

MEDIUM-TERM FINANCIAL PLAN

SAVING PROPOSAL TEMPLATE

DIRECTORATE:	Communities
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SERVICE AREA:	Highway operations
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1. GENERAL INFORMATION

SAVING PROPOSAL:	Further reduce the budget for Carriageway resurfacing treatments
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BUDGET AREA:	Carriageway Surface dressing / Carriageway Resurfacing
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TOTAL BUDGET FOR THIS AREA:	£938,000	% OF TOTAL BUDGET IN SAVINGS PROPOSAL:	54.8%
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TOTAL SAVING:	£514,000
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PLEASE PROVIDE A DESCRIPTION OF HOW THE SAVING WILL BE ACHIEVED:
Reduce the budget apportionment or programme of works so there is less surface preservation and resurfacing treatments to our carriageways throughout the County Borough.

2. PUBLIC IMPACT ANALYSIS

PLEASE DESCRIBE HOW THE PROPOSED SAVING COULD IMPACT UPON THE PUBLIC:
CONSIDER THE 5 WAYS OF WORKING, IN PARTICULAR, <i>LONG-TERM</i> IMPLICATIONS FOR FUTURE GENERATIONS AND <i>PREVENTATIVE SERVICES</i> . RECOGNISING THAT SAVINGS MAY SECURE FUTURE PROVISION, OR MAY BE NEEDED TO SECURE PROVISION IN ANOTHER AREA.
<p>Long-term guidance: <i>Consider the importance of balancing short-term needs with the need to safeguard the ability to meet long-term needs.</i></p> <p>The Highway is the authority's biggest asset, valued at over £2 Billion. It is already recognised that the maintenance budget is underfunded and any further reduction in carriageway maintenance budgets will result in a deterioration within the asset that will be very costly and onerous to repair in the future.</p> <p>Prevention guidance: <i>Consider whether the proposed saving is affecting a preventative area that reduces future burdens and supports well-being.</i></p> <p>The reduction in resurfacing budget will increase demand and resources on the reactive maintenance budget (Pot holes) and will put pressure on the division's Statutory duty to maintain the Highway in a safe condition for Road users.</p>

The deterioration in highway network will increase complaints and insurance claims and harm the reputation of the authority, furthermore, the decline of the highway means accessibility and connectivity may be affected which affects all road users tourists, visitors, residents, communities and businesses who rely on the highway network daily. The budget cuts will also leave an expensive repair bill for our future generations.

DOES THE PROPOSAL HAVE THE POTENTIAL TO IMPACT MORE GREATLY ON PEOPLE WITH PROTECTED CHARACTERISTICS? (PLEASE TICK) (AGE, DISABILITY, GENDER REASSIGNMENT, MARRIAGE or CIVIL PARTNERSHIP, PREGNANCY AND MATERNITY, RACE, RELIGION or BELIEF, SEX, SEXUAL ORIENTATION)	YES	NO
		X

NB * IF YES, PLEASE COMPLETE AN EQUALITY IMPACT ASSESSMENT (EIA) SCREENING. THIS WILL DETERMINE WHETHER A FULL EIA IS NEEDED. FOR FURTHER ADVICE AND GUIDANCE PLEASE SEE THE [POLICY PORTAL](#). SCREENING FORMS AND ANY EIAs WILL NEED TO BE APPENDED TO ALL DECISION REPORTS RELATED TO THE PROPOSED SAVING.

PLEASE DETAIL ANY CONSULTATION THAT HAS BEEN UNDERTAKEN IN CONSIDERING THIS PROPOSAL. SUMMARISE ANY FEEDBACK RECEIVED.

CONSIDER THE 5 WAY OF WORKING, IN PARTICULAR, *INVOLVEMENT*.

Involvement guidance: *Consider whether you have involved people who have an interest in the service area, including service users and potential service users.*

No public consultation undertaken but due to the possible effects on service an Annual Status and Options Report (ASOR) identifying the long term effects of underfunding the highway was submitted to Scrutiny committee for consideration. A further detailed options report is currently being prepared for consideration as part of the MTFP proposals.

