



Date of Meeting	27 th February 2020
Portfolio	Cabinet Member for Environment
Report Author	Michael Aiken
Public document	

2020 - 2022 Highways Capital Programme

Executive Summary

1. The purpose of this report is for Members to note and approve the attached highways work programmes which are proposed to take place during the 2020/21 and 2021/22 financial years.

The attached programmes include the following –

- 2 year local transport plan (LTP) funded capital programme.
- 2 year bridges and structures capital maintenance programme

Recommendation

2. That the committee note and approve the proposed work programmes to be delivered in 2020/21 and 2021/22

Reason for Recommendation

3. The schemes that have been selected have been put together based on the principles of asset management which use network condition data, engineer inspections, life cycle planning and cost efficiency to produce the most efficient highway improvement over the course of the programmes.

Using Asset management techniques for scheme selection ensures that we are in line with recommendations from the Department for Transport (DfT) enables us to continue to receive the full funding allocation from the DfT incentive fund scheme. Authorities that are deemed not to be carrying out efficient highway improvements can have funding reduced and in the case of Rochdale, the maximum reduction would be £410k.

Key Points for Consideration

4. The recommended programmes have been put together to achieve the highest level of improvement available with the allocated budget.
- 4.1 Not agreeing this programme could potentially cause a reduction in the amount of funding Rochdale Borough Council (RBC) receive from the DfT

Alternatives Considered

No alternatives have been considered. The programme has been developed according to DfT guidance and in line with other GM Authorities.

Costs and Budget Summary

5. The total LTP allocation for highways is £1.56m per year.

The budgets with the exception of bridges and structures have been split into each Township according to population size. The budget splits are as follows -

Township	% Allocation
Heywood	14
Middleton	22
Pennine	20
Rochdale North	19
Rochdale South	25

Risk and Policy Implications

6. If the programme is not agreed and the asset management methodology is not applied, there would be a risk that Rochdale's Self incentive score could be marked down to a level 2 which may result in a reduction in funding from the DfT. Ensuring that asset management principles are followed is the best way to manage the condition of the network and also guarantees that the top level of DfT funding is awarded.

Consultation

7. N/A

Background Papers

Place of Inspection

- 8.

For Further Information Contact:

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