

Report to the Cabinet

Meeting to be held on Thursday, 12 March 2020

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

Part I

Electoral Divisions affected:
(All Divisions);

Proposed 2020/21 Highway Maintenance, Road Safety, Cycling Safety and Public Rights of Way New Starts Capital Programmes

(Appendices 'A' - 'L' refer)

Contact for further information:

Janet Wilson, Tel: (01772) 538647, Senior Commissioning Officer,
janet.wilson@lancashire.gov.uk

Executive Summary

This report recommends approval of the proposed apportionment of Department for Transport capital grant funding for highway maintenance and transport in 2020/21 and of a number of detailed programmes of work relating to this funding as set out at Appendices 'D' to 'L'.

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 anticipated 2020/21 Department for Transport Highway Maintenance funding as detailed at Appendices 'A' and 'B'.
- (ii) Approve the proposed apportionment of the anticipated 2020/21 Integrated Transport Programme at Appendix 'C'.
- (iii) Approve the proposed 2020/21 New Start Highway Maintenance programmes set out as projects at Appendices 'D' to 'I'.
- (iv) Approve the proposed 2020/21 New Start Road Safety, Cycling Safety and Public Rights of Way programmes set out at Appendices 'J' to 'L'.

Background and Advice

2020/21 New Start Highway Maintenance Programme

On 12 February 2020 the Department for Transport announced the county council's indicative New Start Highway maintenance grant funding allocations for 2020/21 comprising:

- Highways Maintenance Needs allocation of £18.567 million.
- Local Highways Maintenance Incentive funding which is dependent on the county council's self-assessment submission;
 - Band 1 - no funding
 - Band 2 - £1.160 million
 - Band 3 - £3.867 million

The county council's self-assessment submission demonstrates that efficiency measures are being pursued in order to be considered at Band 3 and therefore it is anticipated that the authority will qualify for the full share of the Incentive funding totalling £3.867 million. Thus the anticipated total funding allocation is £22.434 million and programmes of work have been developed on this basis. Appendix 'A' details how the programme would be reduced in the unlikely event that Band 2 is awarded which would result in a reduction in funding totalling £2.707 million.

Proposed Apportionment

The Transport Asset Management Plan approved in 2014 sets out how the county council intends to maintain its publicly maintainable vehicular highway assets (i.e. A, B and C roads, unclassified road network, footways, street lighting, traffic signals and structures) over the period 2015/16 to 2029/30. The performance of the plan is reviewed annually and the latest review presented to Cabinet in January 2020 provided an update on highway condition data as at March 2019. The criteria applied to develop the proposed 2020/21 New Starts programme, set out at Appendix 'A', is aligned with the Transport Asset Management Plan to ensure that a proactive, preventative intervention maintenance programme is developed.

The proposed apportionment detailed at Appendices 'A' and 'B' takes account of;

- Extensive life cycle modelling that indicates that the level of capital funding received from central government is less than the requirement to maintain the assets to a good condition
- The publication of the Well Managed Highways Infrastructure: Code of Practice document, (UK Roads Liaison Group: 2016) that has formalised highway authorities' approach to management of risk when maintaining highway assets and the need to fund additional asset related activities.

With regard to structural defects a capital allocation of £2 million is proposed from the anticipated Department for Transport Grant award with the remaining £6 million to be funded from borrowing or other funding sources. Where demand exceeds this amount, proposals will be made to reallocate funding and implement suggested changes to the programme necessary to keep roads safe and serviceable because

all potholes identified will be fixed in line with approved intervention levels and performance criteria.

2020/21 New Start Integrated Transport Programme

The indicative Department for Transport 2020/21 Integrated Transport allocation is £6.054 million. The proposed programme comprises:

- Cabinet approved 'first calls' with a value of £2.052 million.
- The continuation of annual programmes of work with a value of £3.820 million.
- A contingency of £0.182 million to deal with emerging priorities and unanticipated service demands.

The proposed apportionment is detailed at Appendix 'C'.

The report to cabinet on 18 January 2018 gave a commitment that the re-purposed funding of £0.600 million for the Hala Road project would be a first call on the 2020/21 Integrated Transport allocation. However, due to the wider programme of work under consideration in Lancaster it is proposed that the funding for Hala Road is a first call for transport funding in 2021/22.

Consultations

N/A

Implications

This item has the following implications, as indicated:

Risk management

Final confirmation of the Department for Transport 2020/21 Highways and Integrated Transport grant awards is expected imminently. However, the approval of the proposed programmes, subject to this confirmation, is required at this stage in order to allow delivery to commence in April 2020. Any significant implications of a change to the anticipated allocations will be reported to Cabinet.

There is also a risk that some of the detailed highway and transport programmes/projects set out at Appendices 'D' to 'L' may not be delivered or could be delayed due to changes to estimated costs, other priorities emerging within year as a result of bad weather or other unforeseen circumstances. Also, the delivery of the proposed programmes/projects is dependent on the 2019/20 highway maintenance and transport programme outturn positions which will not be known until spring 2020. The programmes may be subject to change after this date.

Due to the fact that the drainage, road safety and cycle safety programmes will require design and consultation it is likely that these programme will be delivered over two years, 2020/21 and 2021/22, as profiled below. In the event that work can be programmed earlier than anticipated then it is proposed that funding is brought forward as required.

Financial

All the programmes are subject to the announcement of final grant awards and the programmes will therefore need to be flexed to fit within the available funding.

Highways Maintenance

It is proposed that the programmes detailed at Appendices 'D' to 'I' be funded from the anticipated 2020/21 highway maintenance grant funding from the Department for Transport.

With specific reference to the development of drainage projects the funding will be phased over two years as below:

- 2020/21 - £0.100 million
- 2021/22 - £0.400 million

All structural defects that meet the safety intervention criteria will be addressed and therefore the actual expenditure will reflect operational demand. Based on recent levels of expenditure the total forecast level of funding required in 2020/21 is £8 million and any pressure on this amount will be dealt with within programme where possible under the direction of capital board. The £8 million budget is funded by:

- £2 million from the Department for Transport's Highway Maintenance Grant.
- £6 million from other funding within the capital programme with prudential borrowing being a last resort.

Transport

It is proposed that the Transport proposals detailed at Appendices 'C, and 'J' to 'L' be funded from the anticipated 2020/21 Integrated Transport grant funding.

With specific reference to the development of road safety and cycle safety projects which may include the need for detailed design and consultation to be undertaken it is proposed that the £0.5 million road safety allocation and £0.5 million cycle safety allocation each be profiled over two years:

- 2020/21 - £0.100 million
- 2021/22 - £0.400 million

It is proposed that the £0.600 million for Hala junction in Lancaster is a first call for transport funding in 2021/22.

List of Background Papers

Paper	Date	Contact/Tel
None		

Reason for inclusion in Part II, if appropriate

N/A