

<b>COUNTY COUNCIL LOCAL COMMITTEE FOR EDEN</b>
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<b>Meeting date: 10 March 2020</b>
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<b>From: Executive Director – Economy and Infrastructure</b>
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## **HIGHWAYS DEVOLVED CAPITAL PROGRAMME FOR EDEN 2020/21.**

### **1.0 EXECUTIVE SUMMARY**

- 1.1 *The base budget allocation for Eden in 2020/21 is £3,903,778, and this includes allowances for non-principal road network, structural maintenance, surface treatment, road lighting column replacement, and highway improvement schemes.*
- 1.2 *This report sets out the proposed programme of works which is anticipated can be delivered through the devolved Highways Capital funding available for 2020/21. The proposed capital programme allocations are summarised in paragraph 4.4 and detailed in Appendices 1, 2, 3, 4 and 4a.*

### **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 Highway Asset Management Strategy. The programme contributes to all the Council objectives and the management and maintenance 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 proposed allocations of the devolved highways capital budget for 2020/21 be approved as summarised in paragraph 4.4 and detailed in Appendices 1,2,3,4 & 4a*

## 4.0 BACKGROUND

4.1 The 2020/21 Transport Capital Programme having been approved by County Council in February 2020. Confirms the base funding for the highways devolved capital works allocated to Eden Local Committee for 2020/21 at £3,903,778.

The devolved highways capital budget allocation is calculated using a weighted road length formula.

4.2 The devolved highways capital budget provides for both structural maintenance and highway improvements, and it is for Eden Local Committee to determine priorities in order to maintain the highway network and deliver the highway asset management strategy.

4.3 Recommendations on the division of the overall budget into each budget line is shown in paragraph 4.4 below. As in previous years, it is proposed that the 2020/21 programme will have a focus on preventative maintenance activities, such as surfacing works, footways in urban areas and drainage works. Removal of surface water from the road construction through improved drainage, and the life cycle renewal of road surfacing treatments are key activities in preserving the integrity of the highway. A long term planned preventative maintenance approach will have the effect, over time, of reducing the number of potholes and other defects requiring reactive maintenance visits.

4.4 The 2020/21 recommended allocations for the Highways Devolved Capital budget are shown below:

Item	2019/20 Allocation (£)	Recommended 2020/21 Allocation (£)
Surface Treatment (Appendix 1 and paragraphs 4.5 to 4.9)	788,907	<b>600,541</b>
Pre-Surface Treatment patching	585,500	<b>550,410</b>
Prioritised carriageway, drainage and remedial earthworks schemes (Appendix 2 and paragraphs 4.10 to 4.12)	867,000	<b>1,213,500</b>
Prioritised footway schemes (Appendix 3 and paragraph 4.13)	290,000	<b>240,000</b>
Maintenance of traditional highway fingerpost signing.	20,000	<b>(Incl in Appendix 4)</b>
Minor Structural Repairs - Carriageways	426,850 (incl footways)	<b>388,344</b>
Minor Structural Repairs - Footways	n/a	<b>66,541</b>

Minor Structural Repairs – Drainage	123,000	<b>202,442</b>
Road Lighting Column Replacement	50,000	<b>50,000</b>
Local Area Transport Improvement Schemes (Appendix 4 and paragraphs 5.1 to 5.3)	141,000	<b>160,000</b>
Reported Defects; Planned Works Programme (paragraph 6.1)	372,000	<b>432,000</b>
	<b>TOTAL</b>	<b>3,664,257</b>
		<b>£3,903,778</b>

### **Surface Treatment**

- 4.5 The proposed surface dressing programme for 2020/21 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 to prevent water damage as well as to provide a road surface with an appropriate surface texture to reduce the risk of vehicle skidding.
- 4.7 Next year it is proposed to slightly decrease the surface dressing programme due to a need to increase carriageway surfacing programme. This is due partly from an increase in carriageway defects being reported through the HIMS system and subsequent insurance claims. But is also cyclical; the condition of a number of rural roads in particular reflects the age of the road surface, increased usage/vehicle size and a wetter milder winters resulting in visual evidence of structural deterioration. These roads are unsuitable for surface dressing.
- 4.8 The proposed pre-surface dressing patching allocation for 2020/21 is to enable roads to be patched during the summer in preparation for the 2021/22 surface dressing programme.
- 4.9 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 2018, bringing with it the benefits of lower cost, less risk to the Council with improved forward planning and programming.

### **Priority Assessed Carriageway Schemes.**

- 4.10 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.
- 4.11 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.

- 4.12 For 2020/21, 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/inspected as being defective, and the defects can be repaired in a planned way before they can develop into significant failures and potholes requiring reactive repair to make them safe.

