

# Decision Pathway – Report Template



**PURPOSE:** Key decision

**MEETING:** Cabinet

**DATE:** 01 September 2020

<b>TITLE</b>	<b>Pothole Fund - Bristol allocation</b>		
<b>Ward(s)</b>	<b>City-wide</b>		
<b>Author:</b>	<b>Razvan Constantinescu</b>	<b>Job title:</b>	<b>Assets and Contracts Manager</b>
<b>Cabinet lead:</b>	<b>Clr Kye Dudd</b>	<b>Executive Director lead:</b>	<b>Stephen Peacock</b>
<b>Proposal origin:</b> BCC Staff			
<b>Decision maker:</b> Cabinet Member <b>Decision forum:</b> Cabinet			
<b>Purpose of Report:</b> To seek the Cabinet's approval to accept and spend Bristol's allocation from the Pothole Fund as per the funding requirements stated.			
<b>Evidence Base:</b> Background  The Pothole Action Fund was announced in the Government's Budget 2015 and, with subsequent funding, totals £296 million. The Government asserts that this fund is enough to repair on average over 5 million potholes or to stop them forming in the first place. This funding is allocated by formula, and shared by local highway authorities in England, outside London, between 2016/17 and 2020/21.  During the 2020/21 financial year, The government announced a further injection of funding of £500m of which Bristol's allocated amount stands at £2.64m and it was recently confirmed as such by WECA.  The funding requirements are to repair potholes or stop them forming. The funding enables the authority to undertake urgent repairs required to concrete roads in streets in the authorities residential estates.  The funding has doubled the amount BCC are able to allocate on carriageway repairs and therefore will assist in addressing the backlog of repairs and depreciation to the carriageway asset.  The proposed approach is to use the lifecycle asset modelling and asset management approach for highways assets enabling the expansion of repairs to carriageways, footways programs including drainage repairs to combat the causes to the creation of the potholes. The approach will use the data the team gain from condition surveys to prioritise the areas across the city. The condition surveys use a RAG rating and the funding will be targeted to those areas highlighted as Red in the survey. This will ensure the funding is targeted to the most affected areas first. This will include expanding the footway sealing program, expansion of the surfacing program 2020/21, repair areas identified as fundamentally defective in condition surveys and undertake more gully repairs including a crucial carrier drain on Newfoundland way.  A well maintained highways network is critical for fulfilling our statutory obligations in accordance with the Highways Act. Failure to maintain the roads a will breach the Health and Safety at work act and pose severe risks to the public and damage the reputation of the authority and wider economy.			
<b>Cabinet Member / Officer Recommendations:</b> That Cabinet			

1. Authorise the acceptance of the allocated funding of £2.64m from the Pothole Action Fund.
2. Authorise the Executive Director Growth and Regeneration in consultation with the Cabinet Member Transport and Energy, the Green New Deal to take all steps required to spend £2.64m on repairs to carriageways, footways programs including drainage repairs to combat the causes to the creation of the potholes including the procurement of all contracts (goods, services or works) which may include individual contracts above the key decision threshold.

**Corporate Strategy alignment:**

The well maintained network of roads is closely pursuing the corporate aim Well Connected and will adopt the principles of the Council’s Social Value policy. Through the distribution of this funding this will improve the economic, social and environmental well-being of Bristol. This will encourage economic growth in the region as a well maintain network reduces congestion and therefore improve Air quality for all residents.

Also, in accordance with the Council’s aspirations and objectives, these projects will encourage all contractors to adopt the Living Wage for all staff employed on these projects in-line current procurement practices.

**City Benefits:**

Maintaining our highway assets is not only essential to meet our statutory obligations as a local authority but also to achieve our corporate goals. Improving the condition of our roads and footways will ensure we are a **well-connected** city linking people with jobs and services through well maintained and high quality transport connections. A well maintained and lit highway will also encourage our residents to walk and cycle more which will improve **wellbeing**, help us meet our climate change obligations and reduce our carbon footprint. Our Corporate Strategy explicitly mentions a need for the council to focus on ‘planned long-term outcomes not short-term fixes, prioritising early intervention and prevention.’ By improving and maintaining our highway assets now we will increase the resilience of our transport network, reduce disruption and potential elevated costs in the future through a well-planned programme of early interventions.

**Background Documents:**

Please attached link to the Department of Transport Roads funding information pack

<https://www.gov.uk/government/publications/roads-funding-information-pack/roads-funding-information-pack>

<b>Revenue Cost</b>		<b>Source of Revenue Funding</b>	
<b>Capital Cost</b>	<b>£2.64m</b>	<b>Source of Capital Funding</b>	<b>Pothole fund allocation from the roads funding via WECA for repairs to highways.</b>
<b>One off cost</b> <input checked="" type="checkbox"/>	<b>Ongoing cost</b> <input type="checkbox"/>	<b>Saving Proposal</b> <input type="checkbox"/>	<b>Income generation proposal</b> <input type="checkbox"/>

**Required information to be completed by Financial/Legal/ICT/ HR partners:**

**1. Finance Advice:**

1. Finance Advice: The Pothole Action Fund has been in operation since 2015, and is a Central government grant aimed at tackling potholes on the Highways. During the 2020/21 financial year, the government announced a further injection of funding of £500m of which Bristol’s allocated amount stands at £2.64m, confirmed as such by WECA’s Head of Strategic Transport.

2. This report seeks approval to spend the £2.64m on repairs to carriageways, footways programs including drainage repairs to combat the causes to the creation of the potholes.

The approval of this report does not constitute a new funding pressure for the Council, as any additional spend over and above existing budgets will be funded from the new grant allocation.

**Finance Business Partner:** Kayode Olagundoye, Interim Finance Business Partner, Growth and Regeneration, 31 July 2020

<b>2. Legal Advice:</b> The procurement of any/all materials, services or works required to undertake the proposed repair works will need to comply with the Procurement Regulations and the Council own procurement rules.		
<b>Legal Team Leader:</b> Husinara Jones, Solicitor and Team Leader 6 August 2020		
<b>3. Implications on IT:</b> No anticipated impact on IT Services		
<b>IT Team Leader:</b> Simon Oliver, Director of IT, 27 July 2020		
<b>4. HR Advice:</b> There are no apparent HR issues with this proposal.		
<b>HR Partner:</b> Chris Hather MCIPD, HR Consultancy Manager, 3 August 2020		
<b>EDM Sign-off</b>	Stephen Peacock	22 July 2020
<b>Cabinet Member sign-off</b>	Cllr Kye Dudd	27 July 2020
<b>For Key Decisions - Mayor's Office sign-off</b>	Mayor's office	3 August 2020

<b>Appendix A – Further essential background / detail on the proposal</b>	<b>NO</b>
<b>Appendix B – Details of consultation carried out - internal and external</b>	<b>NO</b>
<b>Appendix C – Summary of any engagement with scrutiny</b>	<b>NO</b>
<b>Appendix D – Risk assessment</b>	<b>NO</b>
<b>Appendix E – Equalities screening / impact assessment of proposal</b>	<b>YES</b>
<b>Appendix F – Eco-impact screening/ impact assessment of proposal</b>	<b>YES</b>
<b>Appendix G – Financial Advice</b>	<b>NO</b>
<b>Appendix H – Legal Advice</b>	<b>NO</b>
<b>Appendix I – Exempt Information</b>	<b>NO</b>
<b>Appendix J – HR advice</b>	<b>NO</b>
<b>Appendix K – ICT</b>	<b>NO</b>