

**Report to the Cabinet**

Meeting to be held on Thursday, 4 May 2023

**Report of the Director of Strategy and Performance**

**Part I**

Electoral Division affected:  
(All Divisions);

**Corporate Priorities:**  
Delivering better services;

**Additional Budget 2023 Highways Maintenance and Pothole Repair Funding, 2023 to 2024**

(Appendices 'A' to 'C' refer)

Contact for further information:

Paul Binks, Tel: (01772) 532210, Highways Asset Manager,  
paul.binks@lancashire.gov.uk

**Brief Summary**

In the Chancellor of the Exchequer's Spring Budget 2023 an additional £5.122m has been made available for Lancashire as part of the announcement of £200m for highways maintenance for the financial year 2023/24.

On 6 April 2023 Cabinet approved the addition of the funding to the Highway Block of the Capital Programme, and approved apportionment to the surface dressing and preventative find and fix programmes to allow works to be built into the 2023/24 contract and for work to start in April for these seasonal activities. This report will provide the details for the £0.522m additional surface dressing programme and the proposals for the remaining £3.835m which is currently unallocated.

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

**Recommendation**

Cabinet is asked to:

- (i) Approve the proposed apportionment of the Department for Transport's additional funds of £5.122m, made available in the 2023 Spring Budget, as detailed in the report and at Appendices 'A' and 'B'.

- |   |
|---|
| <p>(ii) Approve that £0.795 million of funding as part of the project to redevelop the Samlesbury Enterprise Zone be moved between blocks in the Capital Programme and approve the highways scheme detailed at Appendix 'C'.</p> <p>(iii) Approve the addition of the schemes set out as projects at Appendix 'C' to the 2023/24 New Starts Highway Maintenance programmes.</p> |
|---|

## Detail

Cabinet approved the 2023/24 Highway Block of the Capital Programme in March 2023. In the Chancellor of the Exchequer's Spring Budget 2023 an additional £200m for highways maintenance for the financial year 2023/24 was announced, of which £5.122m has been made available for Lancashire.

On 6 April 2023 Cabinet approved that the additional funds of £5.122m should be added to the Highway Block of the Capital Programme.

Cabinet also approved the following from the additional funds:

- a. the addition of £0.787m for the surface dressing programme, including £0.265m for surface dressing of Hall Road, West Lancashire, and associated roads and £0.522m for an additional surface dressing programme, the detail of which is presented for approval here.
- b. The addition of £0.500m to the preventative find and fix programme.

This report will provide the details for the £0.522m additional surface dressing programme and the proposals for the remaining £3.835m currently unallocated of the additional £5.122m.

This will allow the:

- Continued investment in the Urban Unclassified roads and maintain the standard of the ABC road network for the remainder of Phase 2, as per Transport Asset Management Plan priorities for Phase 2, focusing on reducing the need for future reactive maintenance, including areas of worst deterioration subject to repeat visits to address safety defects\potholes.
- Continued investment in the Localised Deterioration Fund to support the management of structural defects and reduce member concerns.
- The investment in street lighting column replacement to be increased, allowing the Highway Service to increase capacity over a two-year period.

## Funding from Samlesbury Enterprise Zone

The March Cabinet report also sought approval for a programme of work to the value of £1.865 million that is funded via the redevelopment of the Samlesbury Enterprise Zone. This programme utilises recycled pavement materials from the site that would otherwise have to be disposed of.



In line with the Transport Asset Management Plan prioritisation process, the A682 Rawtenstall Spur was identified for resurfacing as part of the 2020/21 A, B and C classified roads resurfacing programme. This included a need to resurface both the east bound and west bound carriageways. The length and width of the road meant that the outturn cost for resurfacing both carriageways would have exceeded £650,000.

A scheme for the east bound carriageway, which was considered the worst section, as approved by Cabinet and delivered at a cost of over £330,000, with the west bound deferred for delivery in subsequent years. In the years 2021/22 and 2022/23 the condition of the road was considered to be holding steady and the scheme was deferred.

The west bound carriageway has rapidly deteriorated over the winter of 2022/23 with significant numbers of structural defect repairs being made. It is now considered that the only way to keep the road safe is to resurface the carriageway using the recycled material from the Samlesbury Enterprise Zone. The scheme is listed in Appendix 'C'.

A further report will be presented to Cabinet in June 2023 detailing further proposed schemes to be funded from the Samlesbury Enterprise Zone recycled material.

## Programmes

The proposed programme is set out as schemes at Appendix 'C'.

A further report will be brought to a future meeting of Cabinet with the proposed programme for the roundabout Inlays and preventative maintenance.

## Appendices

Appendices 'A' - 'C' are attached to this report. For clarification they are summarised below and referenced at relevant points within this report.

Appendix	Title
Appendix 'A'	Proposed Apportionment of Department for Transport Additional Funding £5.122m
Appendix 'B'	2023/24 Proposed Criteria to Determine Highway Maintenance New Starts Programme
Appendix 'C'	2023/24 Maintenance of Highways Assets Additional Department for Transport Funding 2023/24 Capital Programme Recycled materials from Samlesbury Enterprise Zone

## Consultations

N/A



## **Implications:**

This item has the following implications, as indicated:

### **Financial management**

The increased grant received will be spent on additional projects within the programme with the exception of £1m that will be used to reduce borrowing requirements within the structural defects programme. This will reduce the revenue charges associated with this borrowing by approximately £80,000 per year over 20 years.

The scheme of works utilising the Samlesbury Enterprise Zone recycled materials represents a movement of funding between blocks in the capital programme as opposed to additional funding being received. The initial costs in the Samlesbury project were intended for disposal of the materials which this programme reuses saving the waste charges and transport costs.

### **Risk management**

The schemes proposed are aligned with the Transport Asset Management Plan approach and delivering them will help reduce the risks of not being able to maintain the progress already made in Phase 1 of the Transport Asset Management Plan in improving the ABC network, through preventative treatment, and maintain it in a good condition through phase 2 of the Transport Asset Management Plan. The proposed apportionments will help reduce the reactive maintenance budget by focusing on preventative maintenance and addressing the areas of worst deterioration subject to repeat visits to address safety defects\potholes.

The proposed apportionment also helps to reduce the risk of street lighting column failure and further deterioration of the Rivington dam retaining wall.

The 2023/24 Department for Transport grant funding allocation also assumes that the county council will qualify for Band 3 Incentive funding through the Self-Assessment process. The assessment of officers is that the county council will be confirmed as qualifying for Band 3 funding. However, funding may be reduced if Band 3 status is not achieved. The Department for Transport has not yet confirmed the timescale for the Self-Assessment process. It is proposed that any changes required to the proposed 2023/24 New Starts Highway maintenance programmes, in the event of the confirmed grant funding award being less than the assumed allocation, be reported to Cabinet at a future meeting.

It should also be noted that the delivery of the proposed programmes/projects is dependent on the 2022/23 highway maintenance programme outturn position which will not be known until May/June 2023. The programmes may be subject to change after this date.

There is a risk that some of the detailed highway and transport programmes/projects may not be delivered or could be delayed due to changes to estimated costs, other priorities emerging within year because of bad weather or other unforeseen circumstances.



## List of Background Papers

Paper	Date	Contact/Tel
-------	------	-------------

None

Reason for inclusion in Part II, if appropriate

N/A

