

# Decision Pathway – Report



**PURPOSE:** Key decision

**MEETING:** Cabinet

**DATE:** 14 July 2021

<b>TITLE</b>	<b>Additional Highways Maintenance Funding Allocation</b>		
<b>Ward(s)</b>	Citywide		
<b>Author:</b> Shaun Taylor	<b>Job title:</b> Group Manager – Highways Maintenance		
<b>Cabinet lead:</b> Mayor	<b>Executive Director lead:</b> Stephen Peacock, Executive Director Growth and Regeneration		
<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 spend an additional £9.6m on existing highways maintenance priorities as described below and attached in appendix B.			
<b>Evidence Base:</b> Background			
<ol style="list-style-type: none"> <li>1. The condition of the highway and Bristol City Council (BCC) structures assets across the city are becoming critical to the safety of its residents and users of the highway and harbour network. Further to lifecycle modelling and condition surveys of bridges and structures across BCC owned public realm there is a requirement for significant investment and understanding of the challenge facing the authority from years of under investment from central government. There is currently an estimated backlog requiring investment of £100m in highway structures, underfunding of £5m annually in carriageways and footways and a further estimated £60m in docks structures following principal inspections and condition surveys followed by lifecycle modelling. At present there are over 700 streets on the rolling program in need of some level of repair with 60 critical repairs on Docks structures and some major refurbishment of highways structures such as St Philips Causeway and New Brislington Bridge in need of funding.</li> <li>2. To assist in addressing the depreciating asset condition and ongoing maintenance pressures and to keep the network safe an allocation of £10m was awarded at March 2021 Full Council. Specifically, this was approved to address some critical safety concerns at a number of locations as set out in Appendix B. The 9 March 2021 cabinet approved further works on Harbour assets for £2.5m and the £7.5m remaining funding is to be disbursed on repairing a number of assets which are in need of repair as they have degraded and become life expired. These repairs are across a number of departments and asset types as set out in Appendix B.</li> <li>3. The assets identified and funding requirements have been identified through ongoing inspections, conditions surveys and been highlighted as in need of urgent repair. The assets prioritised for repair have been selected through the authority’s risk-based approach which includes data such as condition, strategic importance, pothole reports, public and member reports, etc. The £7.5m funding does not enable complete delivery of all aspects of projects, but a mixture of enabling some critical structures to progress to design and structural assessment, while also funding carriageway reconstruction of St Peters Rise and replacement of Park St footways as the highest strategic priorities for carriageway and footway repairs. There is also additional funding for life-expired traffic signals and vehicular messaging signs in need of replacement. There is also an allocation of £1.8m to replace earlier commitments to Redcliffe Bridge Repairs agreed at 1 December 2020 cabinet and address the reduction of funding by £1.3m in the Highways Capital Block funding from</li> </ol>			

government funding on Highway maintenance with a further 750k funding for the completion critical structural West End carpark repairs.

4. In addition, the continuation of the Pothole Action Fund was announced by the Department for Transport and, with subsequent funding, totals £2.5 billion over 5 years. 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 National formula, and shared by local highway authorities in England, outside London, between 2020 and 2025. Bristol's allocation £2.2m and it was recently confirmed as such by WECA.
5. The proposed approach for the Pothole fund is to use the lifecycle asset modelling and asset management approach for highways assets. This will enable the expansion of repairs to carriageways, footways programs including drainage repairs to combat the causes of 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 priority Red, Amber, Green rating and the funding will be targeted to those areas highlighted as Red in the surveys. This will ensure the funding is targeted to the most affected areas first. This will include expanding the slurry sealing footway resurfacing program, expansion of the surfacing program 2021/22 and repair areas identified as fundamentally defective in condition surveys.
6. A well-maintained highways network is critical for fulfilling our statutory obligations in accordance with the Highways Act. Failure to maintain the roads 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.

#### **Cabinet Member / Officer Recommendations**

That Cabinet:

1. Approve the allocated funding of £7.5m for highway maintenance repairs and £2.2m from the Pothole Action Fund.
2. Authorise the Executive Director Growth and Regeneration in consultation with the Mayor to take all steps required to spend £9.7m as set out in the report.

#### **Corporate Strategy alignment:**

1. 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.
2. 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:**

1. 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.

**Consultation Details:** The works identified will arise from defects reported by public and members or through the need for repair from condition surveys. Properties affected, residents and ward members will be notified prior to any works commencing.

#### **Background Documents:**

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

<b>Revenue Cost</b>	<b>£0</b>	<b>Source of Revenue Funding</b>	
<b>Capital Cost</b>	<b>£9.7m</b>	<b>Source of Capital Funding</b>	£ 7.5m Capital funding from BCC approved at full council and £2.2m Pothole fund allocation from the roads funding via WECA for repairs to highways
<b>One off cost</b> <input 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:**

- Finance Advice:** The report is seeking approval to spend £9.7m of council and DFT (WECA) Pothole funding.
- To assist in addressing the depreciating asset condition and ongoing maintenance pressures and to keep the network safe an allocation of £10m was awarded at March 2021 full council. Table 1 has the breakdown of the prioritised schedule of works across several asset types:

**Table 1**

Funded from 10m allocation	21/22	22/23	Total funded
Park Street footways	800	0	800
St Peters Rise carriageway	1,700	0	1,700
Transport Signage (VMS Replacement)	390	0	390
Replace life expired signals	200	360	560
West end and temple St Car Park repairs - additional pressure	750	0	750
Highways cyclical work (Replace DFT & redcliffe bridge funding reductions)	1800	1000	2,800
New cut pedestrian bridges	500	0	500
<b>BCC Funded</b>	<b>6,140</b>	<b>1,360</b>	<b>7,500</b>
<b>DFT Pothole fund for 2021/22</b>	<b>2,192</b>		<b>2,192</b>
<b>Total</b>	<b>8,332</b>	<b>1,360</b>	<b>9,692</b>

- The work outlined within Table 1 will be contained within the funding envelope provided, and it is not expected to result in any additional financial implications for the council.
- The service will be expected to follow the Council approved procurement process and ensure that adequate contingencies are built into the various work packages that will be commissioned.
- All work commissioned must be part of the Asset management plan or already have an approved business plan, otherwise a business plan will be required.

**Finance Business Partner:** Kayode Olagundoye, Interim Finance Business Partner, Growth and Regeneration, 17 June 2021

**2. Legal Advice:** 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's own procurement rules.

**Legal Team Leader:**

Husinara Jones, Team Leader/Solicitor 11 May 2021

**3. Implications on IT** No anticipated impact on ICT services.

**IT Team Leader:**

Simon Oliver, IT Team Leader, 11 May 2021

**4. HR Advice:** No HR implications with this proposal

**HR Partner:**

Chris Hather MCIPD, HR Consultancy Manager, 21 May 2021

<b>EDM Sign-off</b>	Stephen Peacock, Executive Director Growth and Regeneration	18 May 2021
<b>Cabinet Member sign-off</b>	Mayor	7 June 2021
<b>For Key Decisions - Mayor's Office sign-off</b>	Mayor's office	14 June 2021

<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>YES</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>
<b>Appendix L – Procurement</b>	<b>NO</b>