

<b>Mr Roger Elkins, Cabinet Member for Highways and Infrastructure</b>	<b>Ref No: HI03 (19/20)</b>
<b>April 2019</b>	<b>Key Decision: YES</b>
<b>Highways and Transport Integrated Forward Works and Annual Delivery Programmes 2019/20</b>	<b>Part 1</b>
<b>Report by: Executive Director Economy, Infrastructure and Environment, &amp; Director of Highways and Transport</b>	<b>Electoral Division(s): ALL</b>
<p><b>Summary</b></p> <p>The Integrated Forward Works Programme (IFWP) and Annual Delivery Programme 2019/20 identifies capital highways infrastructure maintenance and transport improvement schemes planned for delivery during the coming financial year, including the assessment, planning and design of schemes anticipated for delivery in future years. Capital funding for the Annual Delivery Programme (ADP) is predominantly received from the Government for transport improvements (Integrated Transport Block) and roads maintenance (Local Highway Maintenance Block), supported by developer agreements and contributions.</p> <p>The indicative forward programmes for Highway Infrastructure Maintenance, Local Transport Improvements (LTIP) and Community Highway Schemes (CHS), have informed the 2019/20 Annual Delivery Programme. These provide transparency of the maintenance and improvements funding and priorities, which have been prepared for review and approval in this report.</p>	
<p><b>West Sussex Plan: Policy Impact and Context</b></p> <p>The programmes are developed employing an asset management approach set out in the <a href="#">Local Transport Plan</a>, and the <a href="#">Highway Infrastructure Asset Management Strategy</a> (approved December 2016 - Decision Ref: HT28 (16/17)) to identify schemes assessed on a needs based priority, that align with the aims and objectives within the West Sussex Plan.</p>	
<p><b>Financial Impact</b></p> <p>The proposal is fully funded with relevant controls being in place to ensure funds are secured prior to schemes being committed. The value of the capital funding required to support the delivery of the 2019/20 programme is £24.773m.</p>	
<p><b>Recommendations</b></p> <ol style="list-style-type: none"> <li>(1) The Annual Delivery Programme 2019/20 be approved for implementation from 1 April 2019. (Appendix 1)</li> <li>(2) The additional £8.046m of grant and S.106 funding as set out in paragraph 4.2 be utilised to deliver the Programme in 2019/20, and the Capital Programme be updated accordingly.</li> <li>(3) The Annual Delivery Programme for 2019/20 is circulated to County Local Committees and other appropriate stakeholders for their information, and published on the West Sussex highways webpages. (Appendix 2 - part a and b)</li> <li>(4) Authority is delegated to the Director of Highways and Transport to adjust the 2019/20 Annual Delivery Programme to take account of budgetary pressures and any changes in priority arising as a result of network availability, emergencies, or other operational circumstances, in consultation with the Cabinet Member</li> </ol>	

# PROPOSAL

## 1. Background and Context

- 1.1 The Integrated Forward Works Programme 2019/20 identifies capital highway infrastructure maintenance schemes, transport improvements and Community Highway Schemes planned for implementation during the coming financial year.
- 1.2 Strategic transport and asset management principles have been applied in considering transport priorities, highway asset condition, and determining the appropriate maintenance and improvements based on need.

The nature and severity of deterioration of the highway network is used to model the level of funding required to maintain the infrastructure assets to an agreed level of service/condition.

Site specific information is validated by an onsite engineering assessment and a score is applied that considers road hierarchy, safety, improvement / maintenance need, (e.g. defect severity and type). In addition, a number of other factors which have an influence on prioritisation are applied. These include:

- Highway Infrastructure Asset Management Strategy – optimum timing for maintenance treatments to reduce reactive maintenance costs
- Highway classification – traffic volumes, route speed / usage
- Environmental & legal/safety risks – factors that have an impact on damage to property, third party claims & accidents
- Economy – factors that would have an impact on the regional or local economy including businesses, shops, and lorry or bus route access.
- Locality – factors that have an impact on urban/rural environments, schools, hospitals, community centres and rail/bus stations
- Customers/stakeholders - complaints and or requests for attention

- 1.3 The Road Condition Index (RCI) is used to indicate roads where maintenance should be considered. An annual programme of condition assessments informs the overall countywide road network condition and the County Council reports performance to the Department for Transport based on the percentage of the network in need of maintenance.

## 2. Proposal Details

- 2.1 Schemes in the IFWP's and Annual Delivery Programme aim to:
  - Ensure the County Council meets statutory obligations as a highways authority.
  - Deliver schemes necessary to improve the safety critical aspects of the highway.
  - Develop and deliver prioritised strategic transport and infrastructure improvements
  - Provide essential carriageway, footway, bridge, highway drainage and Public Rights of Way improvements that will contribute to ensuring the sound condition of the highway infrastructure asset
  - Deliver schemes that are wholly funded by a third party (e.g. S106)
  - Deliver agreed and prioritised CLC community led initiatives

- 2.2 The progression of schemes in 2019/20 will depend on a variety of operational factors. Throughout the year it may be necessary to adjust the programme of works to deal with these circumstances. Any amendments to the programme will be undertaken following the internal 'Change to Programme' process in consultation with the Local Highway Manager, and local members where appropriate, and approved by the Director of Highways & Transport. Programme changes and capital governance will be administered internally through the Highways and Transport Hub and the Strategic Capital Investment Board.
- 2.3 The decision making timeframe enables implementation of schemes from April 2019.

