1.0 **EXECUTIVE SUMMARY**

1.1 Members are asked to approve recommendations for the Local Committee’s draft devolved highways capital programme 2014/15 including prioritised lists of schemes, which will form the basis of the Local Committee’s devolved highways capital programme for 2014/15 and provide a core programme for future years subject to annual review. The indicative allocation for 2014/15 is £4,072,000, including £326,000 for Year 2 of the Department for Transport additional funding package which was announced in 2012.

2.0 **STRATEGIC PLANNING AND EQUALITY IMPLICATIONS**

2.1 This report supports the aims and objectives aims of the Council Plan, Corporate Strategy and the Local Transport Plan through the efficient planning and delivery of the Highways and Transport Programme in the South Lakeland area.

2.2 The Programme complies with the Strategic Equality Assessments for the Highways and Transport Service. Individual schemes will be assessed against equality criteria as appropriate.
3.0 **RECOMMENDATION**

3.1 *That Local Committee is recommended to approve the provisional devolved highways capital programme for 2014/15 set out in the Appendices to this report, subject to final determination following the approval of the 2014/15 Council budget early in 2014.*

4.0 **BACKGROUND**

4.1 This report makes recommendations for the Local Committee’s devolved highways capital programme 2014/15, including prioritised lists of schemes, which will form the basis of the Local Committee’s devolved highways capital programme for 2014/15 and provide a core programme for future years, subject to annual review. The indicative allocation for 2014/15 is £4,072,000, including £326,000 for Year 2 of the Department for Transport additional funding package which was announced in 2012.

4.2 This Local Committee’s devolved highways capital allocation for 2013/14 was £4,238,000, including an allocation of £490,000 for Year 1 of the Department for Transport additional funding package. Members may recall that the County Council’s Local Transport Settlement allocation from Government reduces over the period 2011/12 to 2014/15 from £27.164m to £25.581m. The recommendations in this report are based upon an indicative allocation for 2014/15 of £4,072,000.

4.3 Members will have a further opportunity, once the annual budgets have been determined by Council in early 2014, to finally confirm the programmes based on the approved budget.

4.4 The summary of the recommended devolved capital budget for 2014/15 is shown at Appendix 1.

**Non-Principal Road (NPRN) Structural Maintenance Programme.**

4.5 This programme is intended to maintain and improve the condition of the Non-Principal Road Network (NPRN), including:

(a) Carriageway, drainage and surface treatment schemes;

(b) Footway and cycleway schemes,

(c) Minor structural maintenance works to support the work of the Better Highways Teams comprising programmed works for permanent repairs that enhance the life of the highway asset.

(d) Road lighting column replacement works.

4.6 As in previous programmes of NPRN work, it is intended to continue with extensive carriageway patching and surfacing treatment work as a priority, to invest in a greater proportion of the network utilising the available funding and seal previously patched carriageways against deterioration due to weathering and the ingress of surface water. Where appropriate, microasphalt will be used for surface treatment in urban areas. Part of the proposed surface dressing programme for 2014 has been previously approved by Local Committee. The full list of proposed surface dressing and microasphalt beds
for 2014 is shown in Appendix 2. Defective areas of carriageway on these sites will be prepared during 2013/14 from the Pre Surface Dressing patching budget. This preparatory work includes hand patching, machine inlay and overlays and essential drainage work. Some sections of road which have been resurfaced as part of the 2013/14 programme are also proposed to be surfaced dressed in 2014 as part of a two year planned maintenance activity.

4.7 The proposed list of carriageway structural maintenance schemes set out in Appendix 3 has been developed from local knowledge, condition surveys and Member and customer reports and has been prioritised in accordance with the Priority Assessed Schemes scoring system.

4.8 The proposed list of drainage schemes set out in Appendix 4 have been identified from experience of repeat inundations and drainage failures. This list of priorities continues to address areas of concern and the resolution of these drainage problems will preserve the structural integrity of the highway. Conveying water away improves safety, particularly in winter, and reduces longer term maintenance costs.

4.9 The proposed list of footway schemes is shown at Appendix 5

4.10 The road lighting column replacement budget will be targeted at columns and underground cable networks in poor condition requiring replacement, but there is also an opportunity to look at replacing the most “energy inefficient” lanterns with more efficient LED lanterns which are not only more energy efficient but which need much fewer routine maintenance visits.

**Annual Package of Measures Programme (APM)**

4.11 This programme is for small highway improvement schemes (estimated cost less than £50,000), that will assist delivery of the County Council’s wider transport objectives set out in the Cumbria Local Transport Plan.

4.12 Such schemes can be broadly classified as follows, though many schemes will target more than one of the various classifications, i.e.:

(a) Public transport infrastructure schemes e.g. bus stop improvements; bus shelter grants to Parish and District Councils or bus priority measures.

(b) Local safety schemes i.e. schemes that will contribute to the County Councils objectives of improving road safety and reducing injuries caused by road traffic collisions.

(c) Walking and cycling schemes i.e. safer road crossings; new footways or cycle facilities, footway widening schemes, dropped kerbs to improve accessibility, removal of barriers to walking and cycling etc.

(d) Traffic management and traffic calming schemes, including traffic regulation orders, road widening, provision of passing spaces, etc.

4.13 As in recent years, the programme has been ‘top-sliced’ for the Divisional Highways Priority Works programme, speed monitoring, and further development of 20mph advisory zones at schools.
4.14 The prioritised list of schemes shown at Appendix 6 has been developed from the consultation exercise undertaken with members and local councils during 2011/12 and comprises schemes for delivery and schemes for preparatory design to confirm deliverability and cost prior to consideration for implementation in future years.

4.15 Schemes have been prioritised in accordance with the methodology presented to Working Group by the Transport Infrastructure Manager at its meeting in June 2012.

5.0 **OPTIONS**

5.1 Members may approve the Draft Highways Devolved Capital Programme of Works for 2014/15 or:

5.2 Members may suggest changes to the proposed programmes.

6.0 **RESOURCE AND VALUE FOR MONEY IMPLICATIONS**

6.1 The Non-Principal Road Structural Maintenance and Annual Package of Measures programmes are devolved to this local committee to determine and deliver in accordance with the Council's policies. The budget will be set by Council in February 2014.

6.2 All elements of work undertaken by this local committee must seek to meet the overall objectives as laid out in the current Local Transport Plan and this Council's corporate policies.

6.3 The government’s capital allocation for highways and transport is not ring fenced and as such it is at each authority’s discretion as to how available funding is utilised. In this light and with reference to considerations identified in this report, it is important to have properly considered and prioritised lists of candidate schemes.

7.0 **LEGAL IMPLICATIONS**

7.1 There are no direct legal implications.

8.0 **CONCLUSION**

8.1 This report details the draft programmes of devolved highways Capital works, under each of the different budget headings, for 2014/15, and has taken full account of this Local Committee’s priorities.

*Jim Savege*
**Corporate Director - Environment**

*Date: October 2013*
### APPENDICES

**Appendix 1**  
2014/15 Devolved Highways Capital Programme Summary

**Appendix 2**  
NPRN Structural Maintenance - Surface Treatment Beds

**Appendix 3**  
NPRN Structural Maintenance - Carriageway Schemes

**Appendix 4**  
NPRN Structural Maintenance - Drainage schemes

**Appendix 5**  
NPRN Structural Maintenance - Footway schemes.

**Appendix 6**  
Small Highway Improvement Schemes

Electoral Division(s): All South Lakeland

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

**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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