

HIGHWAY INFRASTRUCTURE ASSET MANAGEMENT PLAN

To: Highways and Community Infrastructure Committee

Meeting Date: 21st February 2017

From: Executive Director - Economy, Transport and Environment

Electoral division(s): All

Forward Plan ref: N/A **Key decision: No** **Key decision: No**

Purpose: To consider changes to the County Council's Highway Asset Management Policy, Strategy and Highway Infrastructure Asset Management Plan documents.

Recommendation: That the Committee:

- a) Approves the latest version of the Highway Asset Management Policy, Appendix 1**
- b) Approves the latest version of the Highway Asset Management Strategy, Appendix 2**
- c) Approves the latest version of the Highway infrastructure Asset Management Plan (HIAMP), Appendix 3**

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1. BACKGROUND

- 1.1 The Highway Asset Management Policy and Strategy were approved in March 2014. The HIAMP was subsequently approved by Highways and Community Infrastructure (HCI) Committee in November 2014 and was fully implemented on 1 April 2015. Some minor amendments to the above suite of documents were approved by HCI Committee at its meeting held 3 November 2015.
- 1.2 The HIAMP is reviewed on an annual basis. However, in order to align the review with other key council decisions, it was felt more beneficial to move the HIAMP review from autumn each year to the start of each calendar year. This change will enable these policies to reflect the 2017-18 business planning process and enable consideration of these policies alongside the Transport Delivery Plan (TDP), which will be presented to HCI committee at the same meeting. The TDP is a key component of the implementation of the Authority's asset management approach.

2. MAIN ISSUES

- 2.1 The Department for Transport (DfT) has implemented a funding mechanism which incentivises authorities to develop, implement and maintain highway asset management strategies and policies. The amount of funding that the Council will receive from the DfT in 2017-18 via this Incentive Fund will be dependent upon the extent to which the Authority has implemented highway asset management. The Council could lose up to £500,000 of this funding in 2017-18 if it fails to adequately and demonstrably implement a robust asset management approach.
- 2.2 The creation of the Incentive Fund demonstrates Central Government's commitment to highway asset management and the importance of the Authority remaining at the forefront of delivering highway asset management.
- 2.3 Many of the proposed updates to the highway asset management documents reflect the progress that has been made towards placing the Authority in the top tier (Band 3) of those assessed for Incentive Funding. It is anticipated that the Authority will submit an assessment that places it within Band 3 for year 2017-18, thus ensuring that maximum capital funding is provided to the Council from the Incentive Fund for that year.
- 2.4 Following devolution and the creation of a Combined Authority, it is anticipated that the Authority will automatically receive funding commensurate with being in Band 3 of the Incentive Fund assessment. However, the Authority will still be expected to demonstrate to the DfT that it is appropriately implementing the asset management approach to maintain this.
- 2.5 The work undertaken to achieve Band 3 funding has extensive advantages for the Authority, over and above the capital funding it will deliver. The continuing development and implementation of the asset management approach will be essential in making optimal use of the limited revenue funds that are available to the Authority, via the adoption of whole life costing and life cycle planning principles.
- 2.6 Compliance with emerging national accounting guidelines regarding the valuation of

highways infrastructure will require auditable asset inventory and condition data. Such data is a key prerequisite to implementing asset management. The provision of an auditable depreciated replacement cost (DRC) of the highway assets for which the Authority is responsible will necessitate the continued use of lifecycle planning tools and the use of condition data in maintenance treatment selection. An update on progress regarding the valuation of highway assets was provided to the Audit and Accounts Committee at its meeting held 24 January 2017.

- 2.7 Many of the standards contained within the HIAMP are based upon the Code of Practice for Highway Maintenance Management “Well-maintained Highways” 2005 (as updated). A new national Code of Practice “Well Managed Highway Infrastructure” was published in October 2016, superseding the previous Code. The new Code contains fewer prescriptive standards and promotes a more risk based approach. In accordance with the 2016 Code, a grace period of up to two years is provided to make the transition to the new approach. Implementation of the new Code will be the subject of further reports to this Committee.
- 2.8 All of the documents have been updated to reflect the latest information available and some minor textual amendments have been made to aid clarity. There are no substantive changes to the Policy document. The substantive changes to the Strategy and HIAMP documents are highlighted in yellow in Appendices 2 and 3 respectively.

