

Decision maker:	Cabinet member Infrastructure and transport
Decision date:	Thursday, 14 January 2021
Title of report:	£2m Investment in the C and U road network - confirmation of the delivery programme
Report by:	Engineering manager

Classification

Open

Decision type

Key

This is a key decision because it is likely to result in the council incurring expenditure which is, or the making of savings which are, significant having regard to the council's budget for the service or function concerned. A threshold of £500,000 is regarded as significant.

This is a key decision because it is likely to be significant having regard to: the strategic nature of the decision; and / or whether the outcome will have an impact, for better or worse, on the amenity of the community or quality of service provided by the authority to a significant number of people living or working in the locality (two or more wards) affected.

Wards affected

(All Wards);

Purpose

To approve the £2m investment in C and U roads and the £2m investment in infrastructure assets was made on 6 August 2020, as set out in the decision for the Capital Investment in Infrastructure 2020/21 Public Realm Annual Plan

The report recommendation required confirmation that the programme has been developed following the survey of the network, this report confirms the survey has been completed and that the delivery programme is prepared for delivery.

Recommendation(s)

That:

- (a) **The £2m investment in the C and U road network is programmed for delivery following the survey of the network and assessment of the data, to approve and deliver the works through the Public Realm Contract from January through to March 2021.**

Alternative options

1. Not to deliver, but this is not recommended as the condition of the network is in need of investment and this option would be contrary to the council resolution made at the meeting on 14 February 2020.

Key considerations

2. The proposed investment as set out in the Capital Investment in Infrastructure 2020/21 Public Realm Annual Plan Report, with a decision date of 6 August, will improve the condition of the network, improve highway safety and minimises the risk on the network which supports the council's county plan and ambition for Herefordshire:
 - Environment: protect and enhance our environment and keep Herefordshire a great place to live.
 - Community: strengthen communities to ensure everyone lives well and safely together.
 - Economy: Support an economy which builds on the county's strengths and resources.
3. The Council meeting held on Friday 14 February 2020, item 42 of the minutes, resolved that the proposed capital programme for 2020/21 would be amended to re-allocate £2m for the Hereford Transport Package and be used to repair and maintain the U and C roads network. At this meeting council also approved the capital programme budget of £2m investment in highway infrastructure and assets.
4. Investing the £2m in the C and Unclassified roads, resolved at the 14 February 2020 council meeting, has been prioritised on known data held within the asset management team. The data has been cross referenced in year surveys producing a map-based interface to identify areas of repair.
5. The programme for delivery (Appendix A)was subject to a survey of the C and U road highway network and assessment of the network, this is now complete and a programme of works has been identified which will be implemented in January through to March 2021.
6. An assessment of procurement options for these schemes was undertaken with the councils Commercial Services Team. The detail of the assessment is presented in the table in appendix B to this report. The advantages and disadvantages of each was considered and is set out and it is concluded the delivery of the work through the public realm contract is the preferred option for the reasons below.

7. The delivery of the works through the Public Realm Contract (PRC) will enable locally available BBLP resource to deliver schemes using walk talk and build mechanism, which is appropriate for this programme of C and U road highway maintenance – this work, is within scope of the PRC core works and would be delivered in this way in line with other highway maintenance schemes.
8. By delivering through the PRC and using the mechanism above, the programme of works will be delivered on the C and U network by end March 2021 as originally envisaged by council in February 2020.
9. In commissioning the work through the PRC, a robust process for commissioning and managing the schemes will be in place managed by the contract management team ensuring and demonstrating value for money. Target costs for the work will be scrutinised in detail prior to agreement of works costs and any changes will be managed using a robust change control process.

Community impact

10. The investment contributes to the county plan ambitions by protecting the environment, safe communities and providing infrastructure that supports our economy. The investment will ensure the network is safe and safe access t the school and public transport facilities.

Environmental Impact

11. The investment programme will provide a better place for the locality, safer and minimise the risk of damage to cyclists and vehicles. It will make the roads a better environment for active travel, specifically cyclists.
12. The investment will extend the life of the network and reduce the need for reactive pothole works which will reduce the need for materials and vehicle usage, this will have a positive impact on emissions.

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. As this is a decision on back office functions, we do not believe that it will have an impact on our equality duty.

Resource implications

15. An assessment of procurement options for these schemes was undertaken with the councils Commercial Services Team, The detail of the assessment is presented in the table in appendix B to this report. The advantages and disadvantages of each was considered and is set out and it is concluded the delivery of the work through the public realm contract is the preferred option for the reasons set out below.
16. The delivery of the works (Appendix A) through the PRC will enable locally available BBLP resource to deliver schemes using walk talk and build mechanism. This is deemed appropriate for this programme of C and U road highway maintenance.- this work is within scope of the PRC core works and would be delivered in this way in line with other highway maintenance schemes. .
17. By delivering through the PRC and using the mechanism above, the programme of works will be delivered on the C and U road network by the end of March 2021 as originally envisaged by council in February 2020.
18. In commissioning the work through the PRC, a robust process for commissioning and managing ensuring and demonstrating value for money and best value. Target costs and any changes will be managed using a robust change control process.
19. There are no implications to revenue funding, however, capital investment should ease the revenue budget in reducing the need to carry out additional repairs over the whole life of the asset.

Capital cost of project	2020/21	Total
	£000	£000
<i>Investment in C & U Roads</i>	2,000	2,000
TOTAL	2,000	2,000

Funding streams (indicate whether base budget / external / grant / capital borrowing)	2020/21	Total
	£000	£000
<i>Corporate Funded Borrowing</i>	2,000	2,000
TOTAL	2,000	2,000

Legal implications

20. This is an Executive function under the Council's Constitution Part 3 Section 3 and is a key decision because it is likely to be significant having regard to the strategic nature of the decision; and/ or whether the outcome will have an impact, for better or worse, on the

amenity of the community or quality of service provided by the authority to a significant number of people living or working in the locality (two or more wards in Herefordshire) affected. It is also likely to result in the council incurring expenditure which is, or the making or savings which are, significant having regard to the Council's budget for the service or function concerned. The leader has delegated this key decision to the Cabinet Member Infrastructure and Transport as it relates to their portfolio

21. Section 41 of the Highways Act 1980 confers statutory obligations on Herefordshire Council as the highway authority for the administrative area of Herefordshire to maintain the highway maintainable at the public expense.
22. The investment will be used to repair and maintain the unclassified and C class roads network within the county through the public realm contract with BBLP and will allow compliance with the statutory duty on the highway authority and support the council's county plan.
23. There are no other legal considerations or risks with the cabinet member doing what is proposed.

Risk management

24. The sustained investment will reduce the overall risk in highway safety. The maintenance backlog for carriageways alone is set at £87.77million, whilst this is significant, the investment is part of the continued sustained investment over the whole life of the highway asset with an ongoing programme of works that is targeted at treating roads as they are showing signs of deterioration, fixing roads before they need larger, more costly repairs.
25. The £2million investment in C and U roads was approved at full Council on 14 February 2020 ensuring funding is available for delivery of the projects.
26. Delivery of the programme is to be in year, delivery will be managed through the public realm annual plan to manage the risk and ensure delivery in year.

Consultees

27. As part of the revised consultation process for key decisions, Council members and group leaders were consulted, no comments have been received

Appendices

Appendix A: £2m Investment in the C and U road network – proposed programme

Appendix B: Value for Money Route to Market Test

Background papers

None