

HIGHWAY INFRASTRUCTURE ASSET MANAGEMENT PLAN

To: Highway and Community Infrastructure Committee

Meeting Date: 18 November 2014

From: Executive Director - Economy, Transport and Environment

Electoral division(s): All

Forward Plan ref: 2014/018 *Key decision:* Yes

Purpose: The purpose of this report is to present the Highway Infrastructure Asset Management Plan and supporting documents that set out how the County Council will best manage the Highway Network taking into consideration customer needs, local priorities, asset condition and best use of available resources.

Recommendation: It is recommended that:

The Committee considers and approves the Highway Infrastructure Asset Management Plan as set out in the report and the associated documents - Appendices A, B and C

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1. BACKGROUND

- 1.1 With the financial pressures facing local government, it is more important than ever for steps to be taken to make sure that Council services are delivered to the most effective standards within the resources available.
- 1.2 Following the Highways Maintenance Efficiency Programme (HMEP) Peer review in July 2013 the County Council has been working to develop effective, long term highway maintenance strategies and practices.
- 1.3 The County Council has adopted a new Highway Asset Management Policy and Strategy and has approved a long-term approach to Capital highway maintenance investment prudential borrowing.
- 1.4 The Highway Infrastructure Asset Management Plan (HIAMP) is the delivery vehicle for effective Highway Asset Management and it outlines how the Asset Management Strategy objectives will be achieved. It has been produced in accordance with national guidance provided by HMEP.
- 1.5 This is the Council's first HIAMP covering the period 2014 – 2024 and supersedes the previous Highway Policies and Standards Document that was adopted in 2011. The standards and interventions set out in the 2011 document were based upon revenue budgets available at the time. Financial reductions to this budget since 2011 have meant that it has not always been possible to achieve these standards without reducing the levels of service disproportionately in other areas.
- 1.6 This plan sets out new service standards, response times and reactive maintenance intervention levels that can be more effectively resourced and which are sustainable. The plan gives an improved clarity in terms of forward visibility and consistency of approach across the Highways service. The standards reflect the funding levels set out within the County Council's Business Plan from 2015/16 until 2019/20.
- 1.7 In addition to efficiencies budgeted for in the current Business Plan (totalling £300k through Cambridgeshire Highways operational efficiencies), the next Business Plan contains an additional £80k revenue savings to be provided through the HIAMP by way of more efficient reactive maintenance responses and planning.
- 1.8 The HIAMP also contributes significantly to the overall 10-20% capital efficiency savings, that the authority's new Asset Management Strategy will deliver

2. MAIN ISSUES

- 2.1 This report highlights the main areas of the HIAMP and in particular the changes from the currently approved Highway Standards and Policies document. These have not been reviewed since 2011 and the HIAMP brings them in line with current best practice and standards.
- 2.2 The HIAMP will form part of a new suite of documents that replaces the 2011 version, incorporating existing highways policies and enforcement practice – these are:

Volume 1 – Highway Policies and Standards (**Appendix A**)

- 2.3 The Highway Infrastructure Asset Management Plan (HIAMP) sets out how Cambridgeshire County Council's highway asset will be managed and maintained. The plan adopts national best practice but, importantly, has been tailored to meet Cambridgeshire's specific needs.
- 2.4 The Plan sets out clearly defined service standards and targets for various highway maintenance activities. These range from condition based standards to those relating to the frequency of proactive and reactive highway maintenance activities.
- 2.5 It outlines a clear inspection regime for all asset groups that can be effectively resourced through the existing organisational structures.
- 2.6 The document contains proposals for revised reactive maintenance response times. The main changes are:
- The previous 24 hour response for urgent defects has been extended to 36 hours (end of next working day). This provides efficiencies to operational teams by improving the coordination of reactive activities with those that have already planned.
 - Category 1(urgent – defined in Appendix B) responses for non-emergency potholes have been revised from 24hrs to a 5 day response for permanent repairs. This supports operational efficiencies and the drive to deliver fully on 'right first time' principles – meaning that defects are permanently repaired upon first visit to the site.
- A 2 hour response for emergency defects will still remain and this will still be available to deal with emergency situations or to make safe dangerous defects where appropriate, prior to a permanent repair.
- 2.7 The Plan further explains the Council's preventative maintenance strategy, detailing long term models and the funding levels required to support them. Future budget levels are predicted that will help inform future decisions around highway maintenance management.
- 2.8 The plan contains a series of baseline statistics / data that will help with ongoing performance monitoring to enable the effectiveness of the County Council's Highway Asset Management practices to be properly evaluated.
- 2.9 The plan specifies a number of actions for further improvement of the County Council's asset management activities.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

Adopting an effective long term approach to investment will ensure that highway infrastructure assets support the delivery of services and the local economy, taking into account the long term performance of the asset. It will support

initiatives to deliver the optimum infrastructure for new and existing communities within available resources.

3.2 Helping people live healthy and independent lives

Optimising the way in which highway maintenance services are delivered will support the development of an effective transport system. This will help improve quality of life, by meeting the needs of the individual, whilst remaining responsive to the changing needs of businesses and the local economy. This approach will ensure that the condition and performance of highway assets is enhanced and continuously monitored in order to help optimise planned maintenance programmes.

3.3 Supporting and protecting vulnerable people

An effectively maintained local road network will ensure that those people in most need of access to local services have the best ease of movement, whilst also facilitating the support to vulnerable people within their own communities.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

Funding is provided through Local Transport Plan allocations, Prudential Borrowing, revenue sources and other grants / third party funding streams for highway works. There are no further funding implications.

Road condition is a major factor for the public and businesses. Increased investment in Capital Maintenance programmes continues to deliver improved road network to support economic growth.

4.2 Statutory, Risk and Legal Implications

The HIAMP supports the County Council's role as the Highway Authority for Cambridgeshire in meeting its statutory duty for maintenance, under the Highways Act 1980.

4.3 Equality and Diversity Implications

There are no significant implications under this heading.

4.4 Engagement and Consultation Implications

There has been engagement with Members through the process of developing the Asset Management Strategy through workshops and discussions. The HIAMP provides clarity around ongoing customer liaison requirements.

4.5 Localism and Local Member Involvement

There are no specific localism or local member involvement issues associated with this proposal.

4.6 Public Health Implications

HIAMP covers the maintenance of existing highway assets. As such any changes put in place that adjust maintenance budget disaggregation across the county, will not impact on the County Councils commitment to deliver new infrastructure to appropriate areas where it will help people lead healthier lives. Optimum investment in highway maintenance will support the delivery of health services.