

Cabinet

25<sup>th</sup> August 2020

**Name of Cabinet Member:**

Cabinet Member for City Services – Councillor P Hetherton

**Director approving the report:**

Director for Transportation and Highways

**Ward(s) affected:**

All

**Title:**

2020/21 Transportation and Highway Maintenance Capital Programme – Additional Funding

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**Is this a key decision?**

Yes – Affects all wards across the city

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**Executive summary:**

This report is supplementary to the 2020/21 Transportation and Highway Maintenance Capital Programme report of 10th March 2020 and is the result of an additional funding block from Central Government's Challenge Fund for the maintenance and enhancement of the City's Highway infrastructure.

The basic principles for the spend of the additional funding are:

1. Focus on improving pavements, predominantly used by vulnerable residents, from place of residence to destination point.
2. Continue the programme of rectifying damage and maintaining the City's pavements, through a prioritised programme based on the Council's Highways Asset Management plan.

**Recommendations:**

The Cabinet is requested to:

1. Approve £2.06m be added to the 5-year Capital Programme.
2. Approve the 2020/21 additional programme of schemes detailed in paragraph 2.6, Table 1 of the report.
3. Delegate authority to the Cabinet Member for City Services, to approve any changes to the additional 2020/21 programme.

**List of Appendices included:**

None

**Background papers:**

None

**Other Useful Documents:**

Report to Cabinet dated 10<sup>th</sup> March 2020 – ‘2020/21 Transportation and Highway Maintenance Capital Programme’ - [www.coventry.gov.uk/councilmeetings](http://www.coventry.gov.uk/councilmeetings)

**Has it or will it be considered by scrutiny?**

No

**Has it, or will it be considered by any other council committee, advisory panel or other body?**

No - The City Council's five-year Capital Programme was approved by Council on 19th February 2019.

**Will this report go to Council?**

No

## **Report title: 2020/21 Transportation and Highway Maintenance Capital Programme – Additional Funding**

### **1. Context (or background)**

- 1.1 This report sets out schemes to be added to the capital programme following additional Highways Maintenance funding from Government in May 2020.
- 1.2 As part of the West Midlands Devolution Deal, highways maintenance funding is distributed as part of a consolidated local transport budget under the control of the West Midlands Combined Authority (WMCA) Elected Mayor.
- 1.3 In October 2019 the WMCA constituent authorities submitted an Expression of Interest (EOI) to the Department of Transport (DfT) seeking a proportion of a £100m Challenge Fund pot. The EOI was based on improving roads and pavements on the unclassified road network.
- 1.4 The Challenge Fund is a mechanism used by DfT for Highway Authorities to compete for additional funding of their assets, through submission of detailed business cases.
- 1.5 In May 2020 the Government decided not to continue with the Challenge Fund bidding process and instead allocated by formula distribution, with the WMCA area receiving £16.488m.
- 1.6 This funding is intended to be used by Local Authorities as a way of preventing potholes forming through proactive maintenance. A key priority of the EOI was a focus on unclassified roads, where the effects of under investment is most evident across the West Midland Authority.

### **2. Options considered and recommended proposal**

- 2.1 DfT confirmed additional funding allocations on the 15th May 2020 for the Highways Maintenance Challenge Fund to the WMCA area. This funding is for critical highway maintenance activity.
- 2.2 Based on the EOI submission the allocation made available to Coventry as Highway Maintenance Block is £2.060m.
- 2.3 Following a meeting of the West Midlands Highway Infrastructure Managers Group (HIMG) in May, the WMCA decided that the funding should be spent in line with the business case of the EOI. This is predicated on improving roads and pavements on bus routes which use the unclassified roads across the West Midlands.
- 2.4 Within Coventry the study showed that Coventry's pavements are in greater need of maintenance than roads on the lengths of the routes submitted. Where there is a need for road repairs these will be attended to as part of the work.
- 2.5 A previous study identified locations where there are likely to be a higher proportion of vulnerable residents based on areas of sheltered housing and proximity to GP surgeries, health centres, shops, churches and meeting halls. This data has been mapped against the data collected for the EOI to target the additional funding on those pavements more likely to be used by vulnerable people.

2.6 Improvements to these routes will help to meet the following objectives:

- 2.6.1 Having a positive impact on local communities.
- 2.6.2 Encouraging walking on safe pavements.
- 2.6.3 Improving pavements in the locality of bus stops.
- 2.6.4 Reducing further maintenance liability on the Council.
- 2.6.5 Increasing mileage of renewed pavements in the City.

