

# Economic Growth Overview and Scrutiny Committee

**Dorset County Council**



Date of Meeting	20 March 2019														
Officer	Mike Hansford, Asset & Performance Team Leader														
Subject of Report	<b>Additional Highways Maintenance Funding – Corporate and Department for Transport (DfT)</b>														
Executive Summary	<p>In 2018, based on the recommendations of a Policy Development Panel, Dorset County Council agreed to increase investment in the maintenance of its highway network by an additional £1.4m in 2018/19. The DfT has also boosted maintenance funding to Dorset by a further £6.165m this year. This additional funding is welcomed to help reduce the highway maintenance back-log faced in Dorset.</p> <p>This report sets out proposals for spending the £1.4m corporate funding on essential maintenance activities linked to drainage (including the £200,000 revenue element and £100,000 of capital) and the currently programmed patching and resurfacing work to be funded by the £1.1m capital funding.</p> <p>Additionally, the report includes recommendations made by the Policy Development Panel for the committee to consider reinstating essential maintenance activities and associated revenue funding for the following:</p> <table> <tr> <td>Reinstatement of Proactive Maintenance Units</td> <td>£ 705,360</td> </tr> <tr> <td>Introduction of cyclic side-verging programme</td> <td>£ 100,000</td> </tr> <tr> <td>Introduction of Revised Cyclic Drainage Programme</td> <td>£ 548,600</td> </tr> <tr> <td>Revised Specification for Reinstatement of Slabbed Footways</td> <td>£ 500,000</td> </tr> <tr> <td>Sign Cleaning and Vegetation Clearing Programme</td> <td>£ 80,000</td> </tr> <tr> <td>Additional Revenue Funding to Enable Reassignment of Capital Funding (reactive defect repairs)</td> <td>£1,800,000</td> </tr> <tr> <td><b>Total Cost</b></td> <td><b>£3,733,960</b></td> </tr> </table>	Reinstatement of Proactive Maintenance Units	£ 705,360	Introduction of cyclic side-verging programme	£ 100,000	Introduction of Revised Cyclic Drainage Programme	£ 548,600	Revised Specification for Reinstatement of Slabbed Footways	£ 500,000	Sign Cleaning and Vegetation Clearing Programme	£ 80,000	Additional Revenue Funding to Enable Reassignment of Capital Funding (reactive defect repairs)	£1,800,000	<b>Total Cost</b>	<b>£3,733,960</b>
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	<p>The report also sets out proposals to credit, in part, the structural maintenance budget with the £6.165m additional DfT funding, whilst also funding programmes of additional resurfacing and essential patching repairs on the lower-class network.</p> <p>This approach will ensure that we can use this funding in the most effective and efficient way possible for the remainder of the 2018/19 programme and going forward into the 2019/20 capital maintenance programme.</p> <p>It is also proposed that 5.6% of the additional funds (% agreed through the LGR disaggregation) are to be allocated to BCP for the Christchurch area. This will be reduced by the value of additional works already committed in this area and be transferred to BCP in the new financial year.</p>
<p>Impact Assessment:</p>	<p><b>Equalities Impact Assessment:</b></p> <p>A full EqIA has not been completed but it is not anticipated that these proposals would impact negatively on any minority group. The intention is to have a positive impact for all road users.</p> <hr/> <p><b>Use of Evidence:</b></p> <p>This report has been based on current data at the time of writing.</p> <hr/> <p><b>Budget:</b></p> <p>This proposal will mean there will be a capital underspend on the structural maintenance budget in 2018/19 which will be rolled over into 2019/20.</p> <p>The recommendations made by the Policy Development Panel would require an additional £3,733,960 annual revenue funding, to reinstate essential highway maintenance activities.</p> <hr/> <p><b>Risk Assessment:</b></p> <p>Having considered the risks associated with this decision using the County Council’s approved risk management methodology, the level of risk has been identified as:</p> <p>Current Risk: MEDIUM Residual Risk HIGH</p> <hr/> <p><b>Outcomes:</b></p> <p>Better highway condition will positively impact on all four corporate outcomes: Safe, Healthy, Independent and Prosperous.</p> <p>The additional maintenance funding directly impacts on Service outcomes including ‘Managing Highway Condition’, and ‘Supporting Safe Travel’ and there were concerns from the PDP</p>

