once identified provides material benefit in arresting deterioration and preventing the defect from deteriorating into a more costly or higher risk defect.</p> <p>Consideration of aspirational safety schemes for inclusion within the network surfacing programme for 2020/21 will be through liaison with the HC accident team.</p>
<p><b>Network Resilience Schemes</b></p> <ul style="list-style-type: none"> <li>• Symonds Yat Slope Stability</li> <li>• Reactive Stability Schemes</li> </ul> <p>Roads at Risk – Scheme Identification &amp; Design</p>	<p>On an annual basis the quantum of works is managed to reflect the agreed headline budget for these works noting the historic scale and financial demands of such schemes.</p> <p>A network risk register monitors and manages current and potential issues on the network that may require work beyond the financial capacity of the programmed maintenance works or routine/reactive service. These sites are listed in Table 6. The ranking system can be viewed in Annex 8.</p>
<p><b>Flood Recovery Schemes</b></p>	<p>Schemes will be developed by the design team as &amp; when identified during the year.</p> <p>Design Brief/Proposal/Costs will be developed, and once client acceptance is received schemes will progress</p>

**RISK MANAGEMENT**

High level risks will be managed through the Partnership risk management process and listed on the partnership risk register.

The development of scheme costs follows a Target Cost Approach. For each scheme a target cost will be developed which incorporates the costs of delivering the scheme, BBLP’s margin and an allowance for risks associated with delivering the scheme. The risks will be captured in a scheme specific risk register. The management of these risks will be the responsibility of the Project Manager for the scheme.

Changes to schemes will be managed through the contract mechanisms documented in Clause 17 and Clause 60 of the Contract:

- Early Warning Notices (EW) – issued by either client or contractor and servicing notice of perceived issues/performance that could:
  - increase the cost of providing the service;
  - affect the progress or performance of the service;
  - impair the performance of the Public Realm in use;
  - result in the aggregate of all amounts due exceeding budget.
- Compensation Events (CE) – a means of capturing and agreeing alterations to agreed costs and or programme, usually following an Early Warning Notice.

Below are examples of some operational key risks. The detailed generic schemes risk register is in *Appendix A: Policy, Processes and Templates*.

	KEY RISK	MITIGATION
Operational	Public do not buy in to scheme design and objectives	Develop Communications Protocol for Contract and Plan for individual schemes. Feedback from Locality Stewards to be considered. Pro-active approach to Consultation – early elected member involvement. Right Information to the Right People at the Right Time.
	Unforeseen Local Member involvement	Involve all relevant Local Members through liaison/regular updates in order to minimise any unforeseen involvement.
	External Designs do not meet HC objectives	Undertake robust checking procedure. Design responsibilities to be made clear during project briefing. Clear briefing to sub-Designers/suppliers.
	Design competence not available due to lack of skills / numbers	Use Competency Matrix to review design staff requirements. Utilise resource from other BB Design Partners or Supply Chain.
	Project management resources not available impacting project control	Implementation of enhanced project management structure should address capacity issues. Allocation of all projects to a dedicated senior project manager will support improved resource management. BBLP will keep the client informed of personnel changes such that any impacts on delivery can be understood and managed.



Design tasks exceed budget and/or programme	Clear briefing of objectives and plan for joint agreement. Robust Project Management techniques to be followed. ECI and Consultation process to develop realistic programme.
---	--

PART 2

**ORGANISATION**

**KEY DELIVERY INTERFACES**

	Who the Highways Schemes Team will liaise with	Why we will liaise
Public Realm BBLP Partnership	Network Manager	Understanding scheme timetables/programmes and arranging TROs
	Programme Manager	Two-way flow of information to keep IWP updated and identify programme efficiencies. Identify any Category 2 defects within roads on the investment programme which can be repaired as part of these works
	Asset Management Team	Identification of schemes for highway, drainage and structures. Feedback of information and 'as-builts' to update the asset model with changes on the network. Sharing asset model with Herefordshire Council through GIS
	NRSWA Team	Issuing of S58 notices and co-ordinating road booking and works with utilities
	Customer Liaison Manager	Communication of road closures, advice on stakeholder engagement activities