The proposal will be consulted upon as part of the 2020/21 Medium Term Financial Plan.

IS FURTHER CONSULTATION REQUIRED BEFORE THIS PROPOSAL CAN BE IMPLEMENTED? (PLEASE TICK) PLEASE SEEK GUIDANCE FROM CORPORATE POLICY, WHO CAN ADVISE ON THE GUNNING PRINCIPLES, IN PLANNING ANY CONSULTATION.	YES	NO
	X	

TAKING ACCOUNT OF THE ABOVE AND THE IMPACT RATING DEFINITIONS, PLEASE INDICATE THE PUBLIC IMPACT RATING APPLICABLE TO THIS SAVING PROPOSAL (PLEASE TICK):

NIL IMPACT	MINOR IMPACT	MODERATE IMPACT	SIGNIFICANT IMPACT	CRITICAL IMPACT
			X	

3. ORGANISATIONAL IMPACT ANALYSIS

PLEASE DESCRIBE HOW THE PROPOSED SAVING COULD **IMPACT UPON THE ORGANISATION AND FUTURE SERVICE PROVISION**:

- A noticeable reduction in annual resurfacing schemes being undertaken (Dissatisfaction)
- Increased waiting times for roads to be resurfaced (Backlog to manage and increased repair costs due to damage)
- A deterioration in road condition (National benchmarking data)
- Large increase in repair costs (for future treatments)
- An increase in potholes (Increase in repairs and additional budget requirement to fund repairs) *NB. Cheaper to resurface a road than continue to Patch potholes over the longer term*
- An increase in insurance claims and complaints (Additional drain on resources / staff dealing with these)
- Increase in insurance premiums
- Increase in customer dissatisfaction (Reputational damage)
- Increase and closer more frequent inspection of deterioration required (Additional staff time / resource requirement)
- Impact on active travel support and promotion as network maybe in poor condition and not conducive to promote more walking and cycling.

PLEASE DESCRIBE HOW THE PROPOSED SAVING WILL IMPACT UPON MEMBERS OF STAFF:

- More time inspecting roads following complaints, More Service Requests (SR's).
- More time dealing with complaints. (Recording, investigating and responding)
- More time and money defending claims (If they are defendable)
- Less time for staff to undertake their current duties and responsibilities leading to increased pressures and possibility of increased sickness absence.

NUMBER OF FULL-TIME EQUIVALENT (FTE) STAFF IN BUDGET AREA AFFECTED:

1

NUMBER OF POSTS IN BUDGET AREA AFFECTED:

3

NUMBER OF POSTS AFFECTED BY THE PROPOSED SAVING:

None

PLEASE SPECIFY HOW THIS WILL BE MANAGED:

HOW MANY POSTS?

POST(S) ALREADY VACANT:

VOLUNTARY SEVERANCE:

RETIREMENT:

REDEPLOYMENT:

REDUNDANCY:

PLEASE PROVIDE DETAILS OF WHEN THIS WILL BE IMPLEMENTED:

WILL THE PROPOSED SAVING HAVE AN IMPACT ON ANOTHER DIRECTORATE, SERVICE AREA OR TEAM WITHIN THE COUNCIL? (PLEASE TICK)	YES	NO
	X	
WILL THE PROPOSED SAVING HAVE AN IMPACT ON ANOTHER PUBLIC SECTOR PARTNER, OR VOLUNTARY SECTOR PARTNER? (PLEASE TICK)	YES	NO
	X	
IF YES, PLEASE CONSIDER THE 5 WAYS OF WORKING, IN PARTICULAR <i>INTEGRATION</i> . DESCRIBE BELOW: <ul style="list-style-type: none"> • THE AREA(S) AFFECTED; AND • HOW THE PROPOSED SAVING WILL IMPACT 		
Integration guidance: Consider how the proposal will impact on other service areas, or partners, and their ability to meet their objectives. <ul style="list-style-type: none"> • The road deterioration will impact on all road users, pedestrians and cyclists with an increased risk travelling on network if not properly maintained. • There will be a direct impact on workloads for Highway Inspection, Customer care and Insurance risk management staff with increased workload. • There will also be a reduced workload with our Engineering Projects Group who manage this service and contracts • In the future there will be limited surfacing techniques available to choose from and only more expensive reconstruction options available due to the enhanced deterioration. 		

