

<b>COUNTY COUNCIL LOCAL COMMITTEE FOR BARROW</b>
<b>Meeting date: 10 March 2021</b>
<b>From: Executive Director – Economy and Infrastructure</b>

## **BARROW LOCAL COMMITTEE PROVISIONAL DEVOLVED HIGHWAYS CAPITAL AND REVENUE PROGRAMME 2021/22**

### **1.0 EXECUTIVE SUMMARY**

**1.1** *Members are asked to approve the provisional devolved highways capital and revenue programmes 2021/22 including prioritised lists of schemes, which will form the basis of the Local Committee's devolved highways revenue and capital programme for 2020/21 and provide a core devolved capital programme for future years subject to annual review. The allocation for 2021/22 is £1,357,000 for the devolved capital and £793,576 for devolved revenue.*

### **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 Barrow 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 approve the proposed devolved highways capital and revenue programmes for 2021/22 set out in the Appendices to this report.*

### **4.0 BACKGROUND**

**4.1** This report makes recommendations for the Local Committee's devolved highways capital and revenue programme 2021/22, including prioritised lists of schemes, which will form the basis of the Local Committee's devolved highways capital programme for 2021/22 and provide a core programme for

future years, subject to annual review. The allocation for 2021/22 is £1,357,000 for devolved capital and £793,576 for devolved revenue.

- 4.2 The recommendations in this report are based upon base allocations as laid out in the current medium term financial plan which sets out a base allocation for both Revenue and Capital allocations. These amounts take no account of any accelerated spending or underspending that occurs by financial year end. This will be reported early in the new financial year. It should be noted by members this figure is arrived at based on a percentage of network length. Barrow has 7% of the county network and thus gets 7% of the devolved capital funding allocation. It is also worth noting that these figures are an increase of £34,000 for devolved capital and £10,968 for revenue on last year's base allocation. This is to take account of inflationary pressures.
- 4.3 The Local Committee's devolved revenue allocation for 2021/22 is £793,576 an increase of £10,968 on last year. The proposed devolved highways revenue budget is set out in Appendix 1
- 4.4 Within this allocation funding sits for cyclical Highways tasks including condition surveys, weed spraying and verge maintenance. These are revenue activities that are undertaken each year to maintain the highway in a safe manner.
- 4.5 This Local Committee's base devolved highways capital allocation for 2021/22 is £1,357,000 this is an increase of £34,000 on last year. There is an additional pothole fund allocation for this coming financial year and members will be informed of that programme as it develops.
- 4.6 The summary of the recommended devolved capital budget for 2021/22 is shown at Appendix 2.
- 4.7 The proposed scheme list for the recommended devolved capital budget for 2021/22 is shown in Appendix 3.

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

- 4.8 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 and illuminated sign replacement works.
- 4.9 As in previous programmes of NPRN work, it is intended to continue with carriageway patching and surfacing treatment work. Investing in a proportion of the network utilising the available funding and seal previously patched carriageways against deterioration due to weathering and the ingress of surface water. This is delivered through a surface dressing programme. The full list of proposed beds for 2021/22 are shown in Appendix 3. Defective areas of carriageway on these sites has been prepared during 2020/21 from the Pre Surface Dressing patching budget. This preparatory work includes hand patching, machine inlay and overlays and essential drainage work. Additionally we have continued with our

surfacing of back streets programme following surveys as previously detailed to members.

- 4.10 The proposed list of carriageway and footway 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. This year focus has again been placed on footway maintenance. The reasoning for this is, the largely urban Borough area has an extensive footway network. Much of this is flagged in nature. Damaged sections of this can lead to an increase in claims against the authority and deterioration of surrounding areas. A more extensive replace or repair programme will reduce both of these occurrences with a resultant reduction in exposure of the Authority to potential claims.
- 4.11 The road lighting column replacement budget will be targeted at columns, particularly concrete columns and underground cable networks in poor condition requiring replacement. Additionally, we intend to look at the replacement of a number of heritage lantern fittings within the Borough and begin a process of upgrading and replacement as required. Again, we will target some funding to the replacement of illuminated signs and posts in poor condition.

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

- 4.12 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.
- 4.13 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; 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.
- 4.14 Schemes have been prioritised in accordance with the methodology presented to Barrow Local Committee by the Transport Infrastructure Manager at its meeting in May 2012.

## **5.0 OPTIONS**

- 5.1 Members may agree the recommendation or:
- 5.2 Members may suggest changes to the proposed programmes.

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

- 6.1 The Highways revenue and capital budgets for works on the non-principal road network in Barrow is devolved to Local Committee allocate to devolved activities consistent with the Council's policies and the overall objectives as laid out in the current Local Transport Plan. The capital budget may not be allocated to revenue expenditure. Allocation of the revenue budget to capital expenditure would be subject to the agreement of Cabinet.
- 6.2 When allocating the Highways devolved revenue and capital budgets to programmes of work Local Committee should have regard to remaining within the overall budget. Cabinet are due to be requested at its March meeting to consider the whether any under or over spending in 2020/21 by Local Committees should be carried forward to 2021/22. As part of its regular review of the budget devolved to Local Committee, Local Committee are able to consider any changes in allocation of the latest budget once the actual outturn position is confirmed and as any other issues may emerge.

## **7.0 LEGAL IMPLICATIONS**

- 7.1 There are no direct legal implications arising from this report.

## **8.0 CONCLUSION**

- 8.1 This report details the draft programmes of devolved highways Revenue and Capital works for Barrow, under each of the different budget headings, for 2020/21, and has taken account of this Local Committee's priorities in compiling this list.

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

*February 2021*

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## **APPENDICES**

- Appendix 1**                    ***2021/22 Devolved Highways Revenue Programme Summary***
- Appendix 2**                    ***2021/22 Devolved Highways Capital Programme Summary***
- Appendix 3**                    ***Proposed Capital Programme of works 2021/22 scheme list and forward plan***

Electoral Divisions:            All Barrow

Executive Decision	<input type="checkbox"/> Yes	<input type="checkbox"/>
Key Decision	<input type="checkbox"/>	<input type="checkbox"/> No
If a Key Decision, is the proposal published in the current Forward Plan?	<input type="checkbox"/>	<input type="checkbox"/> N/A
Is the decision exempt from call-in on grounds of urgency?	<input type="checkbox"/>	<input type="checkbox"/> No
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
Has this matter been considered by Overview and Scrutiny? If so, give details below.	<input type="checkbox"/>	<input type="checkbox"/> No
Has an environmental or sustainability impact assessment been undertaken?	<input type="checkbox"/>	<input type="checkbox"/> N/A
Has an equality impact assessment been undertaken?	<input type="checkbox"/>	<input type="checkbox"/> 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**

Contact: Keiron Tetchner 01229 407283 [Keiron.Tetchner@cumbria.gov.uk](mailto:Keiron.Tetchner@cumbria.gov.uk).