

HIGHWAY INFRASTRUCTURE ASSET MANAGEMENT PLAN – ANNUAL PERFORMANCE REPORT

To: **Highway and Community Infrastructure Committee**

Meeting Date **3rd November 2015**

From: **Executive Director - Economy, Transport and Environment**

Electoral division(s): **All**

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

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

Recommendation: **That the Committee approves the changes to the;**

- **Highway Asset Management Policy, Appendix 1**
- **Highway Asset Management Strategy, Appendix 2**
- **Highway Infrastructure Asset Management Plan 2015 – 2025, Appendix 3**

| <i>Officer contact:</i> | |
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| Name: | Tom Blackburne-Maze |
| Post: | Head of Assets & Commissioning |
| Email: | tom.blackburne-maze@cambridgeshire.gov.uk |
| Tel: | 01223 699772 |

1. BACKGROUND

- 1.1 The County Council's Asset Management Policy, Strategy and Highway Infrastructure Asset Management Plan (HIAMP) were approved by the Highways and Community Infrastructure Committee in 2013-2014.
- 1.2 These documents provide an effective approach to Capital highway maintenance investment and demonstrate how our assets will be managed and maintained in line with Department for Transport (DfT) guidance and future funding arrangements.
- 1.3 This report brings the County Council's standards up to date in line with current National best practice and standards

2.0 MAIN ISSUES

- 2.1 Since the adoption of the Asset Management approach to Highway maintenance in Cambridgeshire, the following benefits have been delivered;
 - Implementation of Asset Management decision making principles throughout the highways service.
 - Implementation of revised maintenance hierarchy for footways and carriageways and associated safety inspection regime.
 - Implementation of revised service standards relating to defect intervention points and response times to rectify.
- 2.2 The Asset Management Policy and Strategy documents have had minor textual amendments only and the substantive content of both documents remains unchanged.
- 2.3 The main body of the HIAMP has been updated with the following changes;
 - Clarification of carriageway hierarchy categorisation with some lower usage roads assigned to more appropriate categories. The national Code of Practice permits such variations, in accordance with local circumstances and available resources. Such clarity provides the Authority with a better statutory defence against third party claims.
 - Clarification of defect parameters for Category 1 defects providing a clearer definition for existing defects and the timescales within which they will be made safe or repaired.
- 2.4 For consistency, the document formerly known as "Highways Policies and Standards" has been renamed "Highways Standards and Enforcement" and incorporated into the HIAMP. A number of minor revisions have been incorporated and Appendix 4 shows a summary of the main changes, and appendices 5-11 show the specific guidance that has been revised in this year's review cycle:
 - Gating Orders & Public Space Protection Orders (appendix 5);
 - Access Protection Markings (appendix 6);

- Heavy Goods Vehicles (appendix 7);
- Road Markings & Studs (appendix 8);
- Speed Limits (appendix 9);
- Pedestrian Crossings (appendix 10);
- Tourist Signs (appendix 11).

2.5 The DfT has recently implemented a new funding mechanism which incentivises Authorities to demonstrate that they have a highway asset management plan in place which is being used in practice, they will penalise those who don't. The amount of funding that any Council will receive from the DfT will be dependent upon the extent to which they have implemented the asset management approach and are able to demonstrate it. Those Authorities who are unable to demonstrate this will have their funding levels reduced. The maximum level of funding available to Cambridgeshire in the forthcoming 5 years will already reduce from £15.008M per annum in 2015/16 to £14.591M in the future 5 years. However, this will be reduced by a further £2.515M to £12.076M per annum if we fail to demonstrate an asset management approach, which is a further 17% reduction in funding from that which we received this year.

2.6 The creation of the DfT's Incentive Fund demonstrates Central Government's commitment to highways asset management and the importance that the Council remains at the forefront of delivering an industry leading asset management approach.

3. ALIGNMENT WITH PRIORITIES AND WAYS OF WORKING

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. If an Asset Management approach is not undertaken, funding will be reduced further by DfT. These updates protect the Authority from undue third part claims

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 known specific localism or local member involvement issues associated with this proposal.

4.6 Public Health Implications

The 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 maintain its infrastructure to appropriate standards where it will help people lead healthier lives. Optimum investment in highway maintenance will support the delivery of health services.

| Source Documents | Location |
|--|---|
| Well Maintained Highways: Code of Practice | http://www.ukroadsliasingroup.org/en/UKRLG-and-boards/uk-roads-board/wellmaintained-highways.cfm |