	<p>that failure to fund these activities could lead to reputational damage.</p>
	<p>Other Implications:</p> <p>The report makes references to recommendations, that directly impact on highway assets.</p>
<p>Recommendation</p>	<p>That the Committee</p> <p>(i) note the additional schemes being constructed by the additional corporate funding and the proposals for the additional Department for Transport funding.</p> <p>(ii) consider the recommendations made by the Policy Development Panel (PDP) in 2018, to reinstate essential highway maintenance activities in the future, which would require additional annual revenue funding equating to £3,733.960.</p> <p>If the Committee supports the PDP’s recommendations these should be referred on for formal consideration by the Dorset Council.</p>
<p>Reason for Recommendation</p>	<p>The recommendations made by the PDP are considered essential to address the backlog of issues associated with essential highway maintenance.</p>
<p>Appendices</p>	<p>Appendix 1 – List of completed and proposed schemes funded by both the additional corporate and DfT funding.</p>
<p>Background Papers</p>	<p>Exempt Cabinet report (Not for Publication) - Policy Development Panel - Reinstating Essential Highway Maintenance Activities’ dated 5 September 2018.</p>
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## 1. Background

- 1.1 Our Asset Management Strategy is needs based and the sites selected are those sites most in need of repair and not necessarily based on ward or district. The aim is to achieve a financial strategy to maintain the highway asset in a condition that provides optimum serviceability for minimum investment. All investment in maintenance will be prioritised to where there is greatest need, based upon up-to-date and accurate asset inventories and information, including level of usage, condition and safety. The footway and cycle network are included in this prioritisation.
- 1.2 Better value for money in highway maintenance is continually sought through examining the scope for greater efficiencies. The value of assets is to be optimised over their whole life, using life cycle planning. Wherever possible, opportunities to carry out preventative treatments will be implemented to prevent road condition deteriorating, whilst also addressing end of life roads where high level reactive maintenance is required. Schemes support outcomes linked to asset condition, network resilience and safety and will include other maintenance issues. Regular inspections of bridges and other highways structures will be undertaken to identify maintenance needs.
- 1.3 We receive £12.462m for maintenance from Government annually, as well as other grant funding, though some of these additional grants are unconfirmed at this time. However as documented to the Policy Development Panel, these funds are not enough to cover all of Dorset’s maintenance needs across the whole highway network.

## 2. Additional Corporate Funding

- 2.1 In 2018 a Policy Development Panel (PDP) was convened as a result of members’ concerns about the increasing back-log of maintenance issues on the Dorset Highways network. A number of recommendations resulted from this panel’s work, including Cabinet approval in September 2018 to approve £1.4m of corporate funds to help reduce the maintenance backlog.
- 2.2 This report sets out proposals to make the best use of this £1.4m to fund essential maintenance activities linked to highway drainage as well as addressing road conditions/potholes in the county. It is agreed that these funds will be spent by 31 March 2019.

The funding has been divided into four packages to ensure the maintenance priorities of the PDP were met, outlined in the table below:

Maintenance Activity	Value	Notes
Drainage – Gully emptying and jetting	£200,000 revenue	Essential work as identified by the Policy Development Panel to remove water from the highway, promoting highway safety, and to prevent deterioration of the roads.

Drainage – Digging new ditches	£100,000 Capital	Essential work identified by the Policy Development Panel to remove water from the highway, promoting highway safety, and to prevent deterioration of the roads.
Resurfacing of priority sections of road e.g. structural maintenance	£600,000 capital	Based on sites identified in the report approved by Cabinet linked to winter damage and in some cases links to local businesses.
Patching of priority potholes	£500,000 capital	Based on sites identified in the report approved by Cabinet linked to winter damage and in some cases links to local businesses.

