

Highways Maintenance Capital Programme

To: Highways and Transport Committee

Meeting Date: 8 March 2022

From: Steve Cox, Executive Director for Place and Economy

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2022/010

Outcome: To approve the County Council's forward programme of highways maintenance capital schemes. This will provide clarity and visibility of forthcoming maintenance schemes, in accordance with Authority's approved asset management policies.

Recommendation: What is the Committee being asked to agree?

a) To approve the 2 year forward programme of highway maintenance capital schemes, Appendix One.

b) To agree that the Service Director, Highways and Transport, in consultation with the Chair/Vice Chair of the Highways and Transport Committee, can make minor amendments to the programme of highway maintenance capital schemes, in accordance with the Authority's approved asset management policies.

c) Agrees that the Service Director, Highways and Transport, in consultation with the Chair/Vice Chair of the Highways and Transport Committee, can commission the delivery of the highways maintenance capital programme, via existing contracts that have been formally procured.

d) To note the indicative highway maintenance capital programme for the following 3 to 5 years, Appendix Two

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1. Background

- 1.1 The County Council has an approved 2 year forward programme of highways maintenance schemes. In previous years this has been approved as a component of the Authority's Highways Maintenance Operational Standards (HOS) document. The current version of the forward programme was approved by this committee at its meeting held on 9th March 2021.
- 1.2 To provide greater clarity, the Highways Maintenance Capital Programme is now the subject of a dedicated report to this committee.
- 1.3 This report seeks the committee's approval for the highway maintenance capital programme for the next 2 years. This is provided as Appendix One to this report.
- 1.4 The following 3 to 5 year programmes for various asset groups are set out in Appendix Two, to improve forward planning of programme delivery.

2. Main Issues

- 2.1 The County Council has approved policies setting out its asset management approach to the maintenance of the highways for which it is responsible. This approach is predicated upon a long-term, preventative strategy for highways maintenance which makes best use of the capital funds available to the Authority.
- 2.2 The programme of capital schemes is developed by officers using objective condition data, together with assessments of the rates of deterioration of highways assets. Whilst objective condition data is the primary arbiter, other factors are considered when developing the forward programme of schemes. Such factors include accident records, third party claims, local knowledge, and reports from the public.
- 2.3 A key part of the development of the programme is aligning the location and timing of schemes with the needs of communities. Schemes are tailored to suite different sections of communities where possible, seeking to ensure that a well-maintained and serviceable network is available to all classes of users.
- 2.4 The resultant programme of schemes is designed to apply the right maintenance treatments to assets, at the appropriate points in their life cycles. Such a preventative approach means that maintenance treatments are timed to prevent assets deteriorating further and then requiring much more expensive, environmentally damaging treatments at a later date. The programme is not focussed on a "worst first" basis. The preventative approach can lead to schemes being undertaken which appear counter-intuitive and programmes that do not allocate funding on a geographical basis.
- 2.5 The Authority receives capital funds for highways maintenance from the Department for Transport (DfT). Some of this funding is based upon the lengths of roads for which the Council is responsible and is distributed via the "needs based" formula. To encourage authorities to adopt and implement the asset management approach, DfT also distributes some capital funding to authorities via the Incentive Fund. It is anticipated that the Incentive Fund will continue for year 2022-23 and therefore the Council is expected to gain up to £2,082,000 of this funding in 2022-23 as a result of demonstrably implementing a robust asset management approach.

- 2.6 Authorities are assessed for Incentive Funding based upon their responses to a broad range of questions regarding highways asset management. DfT assesses these responses and places authorities within one of three bands. To achieve maximum funding, an authority must be placed within Band 3. The Council has previously achieved Band 3 status. A key component of this assessment process is that authorities need to demonstrate that they have a forward programme of capital schemes and that this programme has been developed based upon asset management principles. This report and associated programme of schemes will be key in supporting the Authority's case for top band status in the Incentive Fund. To further demonstrate the linkage of the programme of schemes to the Authority's asset management policies, the proposed programme will be incorporated into the approved Highways Operational Standards (HOS) document as an appendix to that document, subject to approval of the programme by this committee.
- 2.7 The Authority's asset management policies used to develop the programmes of schemes consider the resilience of the county's highway network and the programme has due regard to managing the impacts of climate change. The proposed 2 year forward programme of schemes places more emphasis on drainage and flood prevention than has been the case in previous years.
- 2.8 The proposed programmes of schemes provided as Appendix One and Appendix Two reflect the budgetary allocations, as approved by the Council's business planning processes. Schemes are identified in years one and two, whilst those scheduled to be undertaken in years 3, 4 and 5 will be assigned to specific years following further development and co-ordination with other works on the highway network.
- 2.9 The committee is also asked to delegate to the Service Director, Highways and Transport, in consultation with the Chair/Vice Chair of this committee, the commissioning of the delivery of the schemes in the capital programme, via those contracts that have been formally procured and include the provision of such works. Such delivery vehicles include the Council's contract with Milestone and the Eastern Highways Alliance Framework Contract.

