

Maintenance Block Formula: explanatory note

Introduction

1. The Maintenance Block provides funding support for transport capital road maintenance.
2. Once a total sum of money has been set for the Maintenance Block, the formula is used to allocate the funding between authorities. The formula is based on need, and is developed in a working group with local authorities.
3. The formula has four **elements** and their share of the total funding is as follows:
 - A. detrunked roads 3.3%
 - B. roads 62.855%
 - C. bridges 29.01%
 - D. street lighting 4.835%
4. Each of these elements is made up of one or more data items (or **factors**), which are weighted to determine what share of the funding should go to each authority.
5. The factors are set out in the list below.

Element		Maintenance Block Factors: Description
A	1	Lane length of the authority's detrunked roads
	2	Lane length of the authority's A roads (on LA managed roads, excluding detrunked roads)
B	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)
	5	Percentage of principal roads (A roads) where maintenance should be considered, as reported in the authority's NI 168
	6	Percentage of non-principal roads (B and C roads) where maintenance should be considered, as reported in the authority's NI 169
C	7	Number of bridges assessed as needing, and scheduled to undertake, strengthening works estimated to cost more than £50,000
	8	Number of bridges assessed as needing, and scheduled to undertake, major maintenance works estimated to cost more than £50,000
	9	Number of bridges owned by the local authority with spans over 1.5m
D	10	Number of street lighting columns owned by an authority which are aged 40 years or more

6. The raw data for each of these factors is available in a separate spreadsheet on the DfT website at:
<http://www.dft.gov.uk/localtransportfunding>
7. The formula calculation is set out in the next section, and a flowchart of the 2011-12 formula is included in this document at Annex A.

The calculation is as follows:

ELEMENT A – Detrunked Roads

8. The Detrunked road factor receives 3.3% of the total pot¹.
9. 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.
10. 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.

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. Latest data (as at 1st April 2009) are published at:

<http://www.dft.gov.uk/pgr/statistics/datatablespublications/roads/condition/>

Detrunked road lengths in the Maintenance Block 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.

¹ 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.

ELEMENT B – Roads

11. The total pot of money for roads 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.
12. **For A roads for 2011-12 and 2012-13:** Currently, the amount of funding allocated to each authority is based on the following formula: road length weighted by road condition. Within this formula, the road condition weighting is calculated by assigning the road condition data into quartiles.
13. Following the 2010 Local Transport Funding Consultation, the road condition factor is being phased out of the Maintenance Block formula. Therefore, in 2011-12 and 2012-13, the road condition weighting is gradually reduced as follows.

<p><u>In 2011-12, those authorities in the:</u></p> <p>1st quartile (i.e. “best” condition) have a weighting of 1; 2nd quartile have a weighting of 1.17; 3rd quartile have a weighting of 1.33; 4th quartile have a weighting of 1.50.</p>	<p><u>In 2012-13, those authorities in the:</u></p> <p>1st quartile have a weighting of 1; 2nd quartile have a weighting of 1.08; 3rd quartile have a weighting of 1.17; 4th quartile have a weighting of 1.25.</p>
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14. The road length is multiplied by this weighting for each authority to produce a new weighted road length, which is then used to apportion funding.
15. **For B and C roads for 2011-12 and 2012-13:** The same methodology is applied, using the B and C road length and road condition factors
16. **For U roads:** Authorities are allocated their funding according to the proportion of the road length that they manage, out of the total road network in England, with no account being taken of condition.
17. **For A, B, and C roads post 2012-13:** The U road methodology will be applied, i.e. road condition will no longer be included as a factor.

Data sources	
Road condition	The road condition data are sourced from National Indicators 168 and 169. Further information is available at: http://www.dft.gov.uk/pgr/statistics/datatablespublications/roads/condition/
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. Latest data (as at 1 st April 2009) are published at: http://www.dft.gov.uk/pgr/statistics/datatablespublications/roads/condition/ A road lengths in the Maintenance Block formula are based on lane lengths (one direction only), which are calculated as: principal motorway road length <i>multiplied by 3</i> ; plus dual carriageway principal road length <i>multiplied by 2</i> ; plus all other principal road length.

ELEMENT C – Bridges

18. The pot of money for bridges is allocated to authorities based on their proportion of the “weighted bridge score”.
19. The “weighted bridge score” for each authority 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”.

Categories	Weighting
Number of bridges assessed as needing, and scheduled to undertake, strengthening works estimated to cost more than £50k	70%
Number of bridges assessed as needing, and scheduled to undertake, major maintenance works estimated to cost more than £50k	27%
Number of bridges owned by the local authority with spans over 1.5m	3%

20. These proportions follow those used in previous years.

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

ELEMENT D – Lighting

21. The pot of money for street lighting is allocated to authorities based on their proportion of aged lighting stock.

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.

Annex A: Maintenance Block formula in 2011-12

