

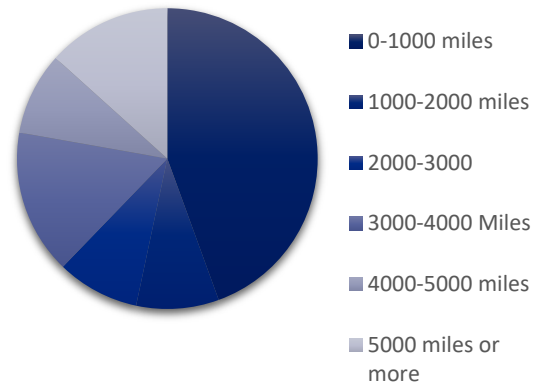
# Improving local highways- revenue funding questionnaire results

As part of the improving local highways review, CIHT surveyed 45 councils on their revenue funding for local highway network in March 2019.

The length of the highway network the councils were responsible for ranged from 0-1000 miles to 5000 miles or more. The highest proportion of respondents were responsible for highway networks between 0 and 1000 miles in length.

The survey focused on revenue funding in the period between 2012/13 and 2018/19.

**Chart 1**  
Length of highway network



**Chart 2**

**Percentage change in approximate revenue budget for highway maintenance services between 2012/13 and 2018/19**

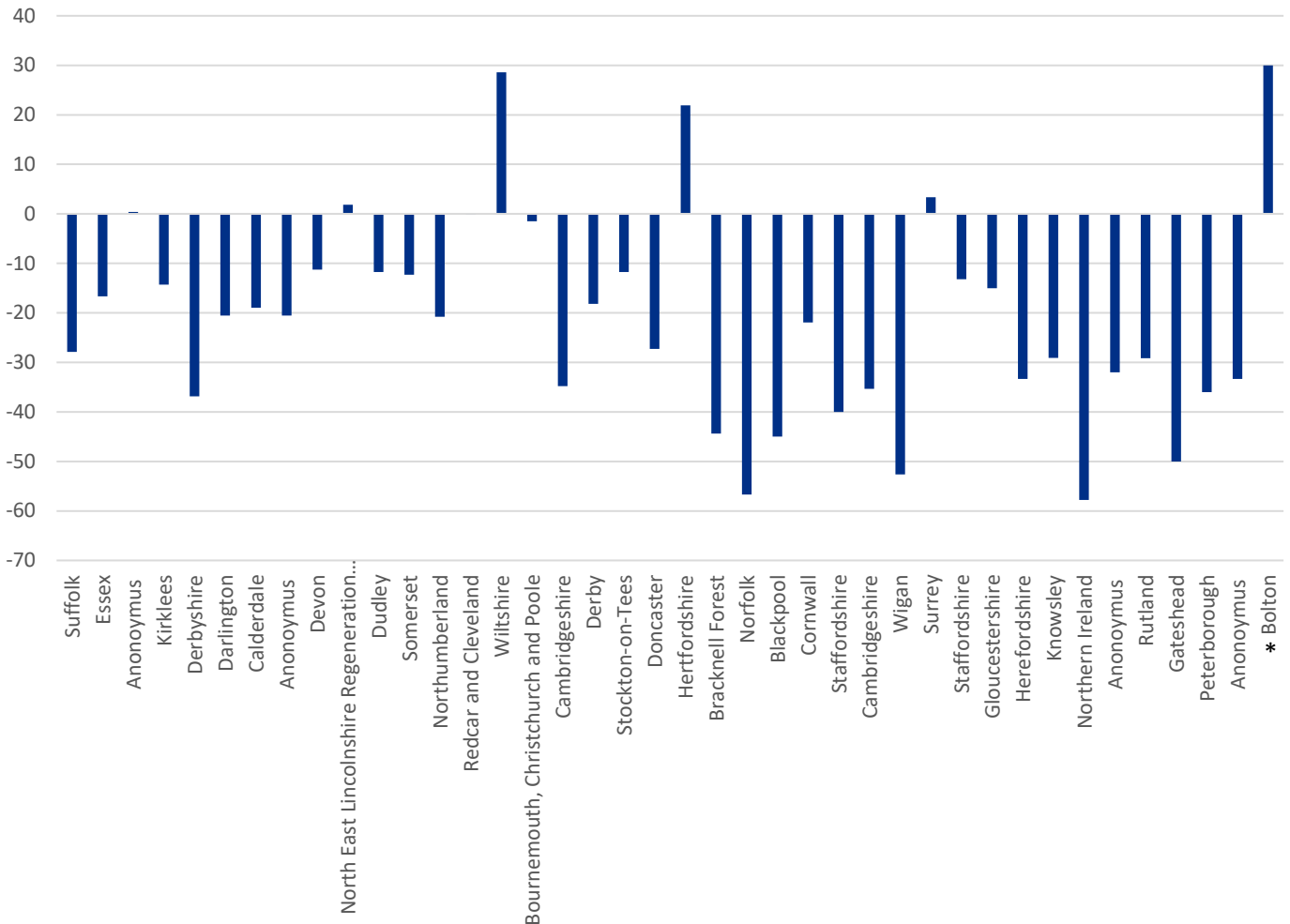


Chart 2 shows that 34 councils decreased spending from 2012/13 to 2018/19 with six councils increasing spending in the same period. The total approximate revenue budget from all respondents decreased by 107.5 million pounds (-21.6%) to 390.5 million pounds.