	Performance & Improvement Manager	On-going feedback/ review of service performance
	Locality Teams	Identifying asset improvement requirement. Inspection of assets, to support the management of guarantee periods and ensure asset life.
	Countywide Amenity Teams	Coordination of works, utilisation of road space
Herefordshire Council	Cabinet / Local Members	Keeping them abreast of scheme development
	HC Transportation and Major Projects Teams	Carry out work in accordance with Service Orders and co-ordination with BB managed schemes
	HC Legal Services	Promotion of Temporary TROs and engagement in land acquisition
	HC Governance	To advise on Council reporting processes
	HC Contact Centre	Provision of Scheme information for handling customer enquiries
	HC Communications Team	Develop Communications Protocol for Contract and Plan for individual schemes.
	HC Waste Management	Coordinating activities to minimise impact on waste collection from scheme construction
	HC Passenger / School Transport Team	Consultation on temporary impact on operation.
	HC Planning Team	To lead and liaise on planning issues
	HC Forward Planning Team	Liaison on the development of the forward plan.
	HC Property Team	Land acquisition for schemes work with land take Completion of Land Searches
External Organisations	Statutory Undertakers	Noticing and agreement of temporary works and diversions, location and information on services
	Local Businesses (inc schools and hospitals)/Chambers of Commerce/Transport Operators	Minimising impact on business activities
	Land Owners	Minimising impact on activities and use of land for schemes (temporary or permanent)
	Special interest groups (accessibility groups, cycling etc.)	Consultation on scheme proposals
	Neighbouring local authorities	Coordinating cross boundary works
	Bus Companies, Transport Operators	Consultation on temporary impact on operations
	Highways England and agents	Coordination with trunk road works in the County

Police and other Emergency Services	Consultation on TROs, abnormal routes, traffic management proposals
Government Agencies	Consultation on scheme proposals
Environment Agency and Natural England	Secure approvals for completing works at protected sites. Consult on scheme solution.
Safer Roads Partnership	Respond to requests for schemes as a result of safety concerns on the network.

- Additional stakeholders may be identified throughout the 2020/21 period and will be incorporated in the above list

## APPENDICES

### APPENDIX A: POLICY & PROCESSES

#### PROCESSES

### APPENDIX B: REFERENCE DOCUMENTS

#### LEGISLATIVE DOCUMENTATION

- Highways Act, 1980
- Traffic Management Act, 2004
- New Roads & Street Works Act, 1991
- National Planning Policy Framework (NPPF) 2012
- Town and Country Planning Act 1992 subsequent revisions and additions
- DMRB – Design Manual Roads and Bridges
- Manual for Highway Works Spec for Highway Works
- Manual For Streets/Manual For Streets 2
- Sustrans Design Manual – Handbook for cycle friendly design (April 2014)
- Cycling Infrastructure Design (DfT 2008)
- Shared Use Routes for Pedestrians & Cyclists (DfT 2012)

- Safety - HD 19/05.
- CIHT Road Safety Audit guidelines
- Guidelines for Providing for Journeys on Foot (CIHT 2000)
- Accessibility Action Plan (Draft August 2017)
- Understanding Walking and Cycling (UWAC project 2011)
- Active Transport for Healthy Living Coalition (June 2014)
- Working together to promote active travel: a briefing for local authorities (May 2016)
- ICE State of the Nation Infrastructure 2014
- ICE Walking & Cycling topic page
- Collision investigation techniques identified in the RoSPA manual and collision statistics from
- DfTs Reported Road Casualties Great Britain annual publication (provided by HC)
- Highways Maintenance Efficiency Programme (HMEP) Lifecycle Planning Toolkit

#### HEREFORDSHIRE COUNCIL DOCUMENTATION

- Herefordshire Highway Maintenance Plan
- Herefordshire Local Transport Plan/Strategy and Policy
- Transport Asset Management Plan
- Highways Design Guide for New Developments (Herefordshire Council 2006)
- Herefordshire design guides
- Accident cluster site list
- Local cycling and walking infrastructure plans technical guidance (April 2017)

#### CONTRACT DOCUMENTATION

- Herefordshire Council Highways & Public Realm Contract

Additional specific definitions will be agreed as part of each project proposal.