- 2.3 £200,000 of the £1.4m is revenue funding, to ensure essential drainage activities linked to known flooding hotspots are tackled. This information comes from our annual gully cleansing programme including outstanding works already in the system but not funded. These revenue funds are also paying for a third gully emptying machine, and additional jetting works.
- 2.4 £100,000 of capital funding is being used to implement a programme of ditch digging to reduce localised flooding.
- 2.5 Work on these drainage sites has already started and is based on a backlog of work already identified by Community Highway Officers through programmed inspections and public enquiries.
- 2.6 £1.2m is capital funding and the majority of this will be used to resurface or patch some of the poorest quality roads and fix some of the most severe potholes across Dorset. A programme of carriageway repairs has been designed from sites identified by Community Highways Officers following the damaging effects of last winter. This is combined with other known problem sites predominantly on the lower-class network where they provide links to local businesses, thereby supporting our local economy. Details of the individual schemes being constructed are documented in Appendix 1.
- 2.7 Some of the patching works are already complete or are programmed between January to March 2019. The resurfacing sites have also been programmed between January and March 2019. These are also documented in Appendix 1.
- 2.8 Whilst this £1.4million funding was awarded for the current financial year (2018/19), there were further recommendations arising from the Policy Development Panel (PDP) which made reference to the reinstatement of essential highway maintenance activities and associated revenue funding, in the future. These discussions arose from concerns about funding decisions that had previously been taken, that had impacted adversely on highway assets and maintenance activities, which could potentially lead to reputational damage and impact on corporate outcomes.
- 2.9 These recommendations included reinstatement of revenue funding for the following activities:

Reinstatement of Proactive Maintenance Units

£ 705,360

Introduction of cyclic side-verging programme	£ 100,000
Introduction of Revised Cyclic Drainage Programme	£ 548,600
Revised Specification for the Reinstatement of Slabbed Footways	£ 500,000
Sign Cleaning and Vegetation Clearing Programme	£ 80,000
Additional Revenue Funding to Enable Reassignment of Capital Funding (reactive revenue carriageway repairs ie potholes)	£1,800,000
<b>Total Cost</b>	<b>£ 3,733,960</b>

- 2.10 Full details of the recommendations made by the PDP can be found in the report to the Cabinet entitled 'Policy Development Panel - Reinstating Essential Highway Maintenance Activities'.

### 3. Additional Department for Transport Funding

- 3.1 An additional £450m was announced for highways maintenance in the Government's October budget. Dorset's share of these funds is £6.165m which provides a welcome boost to the county's maintenance pot, however this came with the caveat that these funds must be spent by 31 March 2019.
- 3.2 There are significant design and operational difficulties in mobilising resources at such short notice at this time of year. Cold and wet weather conditions are not conducive to certain surfacing and repair treatments. It will not be physically possible to resource these works through our existing strategic partners or secure the required road materials to achieve this deadline. There are also concerns with delivering such a large programme in such a short time safely, efficiently and with as little disruption as possible to the travelling public.
- 3.3 Therefore we are proposing that the £6.165m be added to the structural maintenance budget for 2018/19. This means a capital underspend will be rolled forward into 2019/20 and will be used to accelerate Dorset's capital maintenance programme which will close the gap in funding required to hold and protect the existing network condition. The DfT has recognised the delivery challenge that this additional funding gives local highway authorities and have informally approved our approach.
- 3.4 Importantly, this approach gives us time to target the spend in line with our Asset Management Strategy, to ensure that funding is spent on the most appropriate repair and is spent efficiently. Time also needs to be taken to ensure designs are complete, adequate consultation takes place, that road closures are planned and that we can engage with the supply chain.
- 3.5 The rolled over funds will contribute to an increased programme of preventative treatments such as surface dressing and micro asphalt, whilst also targeting maintenance to improve highway safety. This will contribute to managing carriageway condition across the whole network, preventing the formation of potholes, and managing skid resistance.
- 3.6 The £6.165m will fund the following schemes/programmes of schemes in 2018/19:

Maintenance Activity	Value	Notes

Resurfacing	£1,994,000	Completed resurfacing schemes in the structural maintenance programme. Resurfacing life expired roads in support of strategies linked to safe roads and managing road condition.
Patching (over and above the £2.2m funded by the DfT Pothole Action Fund)	£1,000,000	Targeting failing roads, primarily C and D roads, using innovative high definition camera surveys to identify defects for repair. This will fund approximately 26,315m <sup>2</sup> of patching, including patching which is programmed predominantly between Jan-Mar 19. This helps manage road condition and the number of unpredictable, expensive reactive repairs.
Resurfacing (over and above the £2.2m funded by the DfT Pothole Action Fund)	£1,121,000	Resurfacing of roads at the end of their life, targeting primarily C and D roads. These funds will enhance investment into the lower hierarchy network.
Reactive Road Defect Repairs	£1,800,000	Approximately 18,000 pothole repairs
Wool Bridge Repairs	£250,000	Essential repairs to a collapsed bridge resulting from storm damage last winter
	<b>£6,165,000</b>	

- 3.7 Details of individual schemes being delivered between January – March 2019 funded by these additional funds are documented in Appendix 1.
- 3.8 Discussions are ongoing regarding the 5.6% agreed through the disaggregation of the Christchurch network, which would represent the Christchurch share of the additional £6.165m, less the value of additional schemes being delivered before the end of March.
- 4.0 Weymouth Scheme Proposals**
- 4.1 Approximately £1m of the capital funds rolled forward into 2019/20 have been earmarked for investment in schemes supporting the Coastal Community Fund (CCF), Weymouth Gateway bid, which includes a £70k contribution from Weymouth and Portland Borough Council. The bid centres around improving the visitor experience to Weymouth whether arriving by train or vehicle and how they access the town centre.
- 4.2 The bid incorporates the resurfacing of roads linking to, and within, Weymouth town centre. This includes the resurfacing of Westham Road, St Thomas Street, the southern end of St Mary Street, Bond Street and Maiden Street.
- 4.3 There are also proposals to remove the redundant railway lines in Commercial Road and Custom House Quay and reinstate the carriageway, to improve highway safety. This is subject to further consultation and also liaison with Network Rail to whom the lines pose an ongoing liability. We are therefore seeking a contribution from Network Rail to the cost of these works.

- 4.4 The CCF bid also includes proposals to widen the footway in Park Street improving the 'flow' and movement of pedestrians from the train station into the town centre.

## **5.0 Further Details**

- 5.1 Full details of all works will be published on the DorsetForYou website in due course, which is a requirement of the DfT grants for both the Pothole Action Fund and the additional funding. This will include some examples of pre and post repair photographs.
- 5.2 The web page will also document all drainage sites attended by the gully emptying and jetting crews, as well as locations where ditches have been dug.

**Matthew Piles**

**Service Director Environment, Infrastructure & Economy**

March 2019



## Appendix 1

The following schemes are being delivered between 1 January – 31 March 2019

i) Additional £1.1m corporate funded patching schemes

Poundbury Road-Dorchester
The Avenue-Sherborne
Albert Road-Corfe Mullen
New Road-Bryanston
Miller Close-Dorchester
High Gate Lane-Crossways
Duck Street-Symonsbury
Coburg Road Dorchester
B3159 Dorchester Road Broadway
Belfield Park Ave, Weymouth
Chelmsford Street, Weymouth
Knightsdale Road, Weymouth
Culliford Way, Littlemoor
Canberra Road Littlemoor Weymouth
Blandford Road Corfe Mullen
Redwood Road Upton
Bere Regis - Gallows Hill
Elder Road Bere Regis
Hanham Road, Corfe Mullen

ii) Additional Corporate funded resurfacing schemes

Pineapple Lane, Salway Ash
Copse Hill, Sturminster Newton
Bleke Street, Shaftsbury
Blandford Heights Industrial estate
Victoria Road, Ferndown
Tin Pot Lane, Blandford – deferred pending outcome of development issue

iii) Additional DfT funded patching sites

The provisional list of patching sites has been identified using innovative high definition camera survey technology. The programme commenced in the west of the county and these sites will be completed by the end of January. We are currently assessing proposed sites in Weymouth which will commence in February, to be followed by other proposed sites in the remainder of the county, as documented below.