In the intervening period 53% of respondents reported that they have significantly changed their model of delivery. 47% of respondents reported their model of delivery had remained the same.

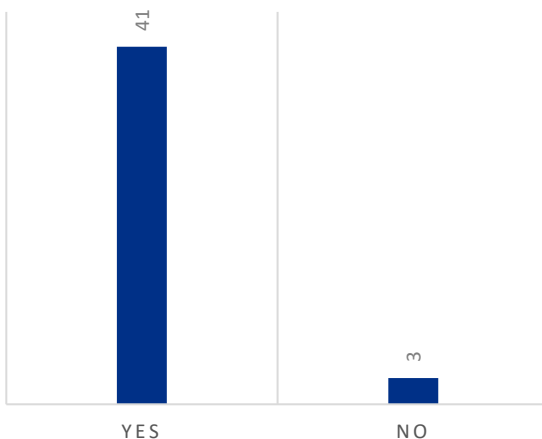
**Table 1**

**Cost reduction mechanisms used to make savings to the revenue budget for maintenance services between 2012 and 2019**

Cost reduction mechanism	Responses
Capitalisation of activities previously charged to revenue	82.2%
Restructuring to reduce staff costs	66.7%
Lower cost contract(s)	48.9%
Transformational change in model of service delivery (i.e. unitary, outsourcing/ partnering, shared services, trading unit etc)	35.6%
Efficiencies (i.e. streamlining/ modernising processes to deliver the same outputs and service levels at reduced cost)	88.9%
Changes in highway maintenance policy and reductions in service standards to reduce activity on the network. (i.e. reducing frequency or extent of routine maintenance activity or reducing winter service policy/routes etc)	75.6%
Increased income generation or commercialisation activity	66.7%

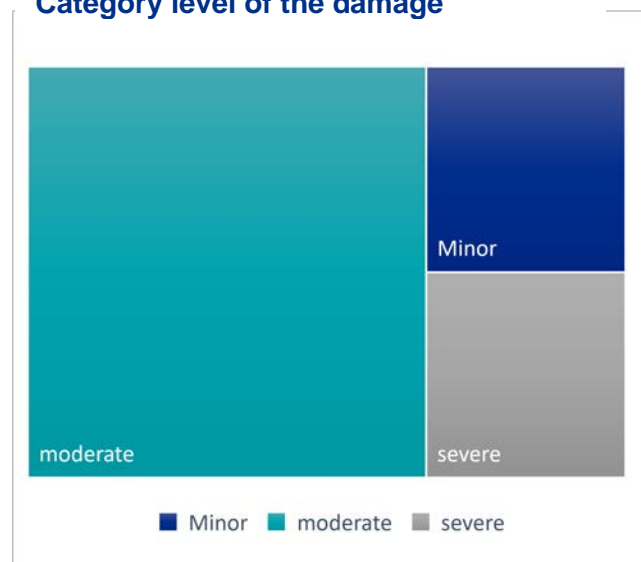
**Chart 3a**

**Has reduction in revenue expenditure damaged the structural integrity of the highway?**



**Chart 3b**

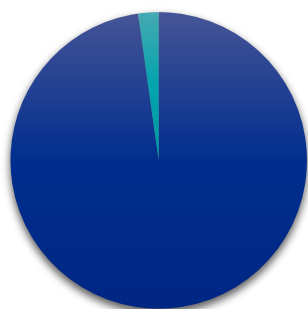
**Category level of the damage**



Charts 3a shows that 41 respondents believed that reduction in revenue expenditure lead to damage to the structural integrity of the highway. Chart 3b shows how the respondents categorised the level of damage, 67% of respondents would categorise this damage as moderate.

**Chart 4**

**Do you consider that utility openings are creating long-term damage to your**



■ yes ■ no

Chart 4 shows that 98% of respondents considered utility openings as creating long term damage to the network.

**Chart 5**

**Is your revenue budget for highways directly linked to the highways maintenance relative needs formula?**

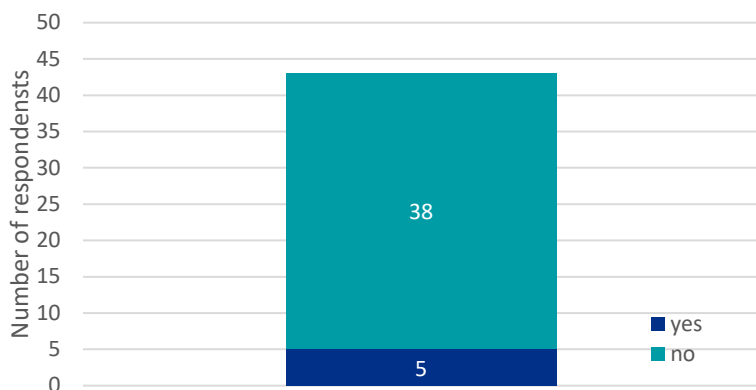


Chart 5 shows that 38 respondents (88%) revenue budget allocation for highways is not explicitly linked to the highway's relative needs formula. The relative needs formula is a factor in the annual local government finance settlement and distribution of revenue support grant.

\*Please note that the figure for Bolton Council's approximate revenue budget for highway maintenance services was sourced from: <https://www.bolton.gov.uk/downloads/file/2277/additional-dft-funding-2018-19>

