


Record of an officer decision

Decision title :	Departure From Standard – Polished Stone Value reduction on the A417 Stretton Grandison
Date of decision:	2 August 2021
Decision maker:	Engineering Manager
Authority for delegated decision:	<p>Directorate scheme of delegation: updated 20/07/21</p> <p>Directorate: Economy and Place, section 75</p> <p>This is a procurement of equipment to support a range of activities under the Highways Act 1980.</p> <p>The authorisation limit is within the financial procedure rules and is sufficient for the decision.</p>
Ward:	Three Crosses
Consultation:	Consultation on the proposed village scheme has been undertaken with liaison between the local parish council, ward member, Public Realm Service Provider and HC Engineering Team members.
Decision made:	The decision made is to reduce the specified PSV from 65 to 55 on the surface dressing material on the A417 at Stretton Grandison to facilitate a scheme to change the highway environment via carriageway colour changes.
Reasons for decision:	<p>The change in surface colour supports the principle of changing the environment of the road through this village. This principle is founded in the DfT's Manual for Streets and Manual for Streets 2.</p> <p>This is anticipated to deliver a number of benefits to the community such as improving the road safety of the route through reduction in vehicle speeds and improving village amenity. A change from a Movement status (strategic road) to a Place status/environment principles set out in the Manual for Streets documentation.</p> <p>The stone required in the surface treatment is a different specification to the normal design. As such there is a requirement for a Departure from Standard below. The parameters are acceptable as set out in the Departure documentation.</p> <div style="text-align: center;">  <p>DFS Form FOR PUBLISHING - A417 S</p> </div>
Highlight any associated risks/finance/legal/equality considerations:	<p>The reduction in Polished Stone Value (PSV) is likely to result in faster polishing of the surface and therefore a shorter service life. This may negatively affect the overall skidding resistance of the surface; however, this is mitigated by the speed limit of the site (30 mph) and relatively low (design standards) HGV movements. In order to manage this low risk, ad-hoc testing will be undertaken following installation.</p> <p>The surface is likely to have a lesser service life compared to a design with a higher PSV with an appropriately designed dressing, but if the</p>

	SD is not designed correctly, it remains at risk of earlier than projected failure. This results in increased whole life cost. In terms of quantifying the increase in whole life cost the whole life cost per m2 increases from circa £1.25 per year to £1.69 per year. This is considered a moderate increase, however the benefits of the scheme are considered to validate this investment.
Details of any alternative options considered and rejected:	The principle measure rejected is to resurface the route using an HRA with coloured Pre Coated Chippings. This would remove the opportunity for trialling the material and further expand the tool palette of materials deployed on the network.
Details of any declarations of interest made:	None

I am an officer delegated to make the decision

Signed:

Print Name: Bruce Evans

Job Title: Engineering Manager