---

#### APPENDIX C: DEFINITIONS

ATM	Active Travel Measures
BBLP	Balfour Beatty Living Places

CDM	Construction Design & Management
DfT	Department for Transport
DMRB	Design Manual for Roads and Bridges
ES	Environmental Statement
HC	Herefordshire Council
LCWIP	Local Cycling & Walking Infrastructure Plan
LTP	Local Transport Plan
LDF	Local Development Framework
KPI	Key Performance Indicator
NRSA	New Roads and Street Works Act
OPI	Operational Performance Indicator
RSA	Road Safety Audit
SMOTS	Sustainable Method of Travel to School Strategy
TRO	Traffic Regulation Order

Additional specific definitions will be agreed as part of each project proposal.

---

#### **APPENDIX D: PROGRAMME OF WORKS:**

A summary programme for all scheme work delivered in this annex will be provided during development of target cost proposals.

##### **Market Town Scheme Development Programme**

Ledbury – To be determined subject to Capital Funding

Leominster - To be determined subject to Capital Funding

Bromyard - To be determined subject to Capital Funding

Ross on Wye - To be determined subject to Capital Funding

##### **Minor Safety Improvements**

Lawton Cross Roundabout - Continuation of construction works commenced March 2020 – July 2020

## Ridgeway Cross – Continuation of design

## Network Surfacing Programme

Table 1: A Roads

Road Name / Location	Treatment
A40 Weston Under Penyard	Resurfacing
A4103 Roman Road, Hereford	Resurfacing
A4110 Bewdley Bank	Resurfacing
A4110 Portway	Resurfacing
A4110 Knapton towards Stretford	Resurfacing
A417 Bend Nr Entrance to Whitwick Manor	Resurfacing
A438 J/W C1151 to Ashperton, Nr Durlow Common	Resurfacing
A438 Hollybush	Resurfacing
A44 J/W C1110 to Stoke Prior	Resurfacing
A44 Bend app C1031 Crossroads from Lyonshall	Resurfacing
A44 Between Headbrook and Hattons Garden Roundabout, Kington	Resurfacing
A44 Flaggoners Green to Westhill, Bromyard	Resurfacing
A449 Ledbury Rugby Club to Hill House	Resurfacing
A456 Easton Court Lodge to Easton Cottage, Little Hereford	Resurfacing
A480 Station Road to Brinsop Turn, Credenhill	Resurfacing
A480 Yazor Church to Mansel Lacy	Resurfacing
<b><u>Aspirational Safety Improvements for consideration during resurfacing schemes</u></b>	
A44 J/W Montford Road	To be considered
A4103 J/W A465	To be considered
A438 Whitecross Roundabout	To be considered
A44 J/W A4112 and B4457 Golden Cross	To be considered
A44 J/W B4360 Barons Cross	To be considered
A449 J/W B4224 Old Gore Xrds (report reviewed Dec 2019)	To be considered
A465 J/W B4347 Pontrilas	To be considered
A465 J/W Walnut Tree Ave	To be considered

B4349 J/W B4348 Gooses Foot	To be considered
C1292 Larport Crossroads	To be considered

Table 2: B Roads

Road Name / Location	Treatment
B4203 U65004 to Dudshill Court, Near High House Cross	Resurfacing
B4214 Bromyard Rugby Club to Rock Farm	Resurfacing
B4214 Edwyn Ralph Village	Resurfacing
B4348 Just south of B4347 junction, Vowchurch	Resurfacing
B4359 Widemarsh Street (Wickes to Traffic Lights)	Resurfacing
B4348 A465 to Tram Inn	Resurfacing

Table 3: C Roads

Road Name / Location	Treatment
C1228 Haywood Lane	Resurfacing

Table 4: U Roads

Road Name / Location	Treatment
U67220 Church Road, Ledbury	Resurfacing
U70604 Spine Road, Ross On Wye	Resurfacing
U75410 Outside property called Prospect, Old Tay	Resurfacing
U81007 Baggallay Street, Hereford	Resurfacing
U90361 Brunley Close, Brilley	Resurfacing
U93610 Brierley Way, Leominster	Resurfacing

