

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.

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

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 2009².

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>

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

Data sources

Road length

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>

A 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

Data source

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 by 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:

A. detrunked roads	3.3%
B. roads	62.855%
C. bridges	29.01%
D. street lighting	4.835%

ELEMENT A – Detrunked Roads

13. The Detrunked road element receives 3.3% of the non-London total pot³.
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

