

Decision maker:	Cabinet member Infrastructure and transport
Decision date:	Friday 29 January 2021
Title of report:	Additional funding in support of Lengthsman Grant
Report by:	Commercial and Contract Manager

Classification

Open

Decision type

Non-key

Wards affected

(All Wards);

Purpose

This report is to recommend the addition of £10K revenue and £60K capital funding to the lengthsman grant scheme.

Recommendation(s)

That:

- (a) The Cabinet Member approves the allocation of revenue funding of £10K and additional capital funding of £60K to allow all applications received from parishes under the tranche 2 lengthsman scheme to be fully undertaken.**

Alternative options

1. Not to provide additional funding. This would mean some parishes would only receive 55% of the funding they have applied for, and the opportunity to deliver local works desired by the parish would be reduced or potentially lost.

Key considerations

2. The Lengthsman grant scheme decision of 30 April 2020 set aside £250K for eligible parish councilsto bid for drainage works through their lengthsman scheme.
3. The Scheme was well received by parishes and applications for funding exceeded the original grant allocation of £250,000. On examination of the works being applied for there is an additional £10K of revenue and £60K of capital required to allow all parishes to commit fully to their applied works
4. The lengthsman applications received following the original cabinet member decision on 30 April 2020 were undertaken in 2 phases. The first tranche received applications totalling £163,509.47 by the deadline of 30 June 2020, and the second tranche applications totalled £155,029.85, meaning that applications received were over the £250K original allocated funding. An exercise was undertaken to look at the split between capital and revenue works, and is as follows

	<u>Revenue</u>	<u>Capital</u>	<u>Total</u>
<u>1st Tranche</u>	£147,002.47	£16,507.00	£163,509
<u>2nd Tranche</u>	£112,775.50	£42,254.35	£155,029
	<u>£259,777.97</u>	<u>£58,761.35</u>	<u>£318,539</u>

5. All applications received in Tranche 1 have been approved. Applications for the second tranche were on a first come first served basis. To that end some parishes that have applied have currently only been awarded up to 55% of their applied for funding in accordance with the agreed budget. This decision would rectify that and allow all applications to be fully funded and all work to be committed to.
6. Work has to be completed this financial year to ensure spend is completed in 2020/2021.
7. Allowing the parishes to commit fully to their identified works will help maintain positive momentum and could form a basis for developing similar schemes in future years, in line with the council's intent and community plan. Any future schemes will be subject to a future decision.

Community impact

8. The recommendation is in line with the county plan 2020 – 2024 as it strengthens the ability of local communities to respond to their needs and supports the earlier decision to provide lengthsman funding in support of local drainage works. This funding is being utilised through the Parish lengthsman schemes, not the Public Realm Contract.

Environmental Impact

9. This decision will support rectification local drainage issues, and the parishes ability to undertake local works and known local issues.
10. Works are overseen by BBLP and environmental and ecological concerns with working in water courses are addressed as part of that assessment.

- 11 The environmental impact of this proposal has been considered through the service specification and includes appropriate requirements on the contractor/delivery partner to minimise waste, reduce energy and carbon emissions and to consider opportunities to enhance biodiversity. This will be managed and reported through the ongoing contract management.
- 12 The development of this project has sought to minimise any adverse environmental impact and will actively seek opportunities to improve and enhance environmental performance.

Equality duty

13. Under section 149 of the Equality Act 2010, the 'general duty' on public authorities is set out as follows:

A public authority must, in the exercise of its functions, have due regard to the need to -

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
14. The public sector equality duty (specific duty) requires us to consider how we can positively contribute to the advancement of equality and good relations, and demonstrate that we are paying 'due regard' in our decision making in the design of policies and in the delivery of services. Our providers will be made aware of their contractual requirements in regards to equality legislation.
 15. The Equality Act 2010 established a positive obligation on local authorities to promote equality and to reduce discrimination in relation to any of the nine 'protected characteristics' (age; disability; gender reassignment; pregnancy and maternity; marriage and civil partnership; race; religion or belief; sex; and sexual orientation). In particular, the council must have 'due regard' to the public sector equality duty when taking any decisions on service changes.
 16. This scheme utilises local knowledge and skills in order to deliver improvements directed by the Parish and local communities, in order to address more local concerns and allow parishes to respond to community needs.
 17. The schemes have significant local impact on communities and allow Parish led activities.

Resource implications

18. Additional forecast spend of £10K Revenue to be allocated from in-year Contract Management team staff savings and £60K capital to be allocated from the savings retained against the Public Realm contract at the start of this financial year. The capital savings are within the Local Transport Grant that is an annual allocation to be spent in year, therefore the allocation to this project will help ensure the grant is spent by March 2021.
19. BBLP costs and costs associated with running the scheme are absorbed as part of the public realm function

20. The tables below are to support setting out the financial implications of the decision.

Revenue or Capital cost of project	2020/21	2021/22	Future Years	Total
Additional Revenue contribution to lengthsman scheme, funded from Contract management team-public realm (C07267)	£10,000	0	0	£10,000
Additional Capital contribution to lengthsman scheme funded from in-year savings received from Public realm contract held in CM7270 LTP funded highway maintenance challenge fund	£60,000	0	0	£60,000
TOTAL	£70,000	0	0	£70,000

Legal implications

21. The council has significant responsibilities under the Highways Act 1980 and other related legislation to ensure that the highways and the public realm more generally is maintained. This additional investment assists the council in demonstrating that it has met its legal obligations.
22. There are no other direct legal implications arising from this report.

Risk management

23. There is a risk of works not being delivered in year a timely decision to commit extra funds should allow sufficient time for schemes to be delivered within the financial year. Any change will be managed through the Public Realm contract mechanisms and contractual change control mechanism. Any spend beyond this financial year will be subject to a further decision.

Consultees

24. This is work being undertaken by local members and parish councils.
25. The additional work being funded will allow parishes to deliver the applications made under the scheme.

Appendices

Appendix 1 – tranche 2 schemes

Background papers

None

Please include a glossary of terms, abbreviations and acronyms used in this report.

Lengthsman Scheme – An agreed scheme by which parishes can retain and utilise a lengthsman for undertaking specified works on the highways network.