Additional Local Highways Maintenance Funding Formula: Explanatory Note

Introduction

1. This funding provides additional support for local highway maintenance in England announced in the Chancellor’s Autumn Statement on 5 December 2012.

2. Given the separate funding arrangements in place for London, funding is being provided to Transport for London rather than directly to individual boroughs. This has been calculated on the basis set out in paragraph 10 of this note.

3. For LAs outside London, the formula is the same as the Maintenance Block formula for 2013/14 and 2014/15¹.

4. The formula is run separately to generate allocations for 2013/14 and 2014/15 as some data items differ between the two years.

5. The formula for distributing the funding is made up of four data items (or elements), which are weighted to determine what share of the funding should go to each LA. The elements are set out in the list below.

<table>
<thead>
<tr>
<th>Element</th>
<th>Formula element: Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>A 1</td>
<td>Lane length of the authority's detrunked roads</td>
</tr>
<tr>
<td>B 2</td>
<td>Lane length of the authority's A roads (on LA managed roads, excluding detrunked roads)</td>
</tr>
<tr>
<td></td>
<td>Road length of the authority's B and C roads (on LA managed roads)</td>
</tr>
<tr>
<td></td>
<td>Road length of the authority's Unclassified roads (on LA managed roads)</td>
</tr>
<tr>
<td>C 5</td>
<td>Number of bridges assessed as needing, and scheduled to undertake, strengthening works estimated to cost more than £50,000</td>
</tr>
<tr>
<td></td>
<td>Number of bridges assessed as needing, and scheduled to undertake, major maintenance works estimated to cost more than £50,000</td>
</tr>
<tr>
<td></td>
<td>Number of bridges owned by the local authority with spans over 1.5m</td>
</tr>
<tr>
<td>D 8</td>
<td>Number of street lighting columns owned by an authority which are aged 40 years or more</td>
</tr>
</tbody>
</table>

Elements A and B (detrunked and other road lengths) are used to determine a share of the total funding pot for London. Elements A to D are used to allocate the remaining pot amongst non-London LAs.

6. The raw data for each of these elements is available in a separate spreadsheet on the DfT website at: https://www.gov.uk/government/publications/local-transport-capital-block-funding

7. LAs that have a PFI arrangement for highway maintenance and have agreed to forgo Highways Maintenance Capital Block funding (Isle of Wight, Sheffield, Birmingham and Hounslow) are excluded from the formula and thus the values of the data items for these LAs are set to zero.

8. The data sources used and formula calculations are set out in the next sections.

¹ Further information on the Maintenance Block formula can be found at: https://www.gov.uk/government/publications/local-transport-capital-block-funding
**Data sources**

**ELEMENT A – DETRUNKED ROADS**

9. Detrunked roads are all roads that transferred from Highways Agency control to local highways authority control, as part of a programme that started in 2000, and ran to 31st March 2009\(^2\).

**ELEMENT A – DETRUNKED ROADS - Data source**

The data on the lane lengths of detrunked roads is taken from the DfT road length database, which incorporates r199b returns from local authorities. For both 2013/14 and 2014/15, detrunked road lengths as at 2009 are used, which are published here: [https://www.gov.uk/government/statistical-data-sets/rdl01-road-lengths-miles](https://www.gov.uk/government/statistical-data-sets/rdl01-road-lengths-miles)

Detrunked road lengths in the formula are based on lane lengths (one direction only), which are calculated as:

- principal motorway detrunked road length *multiplied by* 3; plus
- dual carriageway principal detrunked road length *multiplied by* 2; plus
- all other principal detrunked road length.

**ELEMENT B – ROADS**

The road lengths (which exclude any detrunked road length) are sourced from the DfT road lengths database, which incorporate R199b returns from authorities. For both 2013/14 and 2014/15, road lengths as at 2009 are used, which are published here: [https://www.gov.uk/government/statistical-data-sets/rdl01-road-lengths-miles](https://www.gov.uk/government/statistical-data-sets/rdl01-road-lengths-miles)

Road lengths in the formula are based on lane lengths (one direction only), which are calculated as:

- principal motorway road length *multiplied by* 3; plus
- dual carriageway principal road length *multiplied by* 2; plus
- all other principal road length.