3. Alignment with corporate priorities

3.1 Communities at the heart of everything we do

There are no significant implications for this priority.

3.2 A good quality of life for everyone

The following bullet points set out details of implications identified by officers:

- The programme of schemes helps implement the Authority's policies to help provide and maintain a safe and serviceable highway network for all users, thus helping ensure that safe facilities are available for walking, cycling and other non-motorised forms of transport.

3.3 Helping our children learn, develop and live life to the full

There are no significant implications for this priority.

3.4 Cambridgeshire: a well-connected, safe, clean, green environment

The following bullet points set out details of implications identified by officers:

- The proposed programme of schemes will help provide a safe highway network for all classes of users.

3.5 Protecting and caring for those who need us

There are no significant implications for this priority.

4. Significant Implications

4.1 Resource Implications

The report above sets out details of significant implications in paragraphs 2.5 and 2.6 regarding the Incentive Fund and its relationship to the development of a programme of schemes that is in accordance with asset management principles.

The Capital Highway Maintenance Programme 2022-24 is built on the basis of the 2021/22 grant levels (the Business Plan assumes the same level of grant for 2022/23 and onwards as the 2022/23 grant allocations have not yet been announced). Therefore, once the grant allocations are announced an update will be brought to Committee to make Committee aware of the grant allocations and any changes to the Programme.

The report details the 2-year forward programme for capital maintenance schemes and the indicative priorities for Years 3-5. The funding for any schemes previously programmed for 2021/22 but not completed will be rolled forward to allow them to be completed alongside the approved 2022/23 programme

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

The report above sets out details of significant implications in paragraph 2.9 regarding the commissioning of the delivery of the programme via contracts that have already been subject to formal procurement procedures.

4.3 Statutory, Legal and Risk Implications

There are no significant implications for this priority.

4.4 Equality and Diversity Implications

There are no significant implications within this category

4.5 Engagement and Communications Implications

There are no significant implications within this category

4.6 Localism and Local Member Involvement

There are no significant implications within this category

4.7 Public Health Implications

There are no significant implications within this category

4.8 Environment and Climate Change Implications on Priority Areas (See further guidance in Appendix 2):

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/**neutral**/negative Status:

There are no significant implications within this category

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status:

Explanation:

The programme of schemes is predicated upon timely maintenance interventions, obviating the need for deeper, more disruptive treatments at later dates.

This will mean that users of the county's highway network will face less disruption due to roadworks. Therefore, there will be less need for traffic to undertake additional mileage due to diversion routes and traffic will spend less time waiting at traffic lights and other forms of traffic control. The reduction in anticipated disruption will mean that less carbon is emitted from the affected traffic.

It is the deeper, more expensive treatments that require the greatest use of materials and virgin aggregates. Therefore, the timely interventions advocated in the proposed programme of schemes will minimise the need for construction traffic and its associated emissions.

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Positive/**neutral**/negative Status:

There are no significant implications within this category

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/**neutral**/negative:

There are no significant implications within this category

4.8.5 Implication 5: Water use, availability and management:

Positive/**neutral**/negative:

There are no significant implications within this category

4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative

Explanation: Please see comments under 4.8.2. The resultant minimisation of disruption and construction traffic will help reduce air pollution, including particulates from traffic.

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Positive/**neutral**/negative

There are no significant implications within this category

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement? Yes

Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes

Name of Legal Officer: Fiona McMillian

Have the equality and diversity implications been cleared by your Service Contact?

Yes

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications?

Yes

Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes

Name of Officer: Jon Munslow

Have any Public Health implications been cleared by Public Health?

Yes

Name of Officer: Ian Green

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer?

Yes

Name of Officer: Emily Bolton

5. Source documents guidance

5.1 Source documents

None