Table 5: Surface Dressing Programme

Road Name / Location	Treatment
A4110 Abbey Court Farm towards C1007, Wigmore	Patch and Surface Dress
A456 Easton Lodge to County Boundary, Little Hereford	Patch and Surface Dress
A466 Derestriction - C1234 Crossroads, St Weonards	Patch and Surface Dress
A466 B4521 to 40 MPH St Weonards (Site 1)	Patch and Surface Dress
A466 B4521 to 40 MPH St Weonards (Site 2)	Patch and Surface Dress
B4355 Lower Flintsham - The Stag, Titley	Patch and Surface Dress

B4521 Speed Limit - A4137	Patch and Surface Dress
B4521 County Boundary to A466, Broad Oak	Patch and Surface Dress
B4348 Hardwicke	Patch and Surface Dress
C1226 Haywood Lane	Patch and Surface Dress
C1061 Thornbury	Patch and Surface Dress
C1174 C1175 to C1165	Patch and Surface Dress
C1116 U65208 to C1110	Patch and Surface Dress
C1114 Park House to C1115	Patch and Surface Dress
C1064 B4214 to U65018	Patch and Surface Dress
C1084 U93212 to A4112	Patch and Surface Dress
C1263 A49T to 30mph	Patch and Surface Dress
U73411 Pinnocks Place	Patch and Surface Dress
U75238 Watery Lane	Patch and Surface Dress
U65607 Golden Valley	Patch and Surface Dress
U75230 The Drain	Patch and Surface Dress
U75228 Dorestone Penlan	Patch and Surface Dress
U74200 Upper Maes Coed	Patch and Surface Dress
U65022 The Gains Road	Patch and Surface Dress
U74209 Tremorithic Road	Patch and Surface Dress

Table 6: CAT2b high benefit / priority defects

Road Name / Location	Treatment
Sites to be identified during 2020/21	

Table 7: Pedestrian / Footway Improvements

Road Name / Location	Treatment
U93637 George Street, Leominster	Footway Resurfacing
F80200 Prospect Walk, Hereford	Footway Resurfacing
C1268 Holme Lacy Road	Footway Resurfacing
A44 Mill Street, Leominster	Footway Resurfacing/Kerbing
F72600 Fieldway, Sutton St Nicholas	Footway Resurfacing
U73013 Leasown, Burghill	Kerbing
A466 Wormelow (Footway leading to shop)	Footway Resurfacing/Kerbing

Table 8: Safety Barrier Repairs

Barrier No	Road	Location	Treatment
BS9091	A438	A417 Ledbury bypass	Design + construct
BS9129	A465	Langua bridge upstream	Design + construct
BS9034	C1261	Kynaston	Design + construct
BS9088	U65438	Bromyard	Design + construct



BS9039	B4348	Brampton, Madley by junction with C1196	Design + construct
TBA	A449	New Massington Railway Bridge SW	Design + construct
TBA	A438	NEW Ledbury Rail Parrallel site	Design + construct
BS9110	A465	Langua bridge downstream	Design + construct
BS9143		Aldi Hereford	Design + construct
BS9064		Bridge sollers south east	Design + construct
BS9005	A438	Rhydspence north	Design + construct
BS9111		Jays Green North West	Design + construct
BS9112		Jays Green South West	Design + construct
BS9114		Little Marcle road south	Design + construct
BS9025	A4103	Froomes hill section 1 north west	Design + construct
BS9026	A4103	Froomes hill section 2 north east	Design + construct
BS9053	C1197	Stretton Sugwas Village, north of tip.	Design + construct
BS9093	A44	A44 Bromyard Bypass protects Transco apparatus	Design + construct
BS9098	B4299	BS98 Brampton Road Ross	Design + construct

