

**Meeting date:** 16<sup>th</sup> February 2020  
**Report to:** Cabinet Member for Environment & Highways  
**Subject/report title:** ASSET MANAGEMENT AND SERVICE PRIORITIES  
**Report from:** Head of Highway Infrastructure  
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**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

**Public/private report:** Public

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**1. Purpose of Report**

- 1.1 To set-out the proposed Highway Services programme of works and expenditure for 2021/22

**2. Decision(s) recommended**

- 2.1 The Cabinet Member is asked to:

- (a) Approve the work priorities and associated spend shown in Appendix A
- (b) Approve delegated authority to officers to make any subsequent individual changes that are below £250,000 in relation to changes to plans/funding
- (c) Note that an update be reported to the Cabinet Member if there are any proposed individual changes above £250,000 in relation to changes to plans/funding.
- (d) Approve the priorities and programme of capital funded schemes, as set out in Appendix B, for the Community Liveability Plan

**3. Matters for Consideration**

- 3.1 The highway asset is the largest and most valuable asset owned by the Council and it

supports the economic development of the region. Each year additional assets are added and the road length is currently circa 900km and valued at £1.36bn. Two funding streams support the maintenance of the network - revenue and grant funded capital budgets which combined are in the region of £14.1m (Appendix A provides full budget details).

3.2 A range of service providers are utilised to deliver the works programmes, the main contractor being Balfour Beatty Living Places. In-house teams deliver the street lighting and tankers services.

3.3 A risk based approach to asset management has been adopted, which ensures funding is utilised to ensure priorities can be delivered.

3.4 The report also considers the traffic and transport priorities for the available capital funding allocated through the West Midlands' Local Transport Plan, as set out in Solihull Connected (Transport strategy). There continues to be a high demand for projects and interventions funded through this funding stream and to help identify priorities, the demand has been collated in the Community Liveability Programme.

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

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 Whilst the Authority has navigated through austerity, the Asset Management Team has made a number of successful bids for additional funding. These have enabled improvements to be made to the highway assets, the most recent being £1.7m for the unclassified network. This funding enabled the service to resurface over 20 additional roads and undertake additional drainage projects across the borough.

4.3 Appendix A shows the work priorities for 2021/22 and the proposed budgets.

4.4 Appendix B contains the proposed 'Community Liveability Programme' for 2021/22. This sets out to deliver a range of community led improvements including:

- (a) New pedestrian crossing facilities at Haslucks Green Road, Shirley and Hampton Lane, Catherine-de-Barnes.
- (b) Detailed junction improvement scheme designs to be developed and costed at Hobs Moat Road/Ulleries Road and Widney Manor Road/Widney Lane
- (c) Development of a 'Low Traffic Neighbourhoods' scheme prioritisation process and sub-programme which initially will use issues raised by residents at Valley Road/Rangoon Road/Victor Road and at Stanway Road/Welford Road and Crophorne Road.
- (d) Carry out a review of speed limits within the borough and implement the agreed recommendations
- (e) Develop and implement phase 3 of our School Streets initiative.

## 4.5 Service Priorities

- 4.6 As the priorities are considered, statutory duties need to take precedence and form the basis of the operational strategy for the Highways Division.
- 4.7 Therefore, key functions undertaken ensure that highway safety and movement of traffic are a priority. A recent National Highways and Transport Network (NHT) survey ranked Solihull as the 4<sup>th</sup> best performing Highway Authority out of 109 Councils, for delivering highway maintenance services.

## 5. Reasons for recommending preferred option

- 5.1 Through good asset management, the programmes are targeted to ensure the right thing is done at the right time, optimising funding to ensure risks are managed as far as possible.

## 6. Implications and Considerations

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

Priority:	Contribution:
<p>Economy:</p> <ol style="list-style-type: none"><li>1. Revitalising our towns and local centres.</li><li>2. UK Central (UKC) and maximising the opportunities of HS2.</li><li>3. Increase the supply of housing, especially affordable and social housing.</li></ol>	<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"><li>4. Enhance Solihull's natural environment.</li><li>5. Improve Solihull's air quality.</li><li>6. Reduce Solihull's net carbon emissions.</li></ol>	<p>Through maintaining our assets to a high standard helps reduce journey times limits the effects of vehicle emissions on the environment.</p>
<p>People and Communities:</p> <ol style="list-style-type: none"><li>7. Take action to improve life chances in our most disadvantaged communities.</li><li>8. Enable communities to thrive.</li><li>9. Sustainable, quality, affordable provision for adults &amp; children with complex needs.</li></ol>	<p>A good quality road network allows ease of movement that support businesses and associated jobs</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 annual plans set out in Appendix A and B have been considered alongside the Asset Management and service priorities and are in accordance with the Medium Term Financial Strategy.

### 6.4 **Legal implications:**

6.4.1 None as a consequence of recommendations in this report

### 6.5 **Risk implications:**

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:**

None as a consequence of this report

## 7. **List of appendices referred to**

7.1 Appendix A – Highway Services Annual Plan 2021/22

7.2 Appendix B – Proposed Community Liveability Programme 2021/22

## 8. **Background papers used to compile this report**

8.1 N/A

## 9. **List of other relevant documents**

9.1 Highways Act 1980

9.2 Well Managed Highway Infrastructure.

9.3 Solihull Connected (Transport strategy)