

# **BARROW HIGHWAYS ADVISORY SUB-GROUP**

**Meeting date: 9 April 2021**

**From: Executive Director – Economy and  
Infrastructure**

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

### **1.0 EXECUTIVE SUMMARY**

**1.1 *Members of the Barrow Highways Advisory Sub-Group (HASG) are asked to recommend that Barrow Local Committee approve the revised devolved highways capital 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 updated allocation for 2021/22 is £991,000 for the Non Principal Road Network (NPRN) and pothole funding £728,000.***

### **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 HASG recommend that Barrow Local Committee approve the revised devolved highways non principal road network capital programme for 2021/22 set out in Appendices 1 and 2 to this report.***

**3.2 *That HASG recommend that Barrow Local Committee to consider inclusion of the schemes outlined in paragraph 4.4 within the pothole capital funding for 2021/22.***

## 4.0 BACKGROUND

- 4.1 This report makes recommendations for the Local Committee's devolved highways NPRN capital 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 £991,000 (appendix 1).
- 4.2 This report follows on from previous reports in November 2020 and March 2021. Initially it was anticipated that Barrow Local Committee would receive a devolved NPRN Capital allocation of £1,357,000 and the report in March 2021 was based on that figure however following the meeting of full council 18<sup>th</sup> February 2021 capital budgets were agreed and set lower than anticipated leaving Barrow Local Committee with a revised budget as detailed above. The reduction to Barrow Local Committees devolved capital budget is £366,000.
- 4.3 This amount takes 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 NPRN capital funding allocation.
- 4.4 In order to accommodate this revised figure and achieve all works detailed on the original provisional programme it has been necessary to move a number of identified schemes into alternative pots of funding. To this end the following schemes will be delivered and funded through the DFT pothole additional funding stream.
- Surface Dressing Totalling £91,000
  - Carriageway Resurfacing Totalling £85,000
  - Footway Reconstruction Totalling £140,000
  - Carriageway Patching Totalling £50,000
  - Total £366,000
- 4.5 The proposed scheme list for the recommended devolved NPRN capital budget for 2021/22 is shown in Appendix 2. The lists fall into the following categories and can largely be described as the following:
- Non-Principal Road (NPRN) Structural Maintenance Programme.**
- 4.6 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.

- 4.7 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. It is intended that this work is now delivered through the DFT pothole funding allocation. 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.
- 4.8 The proposed list of carriageway and footway structural maintenance schemes set out in Appendix 2 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 more focus has 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.
- 4.9 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)**

- 4.10 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.
- 4.11 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.
- 4.12 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 non principal road highways capital works are devolved to Local Committee to determine and deliver within the overall capital allocation that Council agrees and in accordance with the Council's policies and the overall objectives as laid out in the current Local Transport Plan recommendation 3.1).
- 6.2 The pothole funding capital allocation received from the DfT is devolved to Local Committee to determine and deliver within the overall capital allocation that Council agrees and in accordance with the Council's policies and the overall objectives as laid out in the current Local Transport Plan and subject to the DfT terms of the pothole additional stream (recommendation 3.2).

## **7.0 LEGAL IMPLICATIONS**

- 7.1 The County Council has statutory duties to maintain the highway and in certain circumstances could be held liable for injury damage or loss caused to users of the highway as a result of failure to take responsible precautions to secure their safe use of the highway. There are no other direct legal implications.
- 7.2 The allocation of resources available for highway improvement schemes on the basis of demonstrable priorities would support the Council's defence against any third party claims that might be made on the basis of loss suffered allegedly as a result of a failure to improve the highway.
- 7.3 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 2021/22 and Medium Term Financial Plan (2021-2026) and Draft Capital Programme (2021-2026)" report ("the Report") on 18 February 2021 and any such additional restrictions set by Cabinet and or Council regulating the use of such funds".



**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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