Table 9: Lining &amp; Road Marking Repairs

Site Name	job_notes	Total Distance (km)
A40 FROM B4224 TO RYEFORD FARM	Refresh all centre marking	9.080
A40 HILDERSLEY TO WESTON UNDER PENYARD	Refresh all centre marking	
A40 LEA FROM B4224 TO GLOUCESTERSHIRE BO	Refresh all centre marking	
A40 OVERROSS ROUNDABOUT TO HILDERSLEY	Refresh all centre marking	
A4137 FROM A40 JUNCTION TO BURNTHOUSE GR	Refresh all centre marking	5.490
A4137 FROM BURNTHOUSE GREEN TO GREAT TRE	Refresh all centre marking	
A4137 WHITCHURCH AT A40 JUNCTION	Refresh all centre marking	
A438 FROM UPPER DORMINGTON ROAD TO RIVER	Refresh all white lining road markings faded	1.250
A44 FROM C1085 VIA MONKLAND TO MOOR BROO	Refresh all centre marking	4.210
A44 FROM LEGION CROSS TO C1085	Refresh all centre marking	
A44 FROM LEGION CROSS TO EAST STREET	Refresh all centre marking	

A465 FROM B4348 TO LAY BY	Please refresh the central white and 30 carriageway roundels plus slows through from line Wezda lodge to the A49 the length if this feature	3.350
A466 FROM REEVES PARK COTTAGE TO GWENT B	Refresh all centre marking	2.960
A480 FROM CLIFFORD HOUSE TO STRETTON COU	Refresh all white lining road markings worn	3.240
A480 FROM CREDINHILL PARK DAIRY TO STRET	Refresh all centre marking	
A480 FROM CREDINHILL PARK DAIRY TO STRET	Refresh all centre marking	
B4024 Much Marcle To Gloucestershire Bou	Refresh all centre marking	1.940
B4164 WHITCHURCH VILLAGE ROAD TO OLD WHA	Refresh all centre marking	0.828
B4214 FROM RIVER FROME TO C1062	Refresh all centre marking	2.910
B4219 FROM A4103 TO CRUMPTON OAKES ACCES	Refresh all centre marking	2.080
B4221 Gorsley To Gloucestershire Boundar	Refresh all centre marking	1.020
B4224 FROM FORDING LANE TO JACKSONS LANE	Refresh all centre marking	4.170
B4224 FROM JACKSONS LANE TO A40	Refresh all centre marking	
B4234 FROM BEAUFORT LODGE TO GLOCESTERSH	Refresh all centre marking	7.680
B4234 FROM COMBE LODGE ACCESS TO BEAUFOR	Refresh all centre marking	
B4234 FROM NEW HOUSE FARM ACCESS TO COMB	Refresh all centre marking	
B4234 FROM WALFORD ROAD TO NEW HOUSE FAR	Refresh all centre marking	
B4347 FROM B4348 TO MOREHAMPTON PARK FAR	refresh the central white line between morehampton farm and lower park farm of this feature	
B4348 FROM BROOKFIELD ROAD TO COBHALL CO	refresh the central white line along the length if this feature.	1.830
B4348 FROM C1228 HAYWOOD ROAD TO MOUNT V	refresh the central white and 30 carriageway roundels plus slows through Much Dewchurch and up to the A465 line to the length if this feature	1.010
B4348 FROM C1262 TO A49	Refresh all centre marking	2.230
B4348 FROM THE GAMBER TO C1262	Refresh all centre marking	
B4348 FROM COBHALL COMMON ROAD TO A465	refresh the central white line along the length if this feature.	1.150

