

HIGHWAY INFRASTRUCTURE ASSET MANAGEMENT

To: Highways and Community Infrastructure Committee
Meeting Date: 12 March 2019
From: Graham Hughes, Executive Director – Place and Economy.
Electoral division(s): All
Forward Plan ref: N/A **Key decision:** No
Purpose: To consider the County Council’s Highway Asset Management Policy, Strategy and Highway Operational Standards 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 Highway Operational Standards (HOS), Appendix 3
- d) Agrees that the Executive Director, Place & Economy, in consultation with the Chairman/Vice Chairman of the Highways & Community Infrastructure Committee, can make minor amendments to Appendix M of the Highways Operational Standards, in accordance with the approved asset management principles.
- e) Agrees that the Executive Director, Place & Economy, in consultation with the Chairman/Vice Chairman of the Highways & Community Infrastructure Committee, can make minor amendments to the budgetary apportionments derived from Appendix Q of the Highways Operational Standards.

<i>Officer contact:</i>	<i>Member contacts:</i>
Name: Mike Atkins Post: Highways Asset Manager Email: Mike.atkins@cambridgeshire.gov.uk Tel: 07881 332792	Names: Cllr Matthew Shuter/Cllr Bill Hunt Post: Chairman/Vice-Chairman, Highways and Community Infrastructure Committee Email: Matthew.Shuter@cambridgeshire.gov.uk William-hunt@hotmail.co.uk Tel: (01223) 706398

1. BACKGROUND

1.1 The Highway Asset Management Policy and Strategy were approved by Cabinet in March 2014. The Highway Infrastructure Asset Management Plan (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 meetings held 3 November 2015 and 21 February 2017. The HIAMP was subsequently renamed as Highway Operational Standards (HOS) and significantly revised to reflect the implementation of the new national Code of Practice “Well Managed Highway Infrastructure”. This revised document was approved by HCI Committee at its meeting held 13 March 2018.

2. MAIN ISSUES

- 2.1 The proposed suite of highways asset planning documents continues to set out the Authority’s preventative, long-term approach to highways maintenance. It is this approach that enables the optimum use of the funds available to the Authority, via the application of appropriate maintenance treatments, at the correct points in the lifecycles of highway assets.
- 2.2 Central Government’s commitment to highway asset management continues to be demonstrated via the incentive funding mechanism. The amount of funding that the Council will receive from the Department for Transport (DfT) via the Incentive Fund will continue to depend upon the extent that the Council implements and maintains highway asset management strategies and policies. The Council could lose up to £2,263,000 of this funding in 2019-20 if it fails to adequately and demonstrably implement a robust asset management approach.
- 2.3 Authorities are assessed for Incentive Funding based upon their responses to a broad range of questions regarding highways asset management. DfT assesses these responses and places authorities within one of three bands. To achieve maximum funding, an authority must be placed within Band 3. This exercise is progressively more demanding upon authorities, as DfT has increased the differentials between the levels of funding associated with each band and will be undertaking more stringent audits of authorities’ responses to the questionnaire. It is therefore increasingly important that the Authority continues with its implementation of the asset management approach.
- 2.4 The Authority is currently in the top tier (Band 3) of those assessed for Incentive Funding. The proposed updates to the suite of asset management documents and the implementation of these policies and strategies reflect the Authority’s approach to retaining this Band 3 status and maximising the capital funding that the Council receives via the Incentive Fund in years 2020-21 onwards.
- 2.5 Further to devolution and the creation of the 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 is still expected to demonstrate to the DfT that it is appropriately implementing the asset management approach.
- 2.6 The work undertaken to achieve and retain 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.

- 2.7 A key element of the Authority's implementation of the asset management approach is a 3 year forward programme of capital maintenance schemes. This programme is presented to the Committee as Appendix M to the HOS (Appendix 3 to this report). The inclusion of the capital maintenance programme within the HOS reflects the linkage between the Asset Management Policy, Strategy and HOS with the resultant programme of works, which is predicated upon asset management principles. The Committee is asked to approve the HOS, including its associated programme of works. The Committee is further asked to approve the recommendation that minor changes to this programme can be made by the Executive Director, in liaison with the Chair or Vice Chair of 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 and Strategy documents. The substantive changes to the HOS document are highlighted in yellow in Appendix 3.

The key changes contained within the HOS are as follows:

- Clarification of the timescales within which defects reported to the Authority will be investigated, to align with corporate standards. Whilst it is proposed that the latest version of the HOS is implemented on 1 April 2019, it is recommended that these changes be implemented on or around 1 July 2019, to allow appropriate system modifications to be made.
- The addition of a policy within the HOS regarding the inspection and maintenance of vehicle restraint systems (safety fences).
- A revised communication strategy.
- Some clarifications within the Tree Policy, including the circumstances whereby the Authority will seek commuted sums for the maintenance of trees.
- Revisions to the Statements of Priority for the Authority's consideration of requests to amend its legal records of the status and extent of public rights of way.
- The addition of a policy regarding attachments to street lighting columns. This policy includes the provision for the Council to recharge commercial applicants who wish to place attachments on lighting columns. These charges will cover the Authority's administration costs and the technical checking fees payable to our PFI contractor. Overall this will make the process cost neutral to the Authority.
- The addition of a policy (Appendix Q) which sets out how it is proposed to allocate revenue funds for highways maintenance to each of the local highway offices. It is further proposed that this method be used for the apportionment of some elements of the capital funding that is made available to the Authority, such as that provided via the Pothole Action Fund. The proposed method of apportionment represents a "needs based" approach, whereby funds are allocated based upon the condition of roads and pavements in each of the local highway office areas. The poorer the blended condition of roads and pavements in a given area, the greater proportion of available funding would be allocated to that area.

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 point sets 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.

3.3 Supporting and protecting vulnerable people

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

- The Policy (Appendix 1) and Strategy (Appendix 2) contribute to the Combined Authority Local Transport Plan objective of supporting and protecting vulnerable people.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

- The report above sets out details of significant implications in *paragraphs 2.2 to 2.6* regarding the Incentive Fund and its relationship to the adoption and implementation of highway asset management principles.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

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

- The standards contained within the HOS, especially Appendix A to the HOS, will be key considerations in the Authority's statutory defence to third party claims, under Section 58 of the Highways Act 1980.

4.4 Equality and Diversity Implications

There are no significant implications within this category.

The policies and standards set out in these documents support the provision and maintenance of highway infrastructure for all users. The Policy (Appendix 1) and Strategy (Appendix 2) contribute to the Combined Authority Local Transport Plan objective of supporting and protecting vulnerable people.

4.5 Engagement and Communications Implications

There are no significant implications within this category

4.6 Localism and Local Member Involvement

There are no significant implications within this category.

4.7 Public Health Implications

There are no significant implications within this category

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: <i>Sarah Heywood</i>
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: <i>Paul White</i>
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: <i>Debbie Carter Hughes</i>
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: <i>Elsa Evans</i>
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: <i>Sarah Silk</i>
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: <i>Richard Lumley</i>
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: <i>Stuart Keeble.</i>

Source Documents	Location
	http://www.ukroadsliaiso

Code of Practice “Well-managed highways infrastructure” 2016	ngroup.org/en/codes/index.cfm
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