

COUNTY COUNCIL LOCAL COMMITTEE FOR EDEN

Meeting date: 15 November 2021

From: Executive Director – Economy and Infrastructure

DRAFT HIGHWAYS DEVOLVED CAPITAL PROGRAMME FOR EDEN 2022/23.

1.0 EXECUTIVE SUMMARY

- 1.1** *The county council's overall highways capital budget for 2022/23 is estimated for the purposes of this report until it is agreed by county council.*
- 1.2** *The estimated base budget allocation for Eden is £2,924,000 and this includes allowances for non-principal road network, structural maintenance, surface treatment, road lighting column replacement, and highway improvement schemes.*
- 1.3** *This report sets out the proposed draft programme of works which it is anticipated can be delivered through the devolved highways capital funding available for 2022/23. The proposed capital programme allocations are summarised in paragraph 4.3.1 and detailed in appendices 1, 2, 3, and 4 & 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 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 Draft Highways Capital budget for 2022/23 be approved as detailed in paragraph 4.3.1.**
- 3.2 That the list of named schemes detailed in Appendices 1, 2, 3, 4 and 4a be approved as a draft devolved Highways Capital programme for 2022/23.**

4.0 BACKGROUND

- 4.1 The 2022/23 Transport Capital Programme has not yet been approved by County Council. Therefore, for the purposes of this report the base funding for the draft highways devolved capital works allocated to Eden Local Committee for 2022/23 is estimated the same as 2021/22 at £2.924,000.**

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 to maintain the highway network as set out in the Cumbria Highways Asset Management Strategy 2020-2025.**

- 4.3 Recommendations on the division of the overall budget into each spend type are shown in paragraph 4.3.1 below. It is proposed that the 2022/23 programme will again 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.**

The 2022/23 recommended allocations for the Draft Highways Devolved Capital budget are shown below:

Item	Recommended 2022/23 Allocation (£)
Surface Treatment (Appendix 1 and paragraphs 4.5 to 4.7)	736,800
Pre-Surface Treatment patching (Appendix 2 and paragraph 4.8)	526,200
Prioritised carriageway, drainage, and remedial earthworks schemes (Appendix 2 and paragraphs 4.9 to 4.11)	205,000
Prioritised footway schemes (Appendix 3 and paragraph 4.12)	214,000
Minor Structural Repairs - Carriageways and Footways (Appendices 2 and 3)	467,000
Minor Structural Repairs – Drainage (Appendix 2)	220,000
Maintenance of traditional highway fingerpost signing (Appendix 4 and paragraph 4.13)	20,000
Road Lighting Column Replacement (Appendix 2)	50,000
Local Area Transport Improvement Schemes (Appendix 4 and paragraphs 4.14)	115,000
Highway Transport Improvement Schemes (Appendix 4(a) and paragraph 4.15)	25,000
Reported Defects, Planned Works Programme (Appendices 2 and 3 and paragraph 4.16)	345,000
	TOTAL
	2,924,000

Surface Treatment

- 4.4** *The proposed surface dressing programme for 2022/23 is shown at Appendix 1.*
- 4.5** *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.*
- 4.6** *Next year it is proposed to slightly increase the surface dressing programme. This is partly cyclical; the condition of several roads in Eden reflects the age of the surfacing, increase usage and a result of well documented adverse weather conditions over recent years, which has taken its toll, resulting in initial signs of road surface deterioration.*
- 4.7** *Surface dressing is a specialist operation which is delivered through an external framework 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, and improved forward planning and programming.

- 4.8 The proposed Pre-Surface Dressing Patching allocation for 2022/23 is to enable roads to be patched during the summer in preparation for the 2023/24 surface dressing programme**

Priority Assessed Carriageway Schemes.

- 4.9 The proposed schedule of Priority Assessed Carriageway Schemes is shown in 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, health care providers or sheltered housing, and whether the road is in an urban or rural area. This year's highway capital programme adopts a needs-based approach as set out in the Strategic Asset Management Strategy. Schemes would be delivered up to the proposed budget level, with schemes from the reserve list being implemented where surplus funding is available.**
- 4.11 For 2022/23, 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 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 to defective sections, either full carriageway or half carriageway width.**
- Haunch repair and/or strengthening of verges on rural 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 again 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.*

Local Area Transport Improvement Schemes

- 4.14** *The schemes proposed for inclusion in the programme as Highway Improvements for 2022/23 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 route improvements such as the provision of dropped kerbs, tactile paving, and handrails.*
- 4.15** *The criteria for the non-devolved Priority Transport Improvement Schemes (PTIS) Capital programme have been changed and now includes only those schemes with an estimated value more than £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 in Appendix 4(a) has recently been reviewed and updated.*

Reported Defects, Planned Works Programme

- 4.16** *Due to pressure on the highway service during colder wetter months in relation to the potential for increased numbers of highway defects we propose to allocate funding in line with the 2021/22 allocation to continue to deliver planned highway repairs. These repairs are identified through either safety/condition inspections or reported through the Council's Highway Integrated Management System (HIAMS)*

5.0 OPTIONS

- 5.1** *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)*
- 5.2** *The Local Committee may amend the priority order of named schemes in Appendix 4(a)*

6.0 RESOURCE AND VALUE FOR MONEY IMPLICATIONS

- 6.1** *The devolved Draft Highways Capital Works budget for Eden Local Committee has been estimated at a base allocation of £2.924,000*
- 6.2** *If members agree to the recommendations, this will fully allocate the Local Committee devolved Draft 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 Improvement Programme may have ongoing revenue implications for future maintenance.*

7.0 LEGAL IMPLICATIONS

- 7.1** The outline of the proposed recommendations for consideration falls within the remit of the Local Committee to decide upon and approve and is in line with the powers conferred upon the Local Committee by virtue of the Constitution. There are no issues of a legal nature that would give cause for concern as far as content of the paper and the recommendations are concerned.

8.0 CONCLUSION

- 8.1** *The proposed devolved draft programme for 2022/23 continues to focus on preventative highway maintenance activities, as well as protecting Eden's existing highway asset.*
- 8.2** *Members are encouraged to approve the recommendations, which are intended to contribute to the Councils vision as set out in the Council Plan 2018 to 2022*

Executive Director – Economy and Infrastructure

November 2021

APPENDICES

Appendix 1 Draft Carriageway Surface Treatment Programme 2022/23.

Appendix 2 Draft Priority Assessed Carriageway and Drainage Schemes 2022/23.

Appendix 3 Draft Priority Assessed Footway Schemes 2022/23.

Appendix 4 Draft Local Area Transport Improvement Schemes 2022/23.

Appendix 4(a) Draft Highway Minor Improvements Schemes 2022/23

Electoral Division(s): *

** Please remove whichever option is not applicable*

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

PREVIOUS RELEVANT COUNCIL OR EXECUTIVE DECISIONS
[including Local Committees]

County Council Cabinet Report dated 27th August 2020 Item 10; Cumbria Highway Asset Management Strategy (2020-2025).

CONSIDERATION BY OVERVIEW AND SCRUTINY

Not considered by Overview and Scrutiny

BACKGROUND PAPERS

No Background papers

REPORT AUTHOR

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