West patching sites:

Butts Lane - Entrance to Butts Farm to Brighthay Lane
Junction C129 (at Lower Holditch) to Dorset County Boundary
Junction C129 to End of Road
Junction Champernhayes Lane to Junction unclassified Road
Spring Close - Cul-de-Sac off Trinity Way
Junction of Will Lane to Junction B3162
End of Road to Junction Higher Eype Road
New Inn Street - Junction C96 to End of Road
Norway Lane - Junction B3162 to Junction C77
Pipplepen Lane - Junction A356 to Dorset County Boundary
Venn Lane - Junction C77 to End of Road
Commonwater Lane - Junction B3164 to End of Road
County Boundary to Junction C101
Axnoller Lane - Junction C102 to End of Road
Picket Lane - Junction A356 to Chedington Lane
Fleet Street - Junction C102 to Junction Shortmoor Lane
East Street - Junction Whitcombe Rd to End of Road
Woodswater Lane - Langdon Lane to North Street
Junction B3163 to Junction A3066
Flaxfield Road - Cul-de-Sac off Gerrards Green
Junction B3163 to Junction A3066
Manor Drive - Junction unclassified Road to Junction unclassified Road
Stoney Head - Junction A35(Trunk Road) to Junction New Road
Whiteway Cross - Jct A35(Trunk Road) to Junction unclassified Road
Clay Lane - High Street to Junction B3157
Mill Street - Junction B3157 to Church Street
Quarry Lane - Junction C92 to End of Road
Bonscombe Lane - Shipton Lane to End of Road
Chilcombe Lane - Junction C9 Crossroads to Junction A35 (Trunk Road)
Looke Lane - Junction Hoopers Lane to Junction C121
Summer Lane - Holway Lane to Junction C29
Shipton Lane - Uploders Farm to Barr Lane
Barton Hill - Junction A37 to Junction Holt Lane
Junction C37 to Junction C38

Weymouth Proposed Patching Sites (subject to assessment):

Chiswell - Brandy Row to Victoria Square roundabout
Church Street, from B3159, Upwey, Weymouth
Victoria Avenue, Weymouth
Ringstead Crescent, Weymouth

Sycamore Road, Weymouth
Carisbrooke, Weymouth
The Rise, Weymouth
Chafeys Avenue, Weymouth
Bradford Road - Tennyson Road to Baycliff Road
Roundhayes Close, Weymouth
Baycliffe Road, Weymouth
Dumbarton Road, Weymouth
Brandy Row - Chiswell to end Portland
Esplanade - from High Street, Fortuneswell, Portland
Glacis - new ground / Verne Hill Road to end
Furlands, Portland
Milton Close, Weymouth

Purbeck Proposed Patching Sites (subject to assessment):

School Lane - Footpath to Junction B3070
Junction A351 (near Corfe Castle) to Junction unclassified road
High Street (Swanage) - Junction C148 to Junction A351
Target Road - Junction A351 to Arne Road
Old Kiln Road - Barndale Drive to Arne Road
Junction C27 to Junction C114
Junction A351 roundabout to Parish Boundary
Thrashers Lane - Junction B3351 to End of Road
Meadus Lane - Bushey Lane to End of Road
Chaple Lane to End of Road
Rollington Farm Lane - Junction B3351 to End
The Square - Junction A351 to West Street
West Street - The Square to End of Road
End of Road to Junction B3069
Smedmore Hill to Junction Unclassified Road
Mount Pleasant - End of Road to Junction C48
Link Road - Junction B3070 to Army Bypass
Rushton Farm Lane - Junction A352 to Rushton Lane
Manor Farm Road - End of Road to East Stoke Road
Wilkswood Farm Road - End of Road to Junction A351
St Georges Close - Cul-de-Sac off B3069
Middle Road - Junction C63 to Junction Unclassified Road
Huntick Estate - Junctions.105 & 150 to end
Fosters Spring - Landers Reach to end
East Morden Drove - Junction C63 to Cockett Hill
Lower Street - Higher Street to Junction B3075
Junction B3075 to Junction C60
Burnhams Lane (Langton boundary), to Herston Yards
Herston Yards, Swanage
Bon Accord Road, Swanage
Cranborne Road, Swanage