The key changes to the HIAMP are as follows:

- Revised carriageway and footway condition projections, showing that carriageway condition is predicted to decline, especially following the proposed cessation of prudential borrowing in 2022/23;
- Amendments to some defect parameters in Appendix I to the HIAMP. These have been agreed with colleagues in the Insurance Team;
- Amendments to the following operational standards in Appendix V to the HIAMP. These are the result of a mixture of member requested reviews as well as changes to national guidance and best practice:
 - Mirrors on the Highway
 - Pedestrian Crossings
 - Speed Limits
 - Tourist Signing
 - Traffic Signs
 - Vehicle Activated Signs
- New policy in Appendix V to the HIAMP: Trees;
- New Appendix VI to the HIAMP: Life Cycle Plans. This provides condition projections for each class of road, based upon current budget levels;
- New Appendix VII to the HIAMP: Skid Resistance Policy;

- New Appendix VIII to the HIAMP: Adoption of Non-Motorised User (NMU) Routes. This sets out the criteria that the Authority will use when considering whether to assume maintenance responsibility for new or diverted NMU routes.

2.9 Appendix VIII to the HIAMP regarding the adoption of NMU routes will enable consideration of the revenue implications of maintaining such routes, alongside a set of other criteria. These criteria include the safety of users, the connectivity of the rights of way network, encouraging sustainable travel, and the Council's duty to ensure that no groups of potential users are disadvantaged.

2.10 The HIAMP will contribute to the achievement of the objectives set out in the Cambridgeshire Transport and Health Joint Strategic Needs Assessment (JSNA), especially in facilitating active forms of transport and enabling good access to services.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

The following bullet point sets out details of implications identified by officers:

- The continued use of whole life costing and lifecycle planning principles will help ensure that well-maintained highway infrastructure is able to support the development of the local economy in the long term.

3.2 Helping people live healthy and independent lives

The following bullet points set out details of implications identified by officers:

- The policies and standards set out in these documents support the provision and maintenance of highway infrastructure for all users, thus helping ensure that safe facilities are available for walking, cycling and other non-motorised forms of transport.
- Appendix VIII to the HIAMP will help ensure that the rights of way network supports the physical and mental well-being of communities, via criteria that include the accessibility and connectivity of the network.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

- Resources: Paragraphs 2.1 to 2.3 of the report set out the implications of the Incentive Fund and its relationship to the adoption and implementation of highway asset management principles.

- Statutory, Legal and Risk: There are no significant implications within this category. It is noted that the standards contained within the HIAMP, especially Appendix I to the HIAMP, will be key considerations in the Authority's statutory defence to third party claims, under Section 58 of the Highways Act 1980. The second bullet point in paragraph 2.8 of this report refers.
- Equality and Diversity: There are no significant implications within this category.
- Engagement and Communications: There are no significant implications within this category.
- Localism and Local Member Involvement: There are no significant implications within this category.
- Public Health: There are no significant implications within this category.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Are there any Equality and Diversity implications? – No significant implications	Yes Name of Officer: Tamar Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Mark Miller
Are there any Localism and Local Member involvement issues? – No significant implications	Yes Name of Officer: Tamar Oviatt-Ham
Have any Public Health implications been cleared by Public Health No significant implications	Yes Name of Officer: Iain Green

Source Documents	Location
Well-Maintained Highways: Code of Practice 2005 (as updated)	http://www.ukroadsliaisongroup.org/en/utilities/document-summary.cfm?docid=c7214a5b-66e1-4994-aa7fbac360dc5cc7
Code of Practice “Well- managed highway infrastructure” 2016	http://www.ukroadsliaisongroup.org/en/codes/index.cfm
Cambridgeshire County Council - Housing Estate Road Construction Specification -	http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/115/highways_development
Rights of Way Improvement Plan	http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies
Local Transport Plan	http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies
Transport Delivery Plan	http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/4
Cambridgeshire Transport and Health JSNA	http://cambridgeshireinsight.org.uk/JSNA/Transport-and-Health-2014/15