

# **Cabinet**

## **28 July 2020**

### **Transport Infrastructure Investment Fund**

#### **For Decision**

**Portfolio Holder:** Cllr R Bryan, Highways, Travel and Environment

**Local Councillor(s):** **All Councillors**

**Executive Director:** John Sellgren, Executive Director of Place

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**Report Status:** Public

#### **Recommendation:**

That the Cabinet approves the proposed spend allocation of the Transport Infrastructure Investment Fund

#### **Reason for Recommendation:**

That we can invest the Transport Infrastructure Investment Fund in accordance with Department for Transport (DfT) guidelines, to improve road condition, reducing the number of potholes, and to kick start the construction industry and wider economy. This is also intended to assist our recovery from the impacts of Covid 19 and flooding issues arising from the winter.

#### **1. Executive Summary**

1.1 On the 14th May 2020, the Secretary of State for Transport, announced a £1.7 billion funding allocation to Combined Authorities and Local Highway Authorities for 2020/21 through the newly created Transport Infrastructure Investment Fund.

1.2 Incorporated into this fund is a combination of already confirmed annual funds for Dorset Council, with the addition of a Pothole Fund, which includes funds originally intended for the 2020/21 Challenge Fund (which we had submitted an expression of interest), but is now divided between authorities on the needs based formula.

1.3 Dorset's share of the £1.7billion funding is set out below (as documented in the Department for Transport news story)

<https://www.gov.uk/government/news/multi-billion-pound-road-and-railway-investment-to-put-nation-on-path-to-recovery>),

and includes our already confirmed annual funding allocation in the form of the following:

• Highway Maintenance Block Allocation	£10,564,000
• Highway Maintenance Block Incentive Element	£ 2,201,000
• Integrated Transport Block (Improvements)	£ 1,971,000

Therefore the additional £9,112,000 element for Dorset Council is made up of the following:

• Pothole Fund	£7,718,615
• Shared 2020/21 Challenge Fund	£1,393,385

This takes Dorset Council's total capital award for 2020/21 to £23,848,000.

1.4 We propose to invest the **£7,718,615 Pothole Action Fund** as follows:

- £5,068,615 to accelerate our capital resurfacing programme (focussed on some of Dorset's worst strategic roads)
- £2,000,000 into the most damaged, minor roads where a significant proportion of our reactive defects are experienced.
- £300,000 B3078 Stanbridge carriageway edge retention
- £200,000 investment into drainage dig downs and repair
- £150,000 investment into digging ditches

1.5 These proposals reflect the corporate capital investment proposals from the Highways Executive Advisory Panel (EAP) for 2020/21 and include the specific targeting of category 5 (worst) defects/sections. However, the need for commitment to longer term funding of these assets from 2021/22 onward, remains.

1.6 In accordance with guidance documented in the Chartered Institute of Public Finance and Accountancy (CIPFA); these funds are not permitted to be used for revenue based activity. Therefore the recommendations arising from the

Highways EAP in relation to annual investment in revenue drainage activity, side verging, and Proactive Maintenance Units, remains.

1.7 Further proposals are to invest the former **£1,393,385 2020/21 Challenge Funding** into the following schemes:

- £450,000 Longham Bridge design
- £349,272 Wareham A351 pedestrian cycle link (contribution to the £660,000 scheme)
- £390,000 Street lighting LED upgrades – Saving £160,000 revenue each year by 2030 and £320,000 per year by 2040, with a total carbon saving of 2,600 tonnes.
- £204,113 Traffic control and ITS LED retrofit – Saving £27,117 revenue per year, and 86 tonnes of carbon per year

1.8 The award to Traffic Control reflects the Highways EAP recommendation to invest in this asset group for 2020/21. Longer term corporate investment proposals from 2021/22 remain.

1.9 In line with good practice documented in the HMEP UKRLG Highway Infrastructure Asset Management Guidance, and also linked to a requirement of self assessment, which impacts on our incentivised funding, we are required to publish a proposed forward maintenance programme (see Appendix 1).

1.10 We have therefore produced a proposed revised capital maintenance programme, based on existing strategies and the most recent condition data and risk analysis.

1.11 The extent of what we can deliver from this forward programme will depend on future capital investment.

1.12 Future investment strategies against all highways assets will be the subject of review and discussion at future Highways EAP meetings.

## **2. Financial Implications**

2.1 These proposals require no corporate capital funding, as they are funded by the Transport Infrastructure Investment Fund.

2.2 The proposed forward programme is based on expected Government maintenance funding which has yet to be confirmed by the Department for Transport.

### **3. Climate implications**

3.1 The investment of these capital funds will impact positively on network resilience issues arising from the impacts of climate change.

3.2 Through increased capital investment we are working with strategic partners to reduce our carbon footprint, and are now committed to lower energy asphalts, from July. The proposed programme consists of in-situ and ex-situ recycling treatments, and surface treatments.

3.3 The proposals include investment in low energy bulbs for street lighting and traffic control which will reduce carbon emissions.

### **4. Other Implications**

None

### **5. Risk Assessment**

Having considered the risks associated with this decision, the level of risk has been identified as:

Current Risk: Low

Residual Risk: Low

### **6. Equalities Impact Assessment**

An EQIA has been completed and submitted. Awaiting a response.

### **7. Appendices**

Appendix 1 Proposed Highway Maintenance Capital Forward Programme – inclusive of the additional funded sites for 2020/21.

### **8. Background Papers**

None