

RECOMMENDATION TO APPROVE ADDITIONAL HIGHWAY MAINTENANCE FUNDING IN 2018/19

COUNCILLOR PETER HILLER, CABINET MEMBER FOR GROWTH, PLANNING, HOUSING AND ECONOMIC DEVELOPMENT

NOVEMBER 2018

Deadline date: JANUARY 2019

Cabinet portfolio holder:	Councillor Peter Hiller, Cabinet Member for Growth, Planning, Housing and Economic Development
Responsible Director:	Simon Machen, Corporate Director Growth and Regeneration
Is this a Key Decision?	YES If yes has it been included on the Forward Plan : Yes Unique Key decision Reference from Forward Plan : KEY/24 DEC18/02
Is this decision eligible for call-in?	YES
Does this Public report have any annex that contains exempt information?	NO
Is this a project and if so has it been registered on Verto?	The highway maintenance programme is on Verto and the budget and programme will be updated accordingly.

R E C O M M E N D A T I O N S

The Cabinet Member is recommended to:

- 1) Authorise the issue of the following work package to Skanska Construction UK Limited under the Council's existing Peterborough Highway Services Contract;
 - Additional highway maintenance funding for 018/19 - KEY/24DEC02/18. Work package value is £1.535m.
- 2) Authorise the Director of Growth and Regeneration to vary the work order value when required subject to;
 - (i) available budget being in place;
 - (ii) the total sum of each variation not exceeding £100,000.
 - (iii) the combined value of any authorised variation(s) do not exceed the total sum of £500,000.

Any variations are to be made in prior consultation with internal audit, finance and legal services.

1. SUMMARY OF MAIN ISSUES

- 1.1 This report seeks approval from the Cabinet Member for Growth, Planning, Housing and Economic Development for delivery of additional highway maintenance works following the confirmation of additional funding from Government that must be spent in the 2018/19 financial year.

2. PURPOSE OF THIS REPORT

- 2.1 This report is for the Cabinet Member for Growth, Planning, Housing and Economic Development to consider exercising delegated authority under paragraph 3.4.3 of Part 3 of the constitution in accordance with the terms of their portfolio at paragraph (b).

3. TIMESCALE

Is this a Major Policy Item/Statutory Plan?	NO	If Yes, date for relevant Cabinet Meeting	N/A
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4. DETAILS OF DECISION REQUIRED

- 4.1 The Department for Transport (DfT) calculates the allocation for highway maintenance funding for each local authority using a needs based formula. This is based on several factors including; total road length by classification and condition; the number of bridge structures and whether they require significant maintenance or strengthening; and the number of street lighting columns over 40 years old. In 2018/19 the Council received £2.786k Capital Maintenance Block Grant to spend on highway maintenance. The Council has now been awarded an additional £1.535m to be spent on highway maintenance in the 2018/19 financial year making a total of £4.321m for 2018/19.
- 4.2 In order to determine which schemes to take forward as part of the highway maintenance budget a regular programme of condition surveys and investigations are undertaken. The outcome of these determine where works should be undertaken and the type of treatments that should be used. Given the short timescales to spend the additional funding, priority will need to be given to schemes that can be delivered by 31 March 2019.
- 4.3 DfT has stated they expect Local Authorities to publish a brief note on their websites by the end of March 2019, with a copy sent to the DfT, setting out how the funding that was received at the start of the financial year and this extra funding was utilised. DfT have also stated that it would be helpful, where feasible, that pictorial evidence is published on Local Authorities websites which shows 'before' and 'after' pictures of each repair undertaken.

5. CONSULTATION

- 5.1 Appropriate consultation will be undertaken on individual schemes in the programme as required.

6. ANTICIPATED OUTCOMES

- 6.1 Delivery of the additional highway maintenance funding will contribute to the transportation aims of both the Council and the Government. This work supports the city's growth agenda by improving accessibility to key services, providing safer roads and reducing congestion all of which contribute to an improved environment with better accessibility.

7. REASONS FOR RECOMMENDATIONS & ANY RELEVANT BACKGROUND INFORMATION

- 7.1 Condition surveys and investigations have been completed on the highway network that have identified the need for widespread maintenance intervention to prevent further deterioration that would otherwise lead to significantly higher costs at a later date.
- 7.2 The Peterborough Long Term Transport Strategy (2011-2026) and the fourth Peterborough Local Transport Plan (2016-2021) were developed in consultation with a wide range of key stakeholders. The Council considered a range of transport interventions to best address local problems, meet the growth aspirations of the city and integrate the Government's transport priorities agreed nationally by the Local Government Association and the Department for Transport. The assessment and appraisal of options involved:

- Policy Fit (meets objectives of the strategy)
- Cost Benefit Analysis (value for money)
- Key Performance Indicator Assessment
- Network Improvement Impact Assessment
- Equality Impact Assessment (EIA)
- Strategic Environmental Assessment (SEA)
- Habitats Regulation Assessment (HRA)

In the future there will be a new Local Transport Plan prepared by the Combined Authority. The Combined Authority Board agreed to adopt the previous Local Transport Plans of Cambridgeshire County Council and Peterborough City Council as a single Local Transport Plan as an interim measure until a comprehensive statutory process can be undertaken to review the Combined Authority's strategic transport planning role to produce a long term, new Local Transport Plan for the Cambridgeshire and Peterborough area.

8. ALTERNATIVE OPTIONS CONSIDERED

- 8.1 Not to deliver a programme of works: Successful delivery of the additional highway maintenance funding will provide significant benefits to the residents of Peterborough and the wider travelling public, resulting in improvements to the condition of the highway network to ensure that it is fit for purpose so that the network can continue to function effectively. These benefits will be lost if the programme is not delivered
- 8.2 Agree an alternative works programme: The programme of works that will be undertaken will be developed through condition surveys and assessments, in consultation with a range of key stakeholders to ensure it meets the objectives and provide value for money.

9. LEGAL IMPLICATIONS

- 9.1 The Highways Act 1980 provides that the highway authority is under a duty to maintain the highway at public expense. This requires that the highway has to be maintained so that it is reasonably passable by the ordinary traffic of the area. Failure to identify a timely programme of works could result in a risk that the authority may not meet its legal duty to maintain the highway.
- 9.2 In addition, the legal implications of not approving the finance and spend outlined in this document may mean that the Council cannot meet its strategic transport and highway priorities for Peterborough following a substantial period of consultation with stakeholders and partners.

9.3 The legal and financial implications of approving the additional highway maintenance funding in 2018/19 are that the highway network can be maintained thereby meeting the statutory duty to maintain the highway, and improvements can be carried out using grant funding from DfT, thereby meeting the Council's transport objectives.

10. FINANCIAL IMPLICATIONS

10.1 The recommended programme will ensure that the planned expenditure is consistent with the capital programme of works via the performance measurement and efficiency mechanisms built into the Highway Services Agreement.

11. PROCUREMENT IMPLICATIONS

11.1 There are no procurement implications.

12. EQUALITY IMPLICATIONS

12.1 An Initial Equality Impact Assessment has been carried out and there are no detrimental effects associated with the schemes.

13. DECLARATIONS / CONFLICTS OF INTEREST & DISPENSATIONS GRANTED

13.1 None

14. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985) and The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012

- Peterborough Local Transport Plan 4 (2016 – 2021)
<http://www.peterborough.gov.uk/ltp>

15. APPENDICES

15.1 None