

CABINET

11 July 2023

HIGHWAY CAPITAL - ADDITIONAL POTHOLE FUNDING 2023/24

Report of the Portfolio Holder for Highways, Transport and the Environment

Strategic Aim:	Sustainable Lives	
Key Decision: No	Forward Plan Reference: FP/090623	
Exempt Information	No	
Cabinet Member(s) Responsible:	Cllr Christine Wise, Portfolio Holder for Highways, Transport and the Environment	
Contact Officer(s):	Penny Sharp, Strategic Director of Places	Tel: 07973 854906 psharp@rutland.gov.uk
	Andrew Tatt, Principal Highways Manager	atatt@rutland.gov.uk
Ward Councillors	All	

DECISION RECOMMENDATIONS

That Cabinet:

1. Approves the spend of the allocation from the Department for Transport (DfT) for the Highway Capital Additional Pothole Funding as per Appendix A.
2. Authorises the Strategic Director of Places in consultation with the Portfolio Holder with responsibility for Highways to agree any substitution of projects if the identified schemes cannot proceed or if prohibitive circumstances arise on a site, costs increase, or a more serious defective site occurs over the year 2023/24, 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.

1 PURPOSE OF THE REPORT

- 1.1. To approve the spend of the Highway Capital - Additional Pothole Funding, allocation by the Department for Transport (DfT) for 2023/24.
- 1.2. Recommends Cabinet authorises the Director of Places in consultation with the Portfolio Holder for Highways, Transport and Environment to agree any substitution

of projects if the identified schemes cannot proceed or if prohibitive circumstances arise on a site, cost increase or a more serious defective site occurs over the year 2023/24, 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.

2. BACKGROUND AND MAIN CONSIDERATIONS

- 2.1. The Highway Capital Additional Pothole funding 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 additional capital pothole funding helps deliver on the targets as set out in the 2020 -2026 Corporate Plan.
- 2.2. The Highway Capital Additional Pothole Funding was confirmed by letter from the DfT on 30th March 2023. This supports the desire to ensure the continued safe operation of the highway network.
- 2.3. Appendix A sets out the allocation of the Highways Capital additional pothole funding, which covers, Carriageway patching and resurfacing as well as a programme of Thermo patching following a successful trial last year. The Thermo patching process works by introducing controlled heat into failed or failing bituminous road surfaces. The controlled Thermo heating softens the road surface with new material mixed in and levelled before being compacted.
- 2.4. The process benefits from no joints, carbon emission reductions and zero waste. 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 2023/24, 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 of authority is sought for the Director of Places in consultation with the Portfolio Holder for Highways, Transport and Environment to agree any substitution of projects if the identified schemes cannot proceed.
- 2.5. The highways capital additional pothole funding from DfT is £423,200.
- 2.6. It should be noted that the current volatility in the market, particularly with higher bitumen and fuel costs as well as other construction materials has increased sharply in some cases and there is reasonable assumption that this may continue through 2023/24 which may have an impact on scheme estimates.
- 2.7. The programme of work will include the following;
 - Proactive programme of works to intervene before potholes form.
 - A further programme of carriageway patching and resurfacing to stop minor defects becoming potholes.
 - Thermo patching programme.

Note: All above as per Appendix A.

3 CONSULTATION

- 3.1 No consultation required, the programme is developed to address planned maintenance and to address areas of the network requiring intervention.

4 ALTERNATIVE OPTIONS

- 4.1 Not to accept the additional allocation.

5 FINANCIAL IMPLICATIONS

- 5.1 The council has received grant funding for highways and this report proposes using that funding on its intended purpose.

6 LEGAL AND GOVERNANCE CONSIDERATIONS

- 6.1 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.”

7 DATA PROTECTION IMPLICATIONS

- 7.1 A Data Protection Impact Assessments (DPIA) has not been completed for the following reasons, because no personal data is being processed.

8 EQUALITY IMPACT ASSESSMENT

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

9 COMMUNITY SAFETY IMPLICATIONS

- 9.1 Well maintained highways contributes towards road safety.

10 HEALTH AND WELLBEING IMPLICATIONS

- 10.1 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:

11 TRANSPORT LINKS.

- 11.1 Access to safe and useable highways, footway and cycleways, which promotes activities such as walking and cycling.

12 ORGANISATIONAL IMPLICATIONS

- 12.1 **Environmental implications**

- 12.2 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.

13 CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

- 13.1 The report sets out the grant allocation made by the DfT for the Highway Capital - Additional Pothole Funding for 2023/24 and proposes how the allocation will be spent in a new programme of work set out at Appendix A.
- 13.2 The additional funding for potholes has been allocated to all authorities in England to undertake additional maintenance to address the level of pot-holes. This additional grant funding provides the opportunity for Rutland to take a pro-active approach to maintenance of the network to reduce the number of potholes on our roads.
- 13.3 The report seeks the approval of delegation of authority to the Director of Places in consultation with the Portfolio Holder for Highways, Transport and Environment to agree any substitution of projects if the identified schemes cannot proceed or if prohibitive circumstances arise on a site, cost increase or a more serious defective site occurs over the year 2023/24, 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.

14 BACKGROUND PAPERS

- 14.1 There are no additional background papers to the report.

15 APPENDICES

- 15.1 Appendix A - Proposed Allocation for Highway Capital – Additional Pot-Hole Funding for 2023/24

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