2.7 Approval is sought for those schemes in Table 1 which shows the sites where the objectives above are best met. Exact scope of the works at each site is in development with the Highways team. All schemes are pavement works and are for discrete lengths of the sites listed.

**Table 1** Transportation & Maintenance Additional Capital Programme 2020/21

<b>Road Name</b>	<b>Ward</b>
Attoxhall Road	Wyken
Avon Street	Upper Stoke
Belgrave Road	Wyken
Bredon Avenue	Binley & Willenhall
Deerdale Way	Binley & Willenhall
Exminster Road	Cheylesmore
Fenside Avenue	Cheylesmore
Harry Rose Road	Wyken
Langbank Avenue	Binley & Willenhall
Longfellow Road	Lower Stoke
Mantilla Drive	Wainbody
Princethorpe Way	Binley & Willenhall
Quorn Way	Binley & Willenhall
St James Lane	Binley & Willenhall
Wallace Road	Bablake
Whitaker Road	Whoberley
Willenhall Lane	Binley & Willenhall
William Bristow Road	Cheylesmore
Winsford Avenue	Whoberley

### **3. Results of consultation undertaken**

3.1 In all cases, no scheme will be implemented without appropriate consultation being undertaken to ensure that all interested parties are involved in the process and that anticipated funding is secure.

### **4. Timetable for implementing this decision**

4.1 The programme of schemes will be implemented throughout the 2020/21 financial year. The exact timing of individual schemes will depend on how well developed they are, and feedback from consultation. It is anticipated that all budgets described in the programme will be spent by the end of March 2021.

## **5. Comments from the Director of Finance and the Director of Law and Governance**

### **5.1 Financial implications**

The core funding for the Transportation and Maintenance Capital Programme totalling £7.071m was approved by Council on 10<sup>th</sup> March 2020. This programme is supplemented by additional capital grant funding from Central Government's Challenge Fund to the tune of £2.06m, which will be added to the 5-year capital programme with full delivery by 31<sup>st</sup> March 2021

### **5.2 Legal implications**

The Council is under various statutory duties relevant to this report which include:

- (a) Maintaining the City's adopted highway network and associated structures;
- (b) Managing the City's road network to secure the expeditious movement of traffic;
- (c) Promoting/encouraging safe, integrated, efficient and economic transport facilities and services in conjunction with the ITA;

The Council also has various statutory powers which allow it to improve or add to the existing highway/traffic management infrastructure.

Any contracts required for completion of the works will be procured and awarded pursuant to EU/UK procurement rules and the Council's own Rules for Contracts.

## **6. Other implications**

### **6.1 How will this contribute to achievement of the council's Plan?**

The programme will help to address Council Plan objectives such as poor air quality and climate change by encouraging more sustainable forms of transport such as walking, cycling and public transport, promoting the City Councils 'Age Friendly' aspirations

Schemes such as maintenance programme will help to address the Plan priority of making streets and open spaces more attractive and safe places to walk.

### **6.2 How is risk being managed?**

For each programme/scheme, there are nominated project sponsors and managers who will be held accountable for delivery. The governance arrangement will be for the capital programme to be overseen by a board comprising the Director (Transportation and Highways), service manager (project sponsor) and financial officers. The project managers collectively form the capital programme team which will ensure that the programme is delivered on time, to budget and to an appropriate standard. The findings and recommendations of the board will be reported to the responsible cabinet member/s via established briefing and reporting mechanisms as appropriate. In addition, summary updates are provided to Cabinet as part of the quarterly budgetary control process.

To manage physical risks, the Construction and Design Management (CDM) process is also used for all appropriate schemes (larger schemes which meet certain criteria) to ensure that risks are designed out and that construction takes place by an approved contractor in a safe way.

### **6.3 What is the impact on the organisation?**

The programme will be delivered using existing resources where possible.

#### **6.4 Equalities / EIA**

An equality impact assessment was carried out during the formulation of the West Midlands Strategic Transport Plan.

#### **6.5 Implications for (or impact on) climate change and the environment**

The programme will have a beneficial impact on the environment as many schemes are designed to encourage sustainable forms of travel such as walking, cycling and public transport, as well as schemes to reduce congestion and improve the public realm.

#### **6.6 Implications for partner organisations?**

The implementation of the programme will have a positive impact on businesses and the general population of the City through improvements to road maintenance and the wider transport network. The Coventry and Warwickshire Local Enterprise Partnership (LEP) has identified transport as a high priority to support economic growth.

## Report Author

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