

Meeting date: 27th February 2023

Report to: Cabinet Member for Environment & Infrastructure

Report title: Asset Management and Service Priorities 2023/24

Report from: Mark O'Connell - Head of Highways Infrastructure

Report author/lead contact officer: Adrian Matthews – Asset and Contract Manager, Highway Infrastructure

Wards affected:

- All Wards | Bickenhill | Blythe | Castle Bromwich | Chelmsley Wood |
 Dorridge/Hockley Heath | Elmdon | Kingshurst/Fordbridge | Knowle |
 Lyndon | Meriden | Olton | Shirley East | Shirley South |
 Shirley West | Silhill | Smith's Wood | St Alphege
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Public/private report: Public

1. Executive Summary

- 1.1 To set-out the proposed Highway Services programme of works and expenditure for the 2023/24 financial year

2. Decision(s) Recommended

2.1 The Cabinet Member is asked to:

- (a) Approve the work priorities and associated proposed budgets and funding, for the activities and schemes detailed within this report.
- (b) Approve delegated authority to the Assistant Director Highways and Environment to make any subsequent individual changes that are below £250,000 in relation to changes in plans/funding
- (c) Note that an update be reported to the Cabinet Member if there are any proposed individual changes above £250,000

- (d) Approve the proposed 2023/24 Local Network Improvement Plan (LNIP) priorities and programme of capital funded schemes as set out in paragraphs 4.8, 4.9 and detailed in Appendix B of this report.
- (e) Note the progress that has been made in progressing year 1 of the Council's Parking Displacement Programme as set out in 4.11 and 4.12 of this report, approve the proposed Parking Displacement Programme for 2023/24 as set out in Appendix C and note the intention to fund year 2 of the programme (2023/24) from a £50,000 allocation of the 2023/24 Local Network Improvement Plan.

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3. Matters for Consideration

- 3.1 The Highway asset is Solihull's most valuable and largest asset; it is also an asset that is constantly growing as new developments are constructed.
- 3.2 At the present time, the Highways asset is c900km in length and is valued at £1.4billion.
- 3.3 In 2021/22, the Highway Asset Management Investment Plan (AMIP) funded activities such as repair of 36.24km of roads, cleansing of 32,148 gullies, inspection of 128 bridges, 4.25km of footway surfacing treatments, replacement of 395 lamp columns, 3,341 LED upgrades, de-illumination of 266 highway assets and repair of 594 potholes.
- 3.4 The AMIP has assumed budgeted revenue funding of £9.432million and capital funding of £8.045million for 2023/24. The revenue funding is Council core funded with the capital funding from various sources including Department for Transport, Environment Agency and developer contributions.
- 3.5 The Department for Transport (DfT) capital funding, for highway maintenance and the Council's LNIP programme, is funded through the City Region Sustainable Transport Settlement (CRSTS). This is a five-year funding settlement to deliver transformational change in local transport networks as part of an overall West Midlands region wide programme of projects.
- 3.6 In terms of the overall condition of the Highways asset each year we can establish, from the detailed monitoring and evaluation undertaken, that the assets on the network are deteriorating more quickly than improvements to the infrastructure can be made. This includes all the major assets such as roads, footways, bridges, structures, street lighting and traffic signals.
- 3.7 To mitigate problems for road users, the DfT's Risk Based Approach is fully embedded in our asset management plan. This ensures that assets that would cause the highest risk to the travelling user are given the highest priority when developing maintenance programmes.
- 3.8 Appendix B shows other priorities as detailed in the Solihull Connected (transport strategy) with the projects defined in the LNIP for 2023/24.
- 3.9 Appendix C sets out the proposed Parking Displacement Programme for 2023/24 which itself forms part of the proposed LNIP.

4. What options have been considered and what is the evidence telling us about them?

Overall

- 4.1 Detailed asset condition information is used to determine the apportionment of funding. The areas where there may be a higher risk to users and the Authority are allocated funding to mitigate risks.
- 4.2 Appendix A shows the funding plan for 2023/24 and the proposed overall revenue and

capital scheme budget allocations for each service area.

