

## CABINET

15 JUNE 2021

### HIGHWAYS CAPITAL PROGRAMME – SECOND ALLOCATION 2021/22

#### Report of the Strategic Director for Places

Strategic Aim:	Sustainable Growth	
Key Decision: Yes	Forward Plan Reference: FP/160421	
Exempt Information	No	
Cabinet Member(s) Responsible:	Mrs L Stephenson, Deputy Leader, Portfolio Holder for Communities, Environment and Climate Change	
Contact Officer(s):	Penny Sharp, Strategic Director for Places	psharp@rutland.gov.uk
	Tatt Andy, Interim Principal Highways Manager	01572 758342 atatt@rutland.gov.uk
Ward Councillors	All	

#### DECISION RECOMMENDATIONS

That Cabinet:

Recommend to Council that the spend of the Department for Transport (DfT) for the balance of the Highways Maintenance Block funding allocation, and both the Capital Pot Hole and Incentive funds received, as well as the carried forward £106,000, to the value of £1,487,000 is used for proactive highway drainage, Bridges, Street Lighting structural survey, carriageway and footway works as per Appendix A.

#### 1 PURPOSE OF THE REPORT

- 1.1 To recommend to Council the second allocation of the Highway Capital Programme for the balance of the Capital Highway Maintenance Block needs based from the first allocation, together with both the Capital Pot Hole and Incentive Funds, allocation by the Department for Transport (DfT) for 2021/22.
- 1.2 Cabinet will need to recommend to Council as the change to the Capital Programme is above £1m, which, as per Financial Procedure Rules will require Council approval.

## **2 BACKGROUND AND MAIN CONSIDERATIONS**

- 2.1 The Highways Capital Programme supports the Council's statutory duties as a highway authority. The programme is prioritised from highways asset condition surveys and inspections and a risk-based approach. The capital programme delivers on the targets as set out in the 2020-2026 Corporate Plan.
- 2.2 The Capital Highway Maintenance Block Funding, Capital Pot Hole and Incentive Funds, was confirmed by letter from the DfT on 15<sup>th</sup> February 2021 and is to support the desire to ensure the continued safe operation of the highway network.

## **3 HIGHWAYS CAPITAL PROGRAMME SECOND ALLOCATION**

- 3.1 Appendix A sets out the second allocation of the Highways Capital Programme of works, which covers proactive drainage, bridges, street lighting structural testing, carriageways and footways schemes funded by the balance of the first allocation of the Capital Highway Maintenance Block needs based allocation, together with the Capital Pot Hole and Incentive funds from the Department for Transport (DfT) for 2021/22. The programme of works as outlined in Appendix A will be followed, however if unknown prohibitive circumstances arise on a site, or a more serious defective site occurs over the year 2021/22, which is deemed to warrant more urgent intervention for health and safety reasons, then a site may be substituted to allow for this within the allocated budget. The substituted site would then feature high on the list for next allocation. Delegation to the Strategic Director of Places in consultation with the Portfolio Holder for Highways to agree any substitution of projects if the identified schemes cannot proceed.
- 3.2 The capital highways maintenance block allocation from DfT is £1,058,000, the Pot Hole fund also £1,058,000 and the Incentive Fund is £265,000 for 2021/22 and this report is including £106,000 of carry forward from a resurfacing scheme, is covered in our second allocation of works up to the value of £1,487,000 and allows proactive works to be undertaken to our drainage, bridges, street lighting, carriageway and footway assets. This second allocation report includes the remaining £58,000 Highway Maintenance Block from the first allocation, as well as the Pothole and Incentive funding, as at the time of the first allocation more data was required for the formulation of the wider programme.
- 3.3 It is proposed that drainage as well as the carriageway and footway allocation will include proactive works, including preventative surface treatments and patching methods.
- 3.4 The drainage, bridges, street lighting, carriageway and footway funding being made up of:
- Focus on proactive drainage works following initial investigations.
  - Preventative maintenance programmes of carriageway surface dressing including pre-patching and footway treatments.
  - A further programme of carriageway patching to stop minor defects becoming potholes.
  - Micro asphalt surface treatment.
  - Footway dressing surface treatment.
  - Regeneration recycling scheme of the carriageway along Barrowden Road.

