



## Report of the Cabinet Member for Environment and Infrastructure

Cabinet – 19 September 2024

### Financial Procedure Rule 7 - Additional Capital Allocation to Highway Infrastructure Assets 2024-25

<b>Purpose:</b>	To confirm the Additional Capital Work Programme for highway infrastructure assets.
<b>Policy Framework:</b>	The Revenue and Capital budget as reported to and approved by Council on 6th March 2024.
<b>Consultation:</b>	Access to Services, Finance, Legal.
<b>Recommendation(s):</b>	It is recommended that:  1) The proposed indicative additional allocations, together with the Financial Implications set out in <b>Appendix A</b> , are approved and included in the Capital Programme.  2) Authority is delegated to the Head of Service for Highways and Transportation with the agreement of the Cabinet Member for Environment and Infrastructure to prioritise, finalise and allocate funding to the appropriate schemes in line with the prioritisation approach detailed in this report.
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#### 1. Introduction

- 1.1. At its meeting of 6th March 2024, Council approved the Revenue and Capital Budget for 2024/25. The Capital programme was approved and an additional allocation £600k was approved in May. Cabinet have subsequently approved a further additional allocation of £1.2m following the 23/24 capital Outturn report 18<sup>th</sup> July 24.

## 2. Capital Programme

- 2.1. The City and County of Swansea's infrastructure is in need of significant investment and there is a significant backlog of works. The Authority is continuing to develop programmes of work based on the principles agreed as part of the all-Wales Asset Management Project. This will ensure spending is targeted based on a whole life cost approach which will minimise financial and service demands. Works are centred around the 5 year forward works programme (2020-25), with each major asset having a separate published programme.
- 2.2. The additional funding will be allocated with the split £60k to support accessibility drop kerbs and the remaining £940k to carriageways resurfacing and £200k to parks footpaths..

## 3. Overview

- 3.1. It is critical to ensure that investment in the highway network is sustained to minimise future deterioration. For carriageways there is a calculated backlog of £70m. To maintain a steady state road condition and to avoid further deterioration, an annual capital spend on carriageways of between £7m to £8m per year would be required.

## 4. Allocation of the £1.2m Additional Allocation.

The allocation will fund the following priorities.

- 4.1. Road resurfacing schemes will be selected from the highest priority roads that have suffered deterioration over the winter.
- 4.2. Drop kerb schemes will be assessed and selected from issues reported by Councillors.

Allocation **£1200k**

Carriageway Resurfacing	£940k
Drop Kerbs	£60k
Parks Footpaths	£200k
<b>Total</b>	<b>1200k</b>

## 5. Integrated Assessment Implications

- 5.1 The Council is subject to the Equality Act (Public Sector Equality Duty and the socio-economic duty), the Well-being of Future Generations (Wales) Act 2015 and the Welsh Language (Wales) Measure, and must in the exercise of their functions, have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Acts.

- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.
- Deliver better outcomes for those people who experience socio-economic disadvantage
- Consider opportunities for people to use the Welsh language
- Treat the Welsh language no less favourably than English.
- Ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

5.1.1 The Well-being of Future Generations (Wales) Act 2015 mandates that public bodies in Wales must carry out sustainable development. Sustainable development means the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the 'well-being goals'.

5.1.2 Our Integrated Impact Assessment (IIA) process ensures we have paid due regard to the above. It also takes into account other key issues and priorities, such as poverty and social exclusion, community cohesion, carers, the United Nations Convention on the Rights of the Child (UNCRC) and Welsh language.

5.2 The IIA Screening Form has been completed with the agreed outcome that a full IIA report was not required.

5.3 The Capital investment in Highway and related Infrastructure will assist all road users. Individual projects will be subject to the IIA process on an individual basis where required.

## 6. Financial Implications

6.1. This report is seeking to approve a £1,200k allocation for 2024-25 funded via RCCO from the contingency fund.

6.2. Above details are set out in **Appendix A**.

6.3. **Revenue** - Future maintenance expenditure will be met from respective Revenue Service budgets. An effective capital investment programme will help reduce future revenue pressures.

## 7. Legal Implications

7.1. This investment will assist the Authority in discharging its statutory duty to maintain the Highway. There are a number of duties imposed on the Council as a highway authority. Section 41 of the Highways Act 1980 imposes a statutory duty on the highway authority to maintain the highway. Section 130 of the Highways Act 1980 imposes a general statutory duty for a highway authority to assert and protect the rights of the public to use

and enjoy the highway. The proposed investment programme will help the Council to meet its duties. All procurement activity and contracts intended to be let in respect of the above Schemes must comply with current UK Legislation and the Council's Contract Procedure Rules.

**Background Papers:** None

**Appendices:**

Appendix A Financial Implications

Appendix B Integrated Impact Assessment Screening Form