

COUNTY COUNCIL LOCAL COMMITTEE FOR EDEN
Meeting date: 15 March 2018
From: Corporate Director – Economy and Highways

HIGHWAYS DEVOLVED CAPITAL PROGRAMME FOR EDEN 2018/19.

1.0 EXECUTIVE SUMMARY

- 1.1 *The County Council's overall highways capital budget for 2018/19 was agreed by County Council on 15th February 2018.*
- 1.2 *The base budget allocation for Eden is £3,794,000, and this includes allowances for Non-Principal Road Network structural maintenance, surface treatment, street lighting column replacement, and highway improvement schemes.*
- 1.3 *This report sets out the proposed programme of works which it is anticipated can be delivered through the devolved Highways Capital funding available for 2018/19. The proposed capital programme allocations are summarised in paragraph 4.6 and detailed in Appendices 1, 2, 3, and 4.*

2.0 STRATEGIC PLANNING AND EQUALITY IMPLICATIONS

- 2.1 *The Transport Capital Programme, including Non-Principal Road Network structural maintenance and highway improvement schemes is the key mechanism for delivering the Council's Local Transport Plan Policies. The programme contributes to all the Council objectives and the management and improvement of the highway network affects all Cumbria's residents and visitors every day.*
- 2.2 *Design processes and scheme details will reflect the County Council's policies for equality and diversity.*

3.0 **RECOMMENDATION**

- 3.1 ***That the apportionment of the devolved Highways Capital budget for 2018/19 be approved as detailed in paragraph 4.4.***
- 3.2 ***That the list of named schemes detailed in Appendices 1, 2, 3, and 4 be approved as the devolved Highways Capital programme for 2018/19.***

4.0 **BACKGROUND**

- 4.1 The 2018/19 Transport Capital Programme was approved by County Council on 15th February. The base funding for the draft highways devolved capital works allocated to Eden Local Committee for 2018/19 is £3,794,000.

Source	£
Estimated Base allocation	3,794,000
Allocation 2018/19	3,794,000

- 4.1.1 In previous years the devolved highways capital budget allocation to each committee has been calculated using a weighted road length formula.
- 4.2 The devolved highways capital budgets provide for both structural maintenance and highway improvements, and it is for individual Local Committees to determine priorities in order to maintain the highway network and deliver the Integrated Transport Plan.
- 4.3 Recommendations on the division of the overall budget into each spend type are shown in paragraph 4.4 below. It is proposed that the 2018/19 programme will continue to focus on preventative maintenance activities, such as carriageway surface treatment, surfacing works and drainage works. Removal of water from the road construction through improved drainage, sealing the road surface against the ingress of surface water and the life cycle renewal of road surfacing are key activities in the prevention of potholes. It is estimated that the cost of repairing a pothole may be as much as 20 times more than the cost of carrying out a surface treatment. A long term highway asset management approach will have the effect, over time, of reducing the number of potholes and other defects requiring reactive maintenance work.
- 4.4 The 2018/19 recommended allocations for the Draft Highways Devolved Capital budget are shown below:

Item	Recommended 2018/19 Allocation (£)
Surface Treatment (Appendix 1 and paragraphs 4.5 to 4.8)	717,000
Pre-Surface Treatment patching	667,500
Prioritised carriageway, drainage and remedial earthworks schemes (Appendix 2 and paragraphs 4.9 to 4.11)	1,350,000
Prioritised footway schemes (Appendix 3 and paragraph 4.12)	174,500
Minor Structural Repairs - Carriageways and Footways	500,000
Minor Structural Repairs – Drainage	175,000
Maintenance of traditional highway fingerpost signing (paragraph 4.13)	20,000
Road Lighting Column Replacement	50,000
Local Area Transport Improvement Schemes (Appendix 4 and paragraphs 4.14 to 4.15)	140,000
TOTAL	3,794,000

Surface Treatment

- 4.5 The proposed surface dressing programme for 2018/19 is shown at Appendix 1.
- 4.6 Surface dressing, together with associated preparatory patching works, is a well-established and cost effective process which is used to seal the road surface and prevent water damage as well as providing a road surface with an appropriate surface texture to reduce the risk of vehicle skidding.
- 4.7 It is proposed to increase this year's Priority Assessed carriageway programme, shown in Appendix 2, some of which will be included in the summer 2019 surface dressing programme. The remainder of the programme being supplemented by roads which are identified as having reduced surface texture or which are beginning to show early signs of structural deterioration and unsuitable for surface dressing. The proposed pre-surface dressing patching allocation for 2018/19 therefore has been set at a level which will allow "tidy up patching" by April 2019 for the summer surface dressing programme, and also to enable roads to be patched in preparation for the 2019/20 surface dressing programme.
- 4.8 Surface dressing is a specialist operation which is delivered through an external contractor. This work has been competitively tendered as a

countywide four year contract which commenced in 2015, bringing with it the benefits of lower cost, and improved forward planning and programming.

Priority Assessed Carriageway Schemes.

- 4.9 The proposed schedule of Priority Assessed Carriageway Schemes is shown at Appendix 2. The Appendix shows a suggested budget cut-off line, with schemes below the line to be included in a future year's programme.
- 4.10 The schedule is prioritised by an assessment process which considers the condition of the carriageway and then applies weightings based on traffic flows, proximity to schools or sheltered housing, and whether the road is in an urban or rural area. Schemes would be delivered up to the proposed budget level, with schemes from the reserve list being implemented should surplus funding be available.
- 4.11 For 2018/19, as for the last few years, it is proposed that roads will be selected for carriageway maintenance where specific defective sections and large patches can be targeted for treatment. In this way, virtually the whole of the allocation can be targeted at areas of carriageway which have been surveyed as being defective, and the defects can be repaired in a planned way before they can develop into significant failures requiring reactive repair to make them safe.

The type of work which might be expected would be:

- Machine laid inlay patching to defective sections, either full carriageway or half carriageway width;
- Haunch repair and/or strengthening on unkerbed roads which are subject to vehicle over-riding and edge erosion;
- Machine laid structural overlay resurfacing to lengths of extensive deterioration, where surface levels permit;
- Extensive structural patching.

Priority Assessed Footway Schemes

- 4.12 The proposed Priority Assessed Footway Schemes are named in Appendix 3. The Appendix shows a suggested budget cut-off line and schemes below the line would be included in a future years programme.

Traditional Highway Fingerpost Signs

- 4.13 An allowance of £20,000 has been included in the proposed budget allocation to continue the programme of restoring traditional highway fingerpost signs which began in 2013/14.

Local Area Transport Improvement Schemes

- 4.14 The schemes proposed for inclusion in the programme as Highway Improvements for 2018/19 are shown in Appendix 4. Sums have been set aside for area wide measures such as the implementation of traffic regulation orders (including village speed limits); minor road safety improvements identified through road traffic collision investigations and local requests; the implementation of advisory 20mph speed limits outside schools; public transport infrastructure improvements; and pedestrian and cycle route improvements.
- 4.15 The criteria for the non-devolved Priority Transport Improvement Schemes (PTIS) Capital programme has been changed and now includes only those schemes with an estimated value in excess of £250,000 – previously the lower limit was £50,000 – with the expectation that schemes valued at £250,000 and below will be considered for funding by local committees as part of their devolved highways capital budget allocations. The list of schemes in Appendix 4 includes those schemes previously on the PTIS list in the Eden area which are estimated to cost £250,000 or below.

5.0 OPTIONS

- 5.1 The Local Committee may adjust the apportionment of the devolved highways capital budget between the maintenance of the existing network and the programme of small highway improvement schemes included in Appendix 4.
- 5.2 The Local Committee may amend the priority order of named schemes, though Members would have to have regard for the need to ensure that the approved programme is targeted at schemes to improve the condition of the highway network.

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1 The devolved Highways Capital Works budget for Eden Local Committee has been approved at a base allocation of £3,794,000.
- 6.2 If members agree to the recommendations, this would fully allocate the Local Committee Highways Capital budget.
- 6.3 The programme has been prepared and prioritised using methodologies identified in the report and will therefore deliver value for money.

6.4 Some schemes implemented through the Highway Improvements Programme may have ongoing revenue implications for future maintenance. Any future revenue maintenance costs would be met from the Local Committee's devolved highway maintenance budgets.

7.0 LEGAL IMPLICATIONS

7.1 There are no direct legal implications to this Report.

8.0 CONCLUSION

8.1 The programme for 2018/19 continues to focus on preventative maintenance activities, as well as protecting the remainder of Eden's highway assets.

8.2 Members are encouraged to approve the recommendations, which are intended to contribute to the County Council's wider transport objectives.

Dominic Donnini
Corporate Director – Economy and Highways
March 2018

APPENDICES

Appendix 1 Carriageway Surface Treatment Programme 2018/19.

Appendix 2 Priority Assessed Carriageway and Drainage Schemes 2018/19.

Appendix 3 Priority Assessed Footway Schemes 2018/19.

Appendix 4 Local Area Transport Improvement Schemes 2018/19.

IMPLICATIONS

Electoral Division(s): All Eden

Executive Decision

Yes	<input type="checkbox"/>
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Key Decision

Yes	<input type="checkbox"/>
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If a Key Decision, is the proposal published in the current Forward Plan?

Yes	<input type="checkbox"/>	<input type="checkbox"/>
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Is the decision exempt from call-in on grounds of urgency?

<input type="checkbox"/>	No
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If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?

<input type="checkbox"/>	<input type="checkbox"/>	N/A
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Has this matter been considered by Overview and Scrutiny?
If so, give details below.

<input type="checkbox"/>	No
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Has an environmental or sustainability impact assessment been undertaken?

<input type="checkbox"/>	No	<input type="checkbox"/>
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Has an equality impact assessment been undertaken?

<input type="checkbox"/>	No	<input type="checkbox"/>
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PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS *[including Local Committees]*

Financial Plan (2017-2019) and Draft Capital Programme (2017-2021)

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny.

BACKGROUND PAPERS

No background papers.

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