

HIGHWAY INFRASTRUCTURE ASSET MANAGEMENT

To: Highways & Infrastructure Committee

Meeting Date: 10th March 2020

From: Steve Cox - Executive Director, Place & Economy

Electoral division(s): All

Forward Plan ref: Not Applicable **Key decision:** No

Purpose: To consider the County Council's Highway Asset Management Policy, Strategy and Highway Operational Standards documents.

Recommendation: The Committee is asked to:

- a) Approve the latest version of the Highway Asset Management Policy, Appendix 1
- b) Approve the latest version of the Highway Asset Management Strategy, Appendix 2
- c) Approve the Highway Operational Standards (HOS), Appendix 3
- d) Agree that the Executive Director – Place and Economy, in consultation with the Chairman/Vice Chairman of the Highways and Infrastructure Committee, can make minor amendments to Appendix R of the Highways Operational Standards, in accordance with the approved asset management principles.
- e) Agree that Executive Director – Place and Economy, in consultation with the Chairman/Vice Chairman of the Highways and 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>	
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1. BACKGROUND

- 1.1 The Highway Asset Management Policy and Strategy were first developed in 2013/14 and 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. The suite of asset management documents is reviewed on an annual basis and brought before Members of the appropriate committee for approval each year.
- 1.2 In 2017/18 the HIAMP was significantly revised to reflect the implementation of the new national Code of Practice “Well Managed Highway Infrastructure” and subsequently renamed as the Highway Operational Standards (HOS). This revised document was approved by HCI Committee at its meeting held 13 March 2018.
- 1.3 The current iterations of the asset management policy, strategy and HOS were approved by HCI on 12 March 2019.

2. MAIN ISSUES

- 2.1 The proposed suite of highways asset management 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 £2,515,000 of this funding in 2020-21 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 difference 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 2021-22 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 the best use of the limited revenue funds that are available to the Authority, via the adoption of whole life costing and life cycle planning principles as set out in the strategy (