Local Network Improvement Programme

- 4.3 In 2022 the Community Liveability Programme was renamed the Local Network Improvement Plan. This new name was intended to reframe the emphasis of the highway improvement schemes contained within the programme, which focuses on local low value initiatives that can be delivered in the short to medium term to address community concerns associated with the operation and safety of the highway network.
- 4.4 Schemes forming the LNIP should therefore predominately originate from requests by residents, elected members and other stakeholders but may also include improvements identified as part of the bi-annual study of collisions occurring in the borough.
- 4.5 An exercise undertaken as part of the 2022/23 programme prioritisation removed several higher value schemes the scale of which meant that they were unsuitable for consideration and progression as part of this programme.
- 4.6 Despite this reduction, the value of schemes on the programme continues to significantly exceed the available budget, with the current total estimated value of works on the programme exceeding £7,000,000 which is detailed within Appendix B.
- 4.7 In reviewing the 79 schemes forming this year's programme, it will be necessary to utilise the established scoring matrix to assess and prioritise the proposed schemes. As part of this process, recognising that many of the schemes on the programme are unlikely to be prioritised and come forward in the short to medium term, it is recommended that these should be removed from the programme and not reconsidered for a minimum of 3 years, unless there is a material change in the site requiring reconsideration.
- 4.8 For ease of reference this year's LNIP has been broken down into colour coded categories. A summary of this categorisation is shown below:

Description	Colour Code	Number of Schemes	Value
2023/24 Local Network Improvement Programme (Long List)	Grey	35	£3,135,000
Schemes to be progressed through alternative funding stream in 2023-24 and beyond	Blue	7	£634,000
Schemes recommended to be removed from programme	Yellow	38	£3,250,000
Total Programme Figures		80	£7,019,000

- 4.9 The Proposed LNIP budget for 2023/24 is £620,000. If fully committed this would

leave circa £2.5million of schemes remaining on the programme and would represent around 4 years' worth of programme using the current budget as a baseline. In reality, new requests are received each year as matters emerge and consequently even with the proposed removal of the 38 lowest scoring schemes (those scoring 10 or less) it represents a full and challenging programme of work.

- 4.10 The categorisation also demonstrates the good work that is being undertaken by the department to secure and progress schemes using alternative sources of funding. As shown above, 7 schemes with a value in the region of £634,000 have or are due to be progressed utilising other identified sources of funding.

Parking Displacement Programme

- 4.11 Established in 2022, the Councils Parking Displacement Programme (PDP) provides additional highway parking capacity at locations where demand exceeds capacity resulting in antisocial, obstructive, or damaging parking practices.
- 4.12 Year 1 (2022/23) of the programme was funded through a £50,000 allocation from the LNIP. 3 sites have successfully been delivered through the programme in year 1, with 2 further sites being carried forward for delivery in 2023/24. The delivery of the sites in year 1 has demonstrated that the delivery cost per site significantly exceeded initial estimates.

5. Reasons for recommending preferred option

- 5.1 By utilising asset management principles and the Department for Transport guidance on a risk-based approach, all works programmes are targeted at ensuring the right thing is done at the right time. Optimising the funding available through this way of working helps to ensure risks are managed and mitigated as much as possible.
- 5.2 The 2023/24 LNIP programme is focused on community driven initiatives that will benefit some of our most vulnerable road users at locations across the borough. It will therefore positively contribute towards the Council's road safety priorities as reported at the January 2022 Environment and Infrastructure Cabinet Member Decision Session
- 5.3 Appendix B shows the outcome from the prioritisation process and the recommendation is to progress the schemes (coloured GREY) in order of priority. Progress on the number of schemes implemented will be dependent on the detailed design process, feedback from consultation with residents and Ward Members, and construction costs. Any schemes not committed and remaining on the list would then be put forward for consideration in the next year's prioritisation process.
- 5.4 The schemes shown in YELLOW on Appendix B (referenced 21, 22, 27 and 46 to 80) should not be included in the programme as these are unlikely to come forward in the short to medium term.
- 5.5 As an established council priority, the Parking Displacement Programme is again proposed to be funded through the LNIP in 2023/24 with a £50,000 allocation which will fund year 2 of the programme. The funding will be utilised by the team to work down the list contained in Appendix C whereby they will complete as many schemes as possible within the available budget. Sites not completed in year 2 will subsequently be carried

forward for consideration in subsequent years.