## **FACTORS TAKEN INTO ACCOUNT**

### **3. Consultation**

- 3.1 Internal consultation in the development of the Annual Delivery Programme has engaged all asset owners, local transport improvement managers and public rights of way officers within WSCC Highways and Transport.
- 3.2 Individual programme elements within the Annual Delivery Programme, such as the Local Transport Improvement Programme and the Community Highway Schemes, are subject to consultation with local County Councillors and / or District, Borough and Parish Councils, depending on the scope and nature of individual schemes.
- 3.3 The draft delivery programme has been shared with strategic delivery partners (including our supply chain partners Balfour Beatty Living Places, and WSP) to optimise delivery timings and cost benefits for individual maintenance and improvement schemes.
- 3.4 The Annual Delivery Programme 2019/20 is of interest to a range of community stakeholders and the approved programme will be circulated to County Local Committees and other appropriate stakeholders such as District and Town Councils.

### **4. Financial (revenue and capital) and Resource Implications**

- 4.1 The capital schemes attached in Appendix 1 will be delivered within the budget allocated and additional funding identified, as per the table below. Note that future years' figures are shown only for context; approval is being sought only for implementing the 2019/20 programme:

	Year 1 2019/20 £m	Year 2 2020/21 £m	Year 3 2021/22 £m	Year 4 2022/23 £m	Year 5 2023/24 £m	Scheme Total £m
Total Scheme Cost	24.8	16.5	16.5	14.8	14.8	87.4
Available Budget – WSCC Approved Capital Programme	16.8	16.5	16.5	14.8	14.8	79.4
Additional Capital Funding Proposed	8.0	0	0	0	0	8.0
Difference (-Surplus/Shortfall)	0	0	0	0	0	0

- 4.2 An additional £8.046m is required to deliver the ADP in 2019/20, with funding identified as £2.3m DfT Incentive Fund, £0.818m Pothole Action Fund, and £4.928m S106 Developer Contributions.
- 4.3 Delivery of schemes in the Integrated Forward Works Programme and Annual Delivery Programme 2019/20 (listed in Appendix 2a and 2b) which are funded in full or in part by S106 Developer Contributions is subject to contributions being secured and banked.
- 4.4 The delivery of maintenance programmes, and schemes will be managed by individual project teams with specialist capabilities within their asset group area, alongside service delivery partners engaged through the West Sussex Highway Service Contract and Frameworks Contracts.
- 4.5 There is no revenue cost implication linked to these proposals.

## **5. Legal Implications**

## **6. Risk Assessment Implications and Mitigations**

- 6.1 Local highway authorities are required to manage a variety of risks at strategic, tactical and operational levels. The likelihood and consequences of these risks can be used to inform their approach to asset management and support key decisions regarding performance, investment and implementation of works programmes.
- 6.2 The individual asset group Lifecycle Plans evaluate and list strategic and tactical risks (including threats and opportunities) alongside their likelihood and impact on the levels of service defined for the highway service. These risks have been analysed with senior decision-makers' input.
- 6.3 The risk management framework within the Carriageway Lifecycle Plan, aligned with the Levels of Service considers risk categories for Planning, Management, Delivery and specific asset group dependencies.

## **7. Other Options Considered (and Reasons for not proposing)**

- 7.1 The strategic approach to asset management set out in the Highway Infrastructure Asset Management Strategy, seeks to optimise the value of West Sussex's highway infrastructure over its whole life. To deliver the asset management approach effectively these documents:
- facilitate decision making by supporting engineering judgement with financial, economic and engineering analysis
  - enable understanding and management of whole life costs and asset performance
  - provide data and evidence for effective and sustainable investment and maintenance decisions
- 7.2 Effective long term planning and forecasting of asset performance can minimise and prevent expensive short-term repairs. Strategic asset processes ensure the County Council are able to manage risk and maintain a highway environment that is safe and accessible for customers.

## **8. Equality and Human Rights Assessment**

- 8.1 Decisions about the need for capital investment are based on the deterioration of the asset, optimum timing for maintenance, choice of

treatment, and overall need to prevent deterioration or replace an asset. Considering the whole life of the asset to determine the timing of intervention enables decisions to be made based on the lowest whole life cost and provides good value.

- 8.2 Within this framework there is potential for there to be a perception of negative impact on protected groups, due to relative reductions in funding, changes in service or eligibility, or changes in how services are delivered.
- 8.3 The potential perception of a negative impact is mitigated by the development process of effective works programmes integrated across the infrastructure asset groups. Maintenance need and scheme selection is informed by initial criteria used to prioritise and optimise the annual delivery programme. It takes account of the condition and serviceability of the asset, alongside safety issues and local transport priorities.
- 8.4 The human rights of those living near to the schemes listed in the IFWP will be considered and further consultation will be undertaken during the development of the individual schemes within the Annual Delivery Programme.
- 8.5 The human rights of those living near to the schemes listed in the Annual Delivery Programme 2019/20 will be considered and further consultation will be undertaken during the development / delivery of the individual schemes within the programme.

## **9. Social Value and Sustainability Assessment**

- 9.1 Social, economic and environmental benefits, local community or user demands, and corporate priorities are also factors used to differentiate between which schemes are prioritised for delivery within the budget limitations. These "soft" influences are identified using value management criteria. The level of influence, or weighting, each criterion has within individual asset group programmes will be periodically reviewed with the stakeholders and are communicated within the Lifecycle Plans for the relevant asset group.

## **10. Crime and Disorder Reduction Assessment**

- 10.1 Crime and Disorder implications are considered in the social, economic and environmental prioritisation of the IFWP and Annual Delivery Programme and alongside the design of each maintenance or improvement scheme within the Annual Delivery Programme.

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**Appendices**

Appendix 1 – Annual Delivery Programme Capital Funding 2019/20

Appendix 2a – 2019-20 Integrated Annual Delivery Programme - Highways

Appendix 2b – 2019-20 Integrated Annual Delivery Programme - Transport

**Background papers**

None