An adjustment is applied to the published data such that road lengths managed by TfL are assigned to TfL, rather than the London Borough which they pass through.

**ELEMENT C – BRIDGES**

The data on the number of bridges, and those needing strengthening or maintenance work, are provided by local authorities.

\(^2\) Note that there are no detrunked roads in London and thus the total lane length for London is made up A, B and C and U roads only. Roads which transferred from Highways Agency to Transport for London responsibility are listed under “A” roads for the purpose of this formula.
**ELEMENT D – STREET LIGHTING**

**Data source**

The data on the number of aged lighting stock (number of street lighting columns owned by an authority which are aged 40 years or more) are provided by local authorities.

**The calculation**

**To split the total pot between London and non-London LAs**

10. The first stage in the formula involves splitting the total pot between London and non-London authorities. London receives a share of the total pot in proportion to its total share of lane lengths in England.

11. The total road length is calculated by aggregating A, B and C, U and detrunked lane lengths. As the London proportion of the pot is being allocated directly to Transport for London for distribution amongst the London local highway authorities, no further breakdown has been provided.

**To allocate the non-London pot to non-London LAs**

12. For non-London LAs, the formula uses four elements. Their share of the total non-London pot is as follows:

<table>
<thead>
<tr>
<th>Element</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. detrunked roads</td>
<td>3.3%</td>
</tr>
<tr>
<td>B. roads</td>
<td>62.855%</td>
</tr>
<tr>
<td>C. bridges</td>
<td>29.01%</td>
</tr>
<tr>
<td>D. street lighting</td>
<td>4.835%</td>
</tr>
</tbody>
</table>

**ELEMENT A – Detrunked Roads**

13. The Detrunked road element receives 3.3% of the non-London total pot.³

14. This funding is allocated specifically to areas with detrunked roads, based on the proportion of the total detrunked road lane length that each authority is responsible for, up to 1st April 2009.

15. Detrunked roads are all roads that transferred from Highways Agency control to local highways authority control, as part of a programme that started in 2000, and ran to 31st March 2009.

**ELEMENT B – Roads**

16. The Roads element receives 62.855% of the total non-London pot.

17. The roads pot is split equally, with a third for principal (A) roads, a third for non-principal (B and C) roads, and a third for unclassified (U) roads.

³ This figure reflects the fact that most detrunked roads are dual carriageways, in many cases with higher traffic volumes than local authorities’ other A roads.
18. **For A roads:** LAs are allocated their funding according to the proportion of London’s total A road length that they manage.

19. **For B and C and U roads:** the same methodology as for A roads is applied.

**ELEMENT C – Bridges**

20. The pot of money for bridges is allocated to LAs based on their proportion of the “weighted bridge score”.

21. The “weighted bridge score” for each LA is calculated by multiplying the number of bridges in the given year in each category by the appropriate weighting, as outlined in the table below. Each calculation is then added together to provide a “weighted bridge score”.

**ELEMENT D – Lighting**

22. The pot of money for street lighting is allocated to authorities based on their proportion of aged lighting stock.
Annex A: Non-London additional local highways maintenance funding formula

**NON-LONDON AUTHORITIES** additional local highways maintenance funding 100%
which is divided into 4 elements

**ELEMENT A**
Detrunked roads 3.300%

**ELEMENT B**
Roads 62.855%
which is divided into 3 parts:
- A roads 20.952%
- B & C roads 20.952%
- U roads 20.952%

**ELEMENT C**
Bridges 29.010%

**ELEMENT D**
Lighting 4.835%

The amount of these monies that each Local Authority then receives is calculated by:

- LA weighted bridge score =
  - LA Bridges needing strengthening × 70% plus
  - LA Bridges needing major maintenance × 27% plus
  - LA Bridge numbers × 3%

- LA lighting stock aged 40 years + divided by Non-London total lighting stock aged 40 years +

The sum of these six amounts is the Local Authority's total additional local highways maintenance allocation.