

Report to the Cabinet

Meeting to be held on Thursday, 11 June 2020

Report of the Head of Service - Policy Information and Commissioning (Live Well and Age Well)

Part I

Electoral Division affected:
(All Divisions);

Proposed Apportionment of Additional Capital Funding for Highway Maintenance

Contact for further information:

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Executive Summary

This report requests approval of the proposed apportionment of the additional £5 million of capital funding approved by Full Council on 13 February 2020 for highway maintenance.

This is deemed to be a Key Decision and the provisions of Standing Order C19 have been complied with.

Recommendation

Cabinet is asked to:

- (i) Approve the proposed apportionment of the additional £5 million of capital funding approved by Full Council on 13th February 2020 for highway maintenance.
- (ii) Approve that the detailed programmes of work relating to the Footways, ABC and Urban unclassified programmes be agreed, in conjunction with the Cabinet Member for Highways and Transport and include those schemes next in priority that did not make the 'draw the line' for inclusion in the 2020/21 Capital Programme that are deliverable in light of the Covid-19 pandemic restrictions.

Background and Advice

In February 2020 Full Council approved an additional £5m of capital funding for highway maintenance. The proposed apportionment detailed below supports the

Transport Asset Management Plan principles to manage the highway assets, using a risk based preventative maintenance approach that will help reduce further deterioration of the highway network.

Proposed Activity	Proposed Apportionment
Storm Damage	£1,636,808
Localised Deterioration	£500,000
Spray Injection Patching (rural unclassified)	£500,000
Footways	£713,192
ABC & Urban Unclassified	£1,650,000
Total	£5,000,000

Storm Damage

In February 2020, the severe weather, including Storms Ciara and Dennis, caused significant damage to highway assets in Lancashire. The total estimated cost of repairs required due to the above storms has been estimated at £4,709,385 (including £4,461,857 capital and £247,528 revenue costs).

Of this, £1,636,808 is required to fund urgent work to prevent further deterioration, road closures and community severance. On 14 May 2020 Cabinet gave approval for the urgent work to be funded from the additional £5m approved by Full Council for highway maintenance in February 2020.

It is proposed that non urgent work totalling £3,363,192 is funded from any underspends resulting from efficiencies in the previously approved 2020/21 approved capital programme and/or inclusion in the 2021/22 Capital programme.

Localised Deterioration

It is proposed that the Localised Deterioration allocation be used to address smaller areas of deterioration that tend not to qualify for inclusion in resurfacing or surface dressing programmes but are too big to be addressed by the structural maintenance allocation. The sites will be identified by the Highway Maintenance Service and prioritised by Asset Management in line with Transport Asset Management Plan principles.

Spray Injection patching

Spray injection patching works will be focused on the rural unclassified network in areas not prioritised by the existing capital programme. The sites will be identified by the Highway Maintenance Service and prioritised by Asset Management in line with Transport Asset Management Plan principles.

ABC & Urban Unclassified roads

The proposed allocation for the ABC & Urban unclassified roads will focus on those schemes next in priority that did not make the 'draw the line' for inclusion in the 2020/21 Capital Programme. Work is underway to determine the delivery programme for 2020/21 and will then dictate the funds required. This will form part of the Money Matters report to Cabinet in September against which progress will be monitored through the remainder of the year. There is expectation that less schemes will be delivered this year than planned due to Covid-19 restrictions but the costs of individual programmes may increase due to increased resource requirements to meet Covid-19 secure work practices.

Footways

The proposed allocation for footways will focus on those schemes next in priority that did not make the 'draw the line' for inclusion in the 2020/21 Capital Programme. Work is underway to determine the delivery programme for 2020/21 and will then dictate the funds required. This will also form part of the Money Matters report to Cabinet in September against which progress will be monitored through the rest of the year. There is expectation that less schemes will be able to be delivered this year than planned due to Covid-19 restrictions but the costs of individual programmes may increase due to increased resource requirements to meet Covid-19 secure work practices.

Consultations

N/A

Implications:

This item has the following implications, as indicated:

Risk management

There is a risk that some of the proposed work will not be completed in the 2020/21 financial year due to the restrictions associated with the Covid-19 pandemic. However, the Highways Service is actively pursuing mitigation measures to reduce this risk.

Financial

It is proposed that the additional £5 million is apportioned in line with the proposals detailed in the report but may not be delivered in 2020/21 in terms of spend or number of schemes. This will be reported to later meetings of Cabinet when the full impact on deliverability and schemes costs has been assessed.

List of Background Papers

Paper	Date	Contact/Tel
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None		
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Reason for inclusion in Part II, if appropriate		
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