6. Implications and Considerations

6.1 State how the proposals in this report contribute to the priorities in the [Council Plan](#):

Priority:	Contribution:
<p>People and Communities:</p> <ol style="list-style-type: none"> 1. Improving outcomes for children and young people in Solihull. 2. Good quality, responsive, and dignified care and support for Adults in Solihull when they need it. 3. Take action to improve life chances and health outcomes in our most disadvantaged communities. 4. Enable communities to thrive. 	<p>A good quality road network allows ease of movement that support businesses and associated jobs</p>
<p>Economy:</p> <ol style="list-style-type: none"> 5. Develop and promote the borough's economy, with a focus on revitalising our town and local centres. 6. Maximising the opportunities of UK Central and HS2. 7. Increase the supply of affordable and social housing that is environmentally sustainable. 	<p>Ensuring high quality highway assets provide a stable infrastructure to support economic growth and prosperity throughout the borough</p>
<p>Environment:</p> <ol style="list-style-type: none"> 8. Enhance our natural environment, improve air quality and reduce net carbon emissions. 	<p>Through maintaining our assets to a high standard helps reduce journey times limits the effects of vehicle emissions on the environment.</p>
<ol style="list-style-type: none"> 9. Promote employee wellbeing 	<p>Enter text.</p>

6.2 Consultation and Scrutiny:

6.2.1 Detailed consultation will be carried out as part of the detailed design phase for all capital funded projects, including ensuring the statutory consultation is followed where any Traffic Regulation Orders are required.

6.2.2 As part of the highway maintenance (revenue funded) works programme, detailed in Appendix A, residents directly affected will be informed of works where they are likely to have an impact on access or movement along their street.

6.2.3 Stronger Communities and Neighbourhood Services Scrutiny Board has not been

involved in the development of this programme of work

6.3 Financial implications:

- 6.3.1 The proposed annual plans and budgeted funding for 2023/24 that are set out in Appendix A and B have been considered alongside the Asset Management and service priorities and are in accordance and consistent with the Councils overall proposed Medium Term Financial Strategy.
- 6.3.2 The Highways asset is funded through core Council revenue funding proposed at £9.432million for 2023/24 and through a proposed 2023/24 capital programme of £8.045million. For revenue budgets and funding this equates to a £3.564million increase from the 2022/23 final budget of £5.869million with this explained by a lower Car Park income target reflecting lower activity levels seen post Covid pandemic, significantly increased energy costs reflecting higher prices and higher budgeted contractual and staffing costs as a result of current national inflationary cost of living pressures.
- 6.3.3 For capital budgets and funding the proposed 2023/24 capital programme of £8.045million equates to a £2.265million reduction from the final 2022/23 programme amount of £10.310million. The main differences are due to the Fillongley Bridge project completing this year and therefore not part of the 2023/24 programme, with the difference from this partly offset by the majority of the Active Travel Tranche 3 Walking and Cycling Improvements funding being allocated in 2023/24,
- 6.3.4 The capital programme is funded through several sources which include CRSTS, rephased CRSTS funding from the previous year, approved allocations from the Environment Agency in relation to Floods schemes and developer contributions

6.4 Legal implications:

- 6.4.1 None because of recommendations in this report

6.5 Risk implications, including Risk Appetite:

- 6.5.1 The Corporate Risk Management Approach has been complied with to identify and assess the significant risk associated with this decision/project. This includes (but is not limited to), financial, political, legislation and reputation risks.
- 6.5.2 The Approach is not intended to eliminate all risks and not all the risks identified can

be managed all of the time. Also, risks will still exist that have not been identified.

6.5.3 However, based on the information provided, no significant risks have been identified

6.6 Equality implications:

6.6.1 None as a consequence of this report

6.7 Linkages to our work with the West Midlands Combined Authority (WMCA), Local Enterprise Partnership or the Birmingham & Solihull Integrated Care System (ICS):

6.7.1 The CRSTS element of the Capital funding is provided via the WMCA on behalf of the Department for Transport. This supports the enhancement of the highway infrastructure across the West Midlands Region ensure quality travel links between adjacent highway authority roads reducing congestion and carbon emissions.

7. List of appendices referred to

7.1 Appendix A – Highway Services Annual Plan 2023/24

7.2 Appendix B – Proposed LNIP Programme 2023/24

7.3 Appendix C – Proposed Parking Displacement Programme 2023/24

8. Background papers used to compile this report

8.1 Road Safety in Solihull - Action Plan and priorities update – January 2022 Environment and Highways Cabinet Member Decision Session Report.

9. List of Other Relevant Documents

9.1 Highways Act 1980

9.2 Well Managed Highway Infrastructure.

9.3 Solihull Connected (Transport strategy)