B4348 FROM CROSS LODGE TO POSTON MILL PA	refresh the central white line along the length if this feature	3.990
B4348 FROM DISMANTLED RAILWAY TO NEWTON	refresh the central white lining line from the Oak to Westbrook court	3.190
B4348 FROM MOUNT VIEW TO A466	refresh the central white line along the length if this feature	1.830
B4348 FROM NEWTON MIDDLEWOOD TO CROSS LO	refresh the central white line along the length if this feature also slow markings prior to Westbrook, the badge and Dorstone villages.	3.410
B4348 FROM POSTON MILL PARK TO STONE STR	refresh the central white line between Holsty Farm turn to the Gooses Foot junction (b4349) of this feature.	4.070
B4348 FROM POSTON MILL PARK TO STONE STR	refresh the central white line from postin mill to junction of b4347.	1.240
B4348 FROM STONE STREET TO BROOKFIELD RO	refresh the central white line along the length if this feature	2.950
B4349 FROM B4348 TO ARKSTONE COURT ROAD	refresh the central white line along the length if this feature including slow markings	3.850
B4352 FROM B4348 TO CLOCK MILLS BRIDGE	refresh the central white line from Clifford school to the turning at the b4348 of this feature	0.787
B4352 FROM C1199 TO B4349	refresh the central white line along the length if this feature	2.460
B4352 FROM MERBACH TO LAWN GATE	refresh the central white line along the length if this feature including slow markings prior to either end of bredwardine and slow markings either side of merbach bridge .	5.640
B4352 KINLEY FARM JUNCTION TO LAWN GATE	refresh the central white line from Newhouse farm to lawn gate lodge of this feature.	3.090
B4352 STONE STREET TO WATERY LANE	refresh the central white line from beginning to end of Madley village	
B4521 FROM PENROSE ROAD TO GWENT BOUNDARY	Refresh all centre marking	3.660
Broad Street	Refresh all centre marking	0.174
Brookend Street	Refresh all centre marking	
C1206 FROM B4348 VOWCHURCH TO SLOUGH BRE	Refresh all centre marking	2.770
Eign Road	Refresh all centre marking	0.626
Fortys Pitch	Refresh all centre marking	1.020
Gloucester Road	Refresh all centre marking	0.780
Ledbury Road, Ross-on-Wye.	Refresh all centre and cycle lane	1.170
Ledbury Road, Hereford.	Refresh all centre marking	0.762
Ledbury Road, Hereford.	Refresh all centre marking	1.210
Mill Street	Refresh all centre marking	0.715

Table 10: Parking &amp; Lining Enforcement

Road Name / Location	Treatment
Sites to be identified during 2020/21	

### NETWORK RESILIENCE SCHEMES

Symonds Yat Slope Stability	Carriageway reinstatement following completion of 3rd party slope stability works
Wilton Road, Ross on Wye	Design/repair to rock slip
How Caple	

### HEREFORD CYCLE SIGNAGE IMPROVEMENTS

5 route corridors along which enhanced signage is to be installed funded by Access Fund

### FLOOD RECOVERY SCHEMES

Site Location	Asset	Description of works
U75410 Old Tay	Carriageway	large scale road damage
Holme Lacy Road nights	Carriageway	road damage, carriageway under water for days
U67420 Gwynns Hill , Much Marcle	Carriageway	Localised damage
A4110 Lawtons Cross (Hereford side)	Carriageway	Washout of verge and highway damage
U72015 Watery Lane/Lower Bullingham Lane	Carriageway	localised damage
U74416 Lower House Road, Rowlestone	Carriageway	Large scale damage
A4112/A438 Kinnersley	Carriageway	localised damage
C1207 Erosion Site( Golden Valley Area)	Carriageway	Side erosion issues
U74407 ( Golden Valley)	Bridge	Bridge damage
Eardisland, Leominster	Carriageway	Drainage system non-functional
C1007 From Birtley Cross to Upper Kinsham	Carriageway	Culvert collapsed from flooding
U90620 Derry Road (north of county)	Carriageway	erosion of edge of carriageway

---

U90471 Maund Common (north of county)	Carriageway	damage to edge of carriageway
U91006 Rushock ( North of County)	Landslip	Large scale damage
C1105 Ivington ( north of County)	Drainage	Large scale damage
U65620 Finchers Corner cradley	Drainage / Sink Hole	Large scale damage
Old Shop, Aymestry	Landslip	Large Scale Damage
B4352 Eaton bishop	Carriageway	Large Scale Damage

---

## APPENDIX E: SUPPORTING DOCUMENTATION

RISK REGISTER – To be provided in conjunction with development of Target cost