HAVE ANY OPTIONS BEEN CONSIDERED TO MITIGATE ORGANISATIONAL IMPACT? PLEASE PROVIDE DETAILS OF ANY MITIGATION.
IN ADDITION, CONSIDER THE 5 WAY OF WORKING, IN PARTICULAR, <i>COLLABORATION</i> .
Collaboration guidance: Acting in collaboration with any other service or partner to meet objectives. No mitigation, future repair costs will be significantly higher and an increase in reactive maintenance budget will be required meaning we will be undertaking less work for higher costs. That said we will continue to collaborate with CSSW and WLGA to lobby for more funding from WG.

TAKING ACCOUNT OF THE ABOVE AND THE IMPACT RATING DEFINITIONS, PLEASE INDICATE THE ORGANISATIONAL IMPACT RATING APPLICABLE TO THIS SAVING PROPOSAL (PLEASE TICK):				
NIL IMPACT	MINOR IMPACT	MODERATE IMPACT	SIGNIFICANT IMPACT	CRITICAL IMPACT
			X	

3. LINKS TO POLICY AND CORPORATE OBJECTIVES

DOES THE SAVINGS PROPOSAL LINK TO ANY OF THE FOLLOWING? IF SO, PLEASE SPECIFY AND STATE WHAT THE IMPLICATION MAY BE.		
POLICY AREA	WHAT IS THE LINK?	WHAT WILL BE THE IMPACT?
CORPORATE PLAN and WELL-BEING OBJECTIVES (please	WB04: Promote a modern, integrated and sustainable transport system that increases opportunity, promotes	A lack of funding to maintain current condition and statutory function

state which objectives)	prosperity and minimizes the adverse impacts on the Environment	
STATUTORY DUTIES	Highways Act 1980	
WELSH GOVERNMENT GUIDANCE or STRATEGY		

4. RISK(S) AND SENSITIVITIES

HAVE ANY RISKS BEEN IDENTIFIED IN CONNECTION WITH THIS SAVING PROPOSAL? (PLEASE TICK)	YES	NO
	X	

IF YES, PLEASE SPECIFY BELOW:

PLEASE CONSIDER RISK TO SERVICE USERS, LOSS OF PREVENTATIVE SERVICE AND FUTURE IMPACTS, FINANCIAL RISK, RISK TO STATUTORY PERFORMANCE etc.

- A deterioration in road condition (Unable to maintain statutory functions)
- Large increase in repair costs (for future treatments)
- An increase in potholes thus increasing safety risk
- The road deterioration will impact on all road users, pedestrians and cyclists with an increased risk travelling on network if not properly maintained.
- An increase in claims and complaints (increase in accidents to road users)
- Increase in insurance premiums for everyone if more claims are made.
- Increase in customer dissatisfaction (Reputational damage)
- Increase and closer more frequent inspection of deterioration required (Additional staff time / resource requirement)
- The deterioration in highway network will increase complaints and insurance claims and harm the reputation of the authority, furthermore, accessibility, connectivity may be affected which could harm the sustainability of communities and businesses while leaving and expensive repair bill for our future generations.
- Impact in promoting Active Travel

PLEASE SPECIFY BELOW HOW THESE RISKS/SENSITIVITIES WILL BE MITIGATED?

NOT ALL RISKS CAN BE MITIGATED. SOME MAY NEED TO BE TOLERATED IN THE CONTEXT OF BUDGET PRESSURES.

No mitigation, future repair costs will be significantly higher and an increase in reactive maintenance budget will be required meaning we will be undertaking less work for higher costs. That said we will continue to work with CSSW and WLGA to lobby for more funding from WG.

5. OTHER RELEVANT INFORMATION

PLEASE USE THIS SECTION TO PROVIDE ANY OTHER RELEVANT INFORMATION WHICH YOU FEEL HAS NOT BEEN CAPTURED.

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HEAD OF SERVICE:Marcus Lloyd.....

DATE OF COMPLETION:15-10-19.....