- Street Lighting routine structural testing of lighting columns for safety reasons, including for replacement units as per risk assessment RAG rating.
- Carry forward of £106,000 from the Ryall resurfacing scheme, due to further site testing that lead to less deeper construction being required in places.
- Bridge works.

Note: All above as per Appendix A.

- 3.5 The highways maintenance capital programme also allows for continued proactive investment in highways drainage works, which was highlighted by the very wet winter of 2019/20 and 2020/21. This also includes the A606 Langham drainage scheme update of a site study including investigation and repair works.
- 3.6 The Langham drainage scheme on the A606 at its junction with Cold Overton Road to the junction with Burley Road. This was the subject of a feasibility study some time ago, but not progressed further. The study has been delayed due to COVID-19 restrictions, however is now being refreshed and solutions to the flooding will be developed. Dependent upon the total cost of the scheme, it is intended that works will be undertaken in 2021/22 and/or 2022/23.
- 3.7 A proposed programme of further proactive capital drainage works has been listed in Appendix A. As many of these sites as possible will be progressed for improvement capital works following final assessments, which are still underway, in 2021/22. Any jobs unable to be completed will be carried forward into 2022/23 for completion.

## **4 FINANCIAL IMPLICATIONS**

- 4.1 The Council has received grant funding for highways and this report proposes using that funding on its intended purpose.
- 4.2 This grant is also being looked at in the context of other areas of our revenue maintenance budget to ensure we allocate and spend in the most efficient and effective manner for the authority.
- 4.3 Appendix A details spend over the available project areas.

## **5 LEGAL AND GOVERNANCE CONSIDERATIONS**

- 5.1 The Council has a duty under Section 41 of the Highways Act 1980, to maintain the Highway in such a state as to be safe and fit for the ordinary traffic that may reasonably be expected to use it. The highways capital programme is part of the Councils evidence that it is fulfilling its statutory duty and also meets the strategic aims of “sustainable growth”.

## **6 DATA PROTECTION IMPLICATIONS**

- 6.1 A Data Protection Impact Assessments (DPIA) has not been completed because no personal data is being processed.

## **7 EQUALITY IMPACT ASSESSMENT**

- 7.1 An Equality Impact Assessment screening has not been undertaken and there are no adverse effects due to this policy.

## **8 COMMUNITY SAFETY IMPLICATIONS**

- 8.1 Well maintained highways and good highways drainage contributes towards road safety.

## **9 HEALTH AND WELLBEING IMPLICATIONS**

- 9.1 Failure to deliver a sustainable maintenance programme will lead to a decline in the quality of the highway networks throughout Rutland, leading to reductions in the quality of:

- 1) Transport links.
- 2) Access to safe and useable highways, footway and cycleways, which promotes activities such as walking and cycling.

## **10 ORGANISATIONAL IMPLICATIONS**

- 10.1 Environmental implications
- 10.2 To explore and implement the use of materials where practicable, which optimise the carbon reduction measures and their usage, while ensuring a functional and cost effective balance is maintained. Implementing environmental best practice where practicable throughout the contract.

## **11 SUMMARY OF REASONS FOR THE RECOMMENDATIONS**

- 11.1 It is recommended to approve the allocation of the Highway Capital Programme funding for the future proactive maintenance of the drainage, bridges, street lighting carriageway and footways assets using a risk based approach. Additionally, to reshape the highways maintenance capital programme to provide investment in carriageways, much needed investment in footways and a bigger emphasis on proactive highways drainage following increased recent heavy spells of rainfall and flooding. Approval will allow the Council to fulfil its statutory duties with regard to highway maintenance and road safety.

## **12 APPENDICES**

Appendix A: Proposed second allocation Highway Capital Programme for 2021/22.

Appendix B: Highways Asset Condition Surveys

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