Gilbert Road, Swanage
High Street Service Road, Swanage
Hillsea Road, Swanage
Kings Road West, Swanage
Park Road, Swanage
Princess Road, Swanage
Queens Road, Swanage
Salisbury Road, Swanage
Steer Road, Swanage
Wills Road, Swanage
Cow Lane, Swanage
East Walls, Wareham
Moretons Lane - C146 to Folly Lane, Wareham
Belhuish Farm Road, West Lulworth
Coalhill Drove Estate, Winfrith Newburgh
East Burton Farm side road
Cologne Road, Bovington

North Proposed Patching Sites (subject to assessment):

Southern Town Boundary Signs to Junction B3075
Junction C71 (at Kings Stag) to Junction B3146
Junction High Street to Junction A357 (near Marsh Bridge)
Field Lane - Junction B3081 to Junction C142
Locks Lane - Cul-de-Sac off B3146
School Lane - Cul-de-Sac off B3095
Kendall Lane - Junction C142 to Junction B3092
Coronation Road - Wavering Lane to Hyde Road
Deweys Way - 'T' Section at End of Cul-de-Sac
Tomlins Lane - Coronation Road to End of Road
Junction B3092 to Junction C108
Hyde Road - Coronation Road to End
Cannings Court Lane - Junction B3143 to End
Bullocks Lane - Junction C34 to Junction C139
Mappowder Lane - Junction C34 to Junction C97
Place Lane - Mappowder Lane to End
Junction C107 to County Boundary
Junction Filley Brook to Junction C107
Lower & Higher Nyland - Junction A30 to End of Road
Musbury Lane - Junction C15 to Junction Blackthorn Lane
Love Lane - Junction C15 to Junction Nash Lane
Sodom Lane - Junction C15 to Junction B3092
Tanzey Lane - Junction B3092 to Sodom Lane
Two Junctions - Junction B3092 to Pound Tree
Witch Lane - Junction Sandpits Lane to Junction B3092
Cherryfields (part), Gillingham
Pye Lane - Junction A350 to Junction Pitts Lane
Belmont Close - Cul-de-Sac off St Rumbolds Road

Breach Lane - The Knapp to Breach Common Lane
The Butts - Breach Lane to Church Hill

East Proposed Patching Sites (subject to assessment):

Lions Lane - St Leonards Way to Woolsbridge Road
St Ives Park - Loop at End of Cul-de-Sac
Sandy Lane - Woolsbridge Road to Woolsbridge Road
Struan Gardens - Struan Close to Ashley Park
Azalea Close - Cul-de-Sac off Compton Beeches
Ashley Drive - Ashley Dr South to Ashley Dr South
Moorlands Road - Cul-de-Sac off Edmonsham Rd
Juniper Close - Cul-de-Sac off Joys Road
1st Link Road - Junction B3081 to The Chase
The Chase - 2nd Cul-de-Sac off The Chase
Holly Grove - Cul-de-Sac off Haywards Crescent
Birch Avenue - Cul-de-Sac off Oakland Walk
Oakland Walk - Cul-de-Sac off A347
Church Lane - Junction B3073 to End of Road
Jct C2 (in Three Legged Cross) to Station Road roundabout
Junction unclassified Road (Higher Row) to C50 Crossroads, Colehill
Swan Street - Junction The Square to Junction Unclassified Road
Glissons - Cul-de-Sac off B3073
Forest View Road - Award Road to End of Cul-de-Sac
Kingsway - Ameysford Road to Leeson Drive
Leeson Drive – First Spur off Leeson Drive
Bunting Road - Leeson Drive to Hilltop Road
Sherwood Avenue - Spur off Sherwood Avenue
Telford Road - Cul-de-Sac off Cobham Road
Old Farm Lane - End of Road to Junction B3073
Bradbourne Avenue - Mountbatten Avenue to End
Pilford Lane - Pilford Lane to Junction C50
Sandy Close - Cul-de-Sac off Sandy Lane
Swallow Way - Cul-de-Sac off Heron Drive
Hayes Lane - Junction C50 to Junction B3073
Fridays Hern - Pennys Mead to End Cranborne
Lonnen Road Colehill to Junction C154 Wimborne
Junction B3078 to End of Road
Brook Road - Sewage Works Turning Circle
Lambsgreen Lane - Junction C5 to Junction C609
The Vineries - Leigh Lane to Leigh Lane
Beaucroft Crescent - Loop off Beaucroft Lane
Beaucroft Road - Junction C50 to Beaucroft Lane
Cranfield Ave - Oakdene Close to Pine Trees Close
Junction C4 to Junction Zannies Lane

