

COUNTY COUNCIL LOCAL COMMITTEE FOR BARROW

Meeting date: 18 September 2020

From: Executive Director – Economy and Infrastructure

BARROW LOCAL COMMITTEE HIGHWAYS CAPITAL AND REVENUE PROGRAMME UPDATE 2020/21

1.0 EXECUTIVE SUMMARY

1.1 This report presents the Highways Revenue and Devolved Capital and Non-Devolved Capital Budget finance reports and updates members as to current progress on these budget lines as detailed in the attached appendices.

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

2.1 This Committee's devolved 2020/21 Cash Limited Budget was determined by the County Council in February 2020. The Local Committee is able to vire funding between budget lines during the course of the financial year, subject to Corporate Policy and Service Standards. The Committee is not able to vire funding from capital budgets into revenue budgets.

2.2 The original Devolved Highways Revenue budget is £782,608.

2.3 The original Devolved Highways Capital budget is £1,323,034

2.4 Carry forward of the under or accelerated spend during 2019/20 was approved at a meeting of Cabinet in June 2020 This has had the effect of altering the Revenue and Capital budget lines as follows;

2.5 Devolved Highways Revenue budget is now £849,635

2.6 Devolved Highways Capital budget is now £1,179,802

3.0 RECOMMENDATION

3.1 That Local Committee note the revenue and capital budget allocations for 2020/21 and the commitments and expenditure recorded to the end of July 2020 and shown in Appendices 1, 2 and 3.

4.0 BACKGROUND

- 4.1 The latest Devolved Highways Revenue budget for 2020/21 is £849,635. Forecast outturn figures and comments on programmed progress are shown in Appendix 1.
- 4.2 Works ordered against the revenue budget are delivered through a combination of the in-house workforce for Better Highways and Street Lighting activities, and a mixture of in house teams and external contractors for drainage cleansing, verge maintenance, road markings and traffic signals maintenance. We are currently predicting an underspend of £5,382 on this budget but the Network Management Team will look to manage and monitor these costs against remaining schemes wherever possible.
- 4.3 Within the revenue budget there is a holding code marked other in Appendix 1. This line has a credit of £67,027 within it. This is last year's underspend that was carried forward by full council following it's meeting in June. A further report to the Highways Sub Group will discuss into which budget line these funds are placed.
- 4.4 The latest Devolved Highways Capital budget allocation for 2020/21 is £1,179,802. Forecast outturn figures and comments on programmed progress are shown in Appendix 2. Currently we are forecasting an accelerated spend in this budget line of £19,416 but intend to scrutinize remaining works and schemes further to manage costs as we progress through the financial year.
- 4.5 Works ordered against the devolved highways capital program are delivered through a combination of in-house construction teams and external framework contractors, notably for machine-laid road surfacing work and surface dressing.
- 4.6 Part of the highways capital programme uses budgets which are not devolved to this committee. These programmes include works on the Principal Road Network, Engineering Safety Schemes, Priority Transport Improvement Schemes, and Bridges and Structures. Additionally, the Additional Pothole fund for Barrow also sits within this budget line which is £742,015. The current total budget is £1,238,720. Forecast outturn figures and comments on programme progress for the non-devolved budget programmes are shown in Appendix 3.
- 4.7 These reports show the picture upto the end of July 2020. Since this time a further tranche of money from the DfT has been received and earmarked the Challenge fund. Cabinet are due to consider allocation of the Challenge Fund. An indicative allocation for works in the Barrow area pending consideration by Cabinet would be in the region of £320,000. Members will be updated on this at future meetings and through the Highways Sub Group.

5.0 OPTIONS

- 5.1 This Committee may decide to vire money between budget headings. The Committee is not able to vire money from capital budgets into revenue budgets.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 The budget and financial position of the Highways budgets for the Barrow are as set out in appendices 1 to 3. There are no direct resource implications arising from the recommendation to note this report.
- 6.2 It is for Local Committee to allocate resources within the devolved revenue and devolved capital budgets to specified programmes of Highways work subject to Corporate Policy and Service Standards (paragraph 5.1). Any changes in allocation that Local Committee may agree should have regard to remaining within the overall revenue and capital budgets devolved to Local Committee.

7.0 LEGAL IMPLICATIONS

- 7.1 Local Committees may, pursuant to Part 2D, paragraph 5.1.2 f) of the Constitution, agree and keep under review the implementation of, the highways revenue budget and capital programme for the local committee's area to support the Council to carry out its statutory duty to maintain the highway in a safe condition as far as reasonably practicable.

8.0 CONCLUSION

- 8.1 At this stage, the devolved Highways Revenue budget is forecasting a small underspend. The devolved Capital budget is forecasting a slight accelerated spend at the financial year end. The Local Highways Team are working to manage this accelerated spend and ensure savings wherever possible. It is expected that the full programme of capital works can be delivered by the end of the financial year.
- 8.2 It should be noted the additional monies received via the Pothole and Challenge fund will make delivery within timescales challenging this financial year. However, the local Highways Delivery team are confident of a full scheme delivery at this time.

Angela Jones
Executive Director – Economy and Infrastructure

August 2020

APPENDICES

- Appendix 1 - Devolved Highways Revenue Budget to end of July 2020**
Appendix 2 - Devolved Highways Capital Budget to end of July 2020
Appendix 3 - Non-Devolved Highways Capital Budget to end of July 2020

Electoral Divisions: All Barrow

Executive Decision	<table border="1"><tr><td>Yes</td><td></td></tr></table>	Yes		
Yes				
Key Decision	<table border="1"><tr><td></td><td>No</td></tr></table>		No	
	No			
If a Key Decision, is the proposal published in the current Forward Plan?	<table border="1"><tr><td></td><td></td><td>N/A</td></tr></table>			N/A
		N/A		
Is the decision exempt from call-in on grounds of urgency?	<table border="1"><tr><td></td><td>No</td></tr></table>		No	
	No			
If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?	<table border="1"><tr><td></td><td></td><td>N/A</td></tr></table>			N/A
		N/A		
Has this matter been considered by Overview and Scrutiny? If so, give details below.	<table border="1"><tr><td></td><td>No</td></tr></table>		No	
	No			
Has an environmental or sustainability impact assessment been undertaken?	<table border="1"><tr><td></td><td></td><td>N/A</td></tr></table>			N/A
		N/A		
Has an equality impact assessment been undertaken?	<table border="1"><tr><td></td><td></td><td>N/A</td></tr></table>			N/A
		N/A		

N.B. If an executive decision is made, then a decision cannot be implemented until the expiry of the eighth working day after the date of the meeting – unless the decision is urgent and exempt from call-in and necessary approvals have been obtained.

PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS
[including Local Committees]

No previous relevant decisions.

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny.

BACKGROUND PAPERS

No background papers

REPORT AUTHOR

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