

Report of:	Councillor Dennis McCabe: Executive Member for Environment Geoff Field: Director of Environment and Community Services
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Submitted to:	Executive - 22 December 2020
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Subject:	Additional Highways Capital
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Summary

Proposed decision(s)
It is recommended that Executive: a) approves the Highways Infrastructure Resource Investment Strategy

Report for:	Key decision:	Confidential:	Is the report urgent?¹
This report seeks an Executive decision to approve capital expenditure to carry out essential repairs to the Councils bridge and highway infrastructure.	Yes – over the financial threshold and more than 2 wards will be affected.	This report is not confidential.	For the purposes of the call-in procedure, this report is not urgent.

Contribution to delivery of the 2018-22 Strategic Plan		
Business Imperatives	Physical Regeneration	Social Regeneration
Exploring new operating models for the delivery of Council services, to assist the Council in addressing its financial gap. Through	We will improve Middlesbrough’s rail connections, promote investment in the Historic Quarter to encourage	Improving the town’s physical environment to ensure that our roads, streets and open spaces are well-designed, clean

¹ Remove for non-Executive reports

the effective deployment of resources to carry out works which may otherwise be sub-contracted.	business growth and continue to improve our road network. Capital investment will enable us to carry out our statutory inspection duties and improve our bridge and structure assets.	and safe. Capital investment will enable us to carry out our statutory inspection duties and improve our bridge and structure assets.
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Ward(s) affected
The delivery of the bridges and structures capital investment will be in all Wards throughout Middlesbrough.

What is the purpose of this report?

1. The purpose of the report is to seek Executive approval/endorsement for additional capital investment to carry out principal and general inspections and repairs on the Council's bridge and structures assets.

Why does this report require Executive decision?

2. The decision requires Executive approval for capital investment to carry out principal and general inspections and repairs on the Council's bridge and structures assets.

Report Background

3. The Council, as Highway Authority, is responsible for the repair and maintenance of a large number of bridges and structures throughout Middlesbrough including 106 bridges, 65 culverts, 8 subways and underpasses, 3 gantries and 27 retaining walls. All of these structures require a combination of principal and general inspections on a cyclic basis and will require both routine maintenance and capital investment to cover major repairs over their lifespan.
4. Highways England guidance states that principal inspections should be carried out every six years and we currently have 100 structures that require a principal inspection and a further 98 structures that require a general inspection. In addition to the inspections there are critical works required to 5 bridges and structures and general maintenance required to a further 22 bridges and structures which must be programmed for repairs. Given the size, nature and importance of the works required, it should be recognised that the Local Authority is under significant pressure to maintain infrastructure that, for works required on the strategic network in particular, is of regional, and to a lesser extent national importance with a budget that does not reflect this. The cost estimates to undertake these remediation works are far in excess of Middlesbrough Council's available annual Highway Maintenance Block Funding budgets.
5. The total estimated cost for inspections and repair works already identified is £4.54m in addition to the £400k already committed. A 4 year programme has been developed to prioritise and address the works and inspections required. Critical works and inspections required in 2020/21 total £1.129m of which £916k can be funded by

Highways Infrastructure capital budgets available from an underspend in street lighting capital from 2019/20, available due to the termination of the street lighting contract with Galliford Try, the remaining TVCA Challenge fund allocation which was not allocated to the ongoing pothole initiative and re-allocation of the LTP drainage funding.

6. Future years funding requirements to complete the inspection programme and carry out repairs identified are as follows:- 21/22 £2,298k, 22/23 £594k, 23/24 £528k. This may be subject to change depending upon the outcome of the inspection programme. If this was the case a further report will be produced. It is anticipated that the LTP block funding can contribute £200k towards works in 2021/22, from the Bridges and Structures LTP allocation, which would leave a shortfall of £2,098m. We are expecting the cessation of DfT incentive funding allocation therefore funding of £150k p.a for 2022/23 and 2023/24 can be allocated towards overall costs as shown in Table 1 below.

Table 1

Year	Expenditure Required	Funding Available	Net Requirement
2020/21	£1.129m	£916k	£213k
2021/22	£2.298	£200k	£2.098m
2022/23	£594k	£150k	£444k
2023/24	£528k	£150k	£378k

What decision(s) are being asked for?

7. It is recommended that the Executive approves £2.098m of additional capital funding for highways infrastructure investment to enable the immediate inspection and repair works identified to be carried out.

Why is this being recommended?

8. The majority of the works required are on structures either on, or over, the Council's strategic route network. When incidents occur on the strategic network, requiring works that affect the capacity of the routes such as closures of lanes, or whole sections, then the impact on the network is significant. Completion of the principal and general inspections, and carrying out the necessary repair works already identified will fulfil our statutory duty to maintain our highway infrastructure, and will have beneficial effects and improve the overall highway network. In the event of a partial failure of any of the identified structures, the best scenario would require weight limits to be enforced, lanes closed and unplanned works to be carried out. In the worst case scenario, as an alternative to planned structural repairs, would be structural failure of one or more of structures with consequential sudden closures and chaotic dispersion of traffic, (both private vehicles and HGVs), through the centre of Middlesbrough. There is no available capacity in the local network to accommodate this.

Other potential decisions and why these have not been recommended

9. Not approve the capital investment in the highway infrastructure. This has not been recommended as not carrying out the necessary inspection or repair works, on the strategic route network and the A66 in particular would have a major impact on the local network, with little resilience available for alternative routes through the urban city centre of Middlesbrough and will eventually lead to severe disruption to the highway network

and significant additional cost for additional repair works that may otherwise have been avoided with a programmed maintenance regime in place.

Impact(s) of recommended decision(s)

10. The impact of approving the report will result in the ability to sufficiently forward plan physical and financial resources to ensure capital investment in the highway infrastructure to maintain our bridges and structures.

Legal

11. Any legal issues associated with implementation of the scheme works will be dealt with and managed through the Council's established procedures.

Financial

12. It is anticipated at this point that the cost of the 4 year programme will be in the region of £4.54m, subject to the outcome of the inspection programme and any further works identified. For the proposed 20/21 inspections and works programme highways infrastructure have committed £916k from existing capital budgets and will be expected to continue to contribute towards the overall total for the remaining years of the programme. The LTP can contribute £200k towards works in 2021/22 which would leave a shortfall of £2,098m. Due to cessation of DfT incentive funding further Highways Infrastructure/LTP contributions towards the programme of works for 2022/23 and 2023/24 will be £150k p.a.

13. Borrowing £2.098m will add £105k of revenue costs. This would need to be added to the MTFP Budget Gap and addressed through the Council Savings Programme.

Policy Framework

14. The Approval of the recommendations will not affect any part of the Council's Policy Framework.

Equality and Diversity

15. There will be no negative, differential impact on diverse groups and communities associated with this report.

Risk

16. If the works are not carried out the following risks may apply:-

- Deterioration of the highway infrastructure network
- Financial risk – increased costs if condition is left to deteriorate further
- Partial or total closure of parts of the highway network if repairs works to bridges and structures are not carried out

Actions to be taken to implement the decision(s)

17. To deliver the programme of repairs and inspections Highways Infrastructure will review internal project arrangements, carry out the necessary tender/procurement exercise

though appropriate channels, allocate appropriate financial resource and manage the works programme.

18. Build £105k into the MTFP to be addressed via savings proposals.

Background papers

19. There are no background papers to this report.

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