Junction C85 to Abbots Street
Park Lane - New Road to Junction C23
Picadilly - New Road to Junction C84
Church Road - Junction C85 to End of Road
Brog Street - Junction B3074 to Candy's Lane
Newtow Chapel Lane - Junction B3074 to End
Sleight Lane - Junction B3074 to Junction C116
Coventry Close - Cul-de-Sac off Waterloo Rd
Junction unclassified Road to Junction A31(Trunk Road)

iv) Additional DfT funded resurfacing sites January – March 2019

Sidmouth Road - from Devon county boundary to junction C168 Cobb Road, Lyme Regis
B3157 Coast Road - Swyre to egg cup tea rooms + Othona
A357 Army Bridge Near Lydlinch
C21 (Giant steps road) From the A30 Sherborne Road Junction to 137.7 marker/crossroads of Copse House & Frith Farm Cottages
A30 Sherborne Causeway Shaftesbury
Bell Street Shaftesbury
Lanehouse Rocks Road - Junction Nutgrove Avenue to Wyke Road at junction Portland Road, Weymouth
Junction C26 to Junction C5 (at Beacon Hill), Lytchett Matravers
Mudford Lane from Sandown to Mudford
Bournemouth Road - from Badger roundabout, Blandford to parish boundary south of garage, Littleton
Bournemouth Road - from parish boundary south of garage, Littleton to junction C78, Charlton Marshall
Arne Road - Arne to junction A351 Norden
New Road Woodlands both sections 105 & 110 + Hillside Road

v) Further sites being constructed between January – March 2019

Victoria Grove to Pymore Bridport
Fulbrooks Lane Bridport
Denhay Lane Broadoak
Road from Kingston Russell to Roman Road
Hereford Road Westham Estate
Culliford Way Littlemoor (between Canberra Road and mini roundabout)
East Weare Road Portland
Verne Common Road, Portland
Dorchester Road Weymouth Morrisons r/a to Weymouth Bay Avenue
River Crescent & Mill Street, Dorchester
Icen Way Dorchester
Frome Terrace Dorchester
Friary Hill, Dorchester and Frome Terrace
Piddle Lane Cerne Abbas

Hilling Lane to Wheelrights junction
C20, Duntish to Hazelbury Bryan
Back Lane Chetnole
New Road, Sherborne (Gas House Hill to A352 Junction)
Hawkcombe Lane from C138 to A359 Compton Abbas
Lower Lane Frm Junction Sandypit Lane to Chapel Hill Compton Abbas
Lower Lane From A350 to Junction Sandpitt Lane Compton Abbas
From Chapel Hill to Lower Lane House Compton Abbas
Main Road to Gourds Farm East Compton
Penn Hill Bedchester to West Farm
Lowbrook Farm Lane - from Main Rd Belchalwell to farm
Portfield Road, Christchurch
Okeford Fitzpaine to Belchall Road - jct C32, Nr Okeford Fitzpaine, to jct Belchalwell Street, Belchalwell. The cross c99
Chewton Common Road, Christchurch
Darknoll Lane - from C99 Lower Street to south of Etheridge Farm, Okeford Fitzpaine