The typical type of work to be expected would be:

- Machine laid inlay patching to defective sections, either full carriageway or half carriageway width;
- Haunch repair and/or strengthening on 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**

- 4.13 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 future years programme.

## **5.0 Local Area Transport Improvement Schemes**

- 5.1 An allowance has been included in the proposed budget allocation to continue the programme of preservation and restoration of traditional highway fingerpost signs. Local Committee will be provided with an annual update of progress against the outstanding programme.
- 5.2 The schemes proposed for inclusion in the programme as Highway Improvements for 2020/21 are shown in Appendix 4. Sums have been set aside for area wide measures such as the annual review of signs, lines and TRO's (including village speed limits); cycling and walking initiatives; minor local safety schemes- identified through road traffic collision investigations and local requests; public transport infrastructure improvements; and speed limit reviews.
- 5.3 A budget of £25,000 to assist with delivery of various highway improvement schemes will be considered for funding by Local Committee as part of its devolved highway capital budget allocation in Appendix 4(a).

## **6.0 Reported Defects; Planned Works Programme.**

- 6.1 As reported last year, the County Council follows national guidance contained in the Code of Practice; (Well-Managed Highway Infrastructure) for managing its highway network.

Due to the added pressure on the highway network during colder, wetter months, in terms of the potential for an increase in identified recorded defects. In 2020/21 it is proposed to increase the number of operational in-house teams delivering works out on the highway network. Planned highway repairs will be undertaken by two teams in the spring/summer months and increased to four teams during the autumn/winter period, to be better able to cope during periods when adverse weather is such a significant factor on highway deterioration. Planned repairs are identified through either safety/condition inspections or reported through the Councils Highway Integrated Management System (HIMS).

## **7.0 OPTIONS**

- 7.1 The Local Committee may adjust the proposed 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(a).
- 7.2 The Local Committee may amend the priority order of named schemes in Appendix 4(a).

## **8.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS**

- 8.1 The devolved highways capital works budget for Eden Local Committee has been allocated £3,903,778.
- 8.2 If members agree to the recommendations, this would fully allocate the Local Committee Highways Capital budget.
- 8.3 The programme has been prepared and prioritised using methodologies identified in the report and will therefore deliver value for money.
- 8.4 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.

## **9.0 LEGAL IMPLICATIONS**

- 9.1 The County Council is under a statutory duty to maintain the highway and, in certain circumstances, can be held liable for injury, damage or loss caused to users of the highway as a result of failure to take reasonable precautions to secure their safe use of the highway. The objective allocation of highway

maintenance resources on the basis of demonstrable need and targeted defects supports the Council's statutory defence against third party claims.

- 9.2 The Road Traffic (Temporary Restrictions) procedure regulations 1992 set out the procedures to be followed in connection with the making of Temporary Traffic Regulation Orders/Notices (as appropriate) which would be required, pursuant to sections 14(1) or 14(2) of the Road Traffic Regulation Act 1984, to enable the works to be carried out.
- 9.3 When allocating and moving money between budgets, Local Committee must follow the rules set by the Council following its consideration of the "Draft Revenue Budget 2020/21 and Medium Term Financial Plan (2020 – 2025) and Draft Capital Programme (2020 – 2025)" report on 13 February 2020 and any additional restrictions set by Cabinet and/or Council regulating the use of such funds.

## **10.0 CONCLUSION**

- 10.1 The proposed programme for 2020/21 continues to focus on preventative highway maintenance activities and protecting Eden's highway infrastructure assets.
- 10.2 Members are encouraged to approve the recommendations, which are intended to contribute to the County Council's wider transport objectives.

**Angela Jones**  
**Executive Director – Economy and Infrastructure**  
*March 2020*

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## **APPENDICES**

- Appendix 1 Carriageway Surface Treatment Programme 2020/21.**
- Appendix 2 Priority Assessed Carriageway and Drainage Schemes 2020/23.**
- Appendix 3 Priority Assessed Footway Schemes 2020/21.**
- Appendix 4 Local Area Transport Improvement Schemes 2020/21.**
- Appendix 4(a) Highway Improvement Schemes**

## **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		
Is the decision exempt from call-in on grounds of urgency?		No	
If exempt from call-in, has the agreement of the Chair of the relevant Overview and Scrutiny Committee been sought or obtained?			N/A
Has this matter been considered by Overview and Scrutiny? If so, give details below.		No	
Has an environmental or sustainability impact assessment been undertaken?		No	
Has an equality impact assessment been undertaken?		No	

**PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS**  
*[including Local Committees]*

**CONSIDERATION BY OVERVIEW AND SCRUTINY**

*Not considered by Overview and Scrutiny.*

**BACKGROUND PAPERS**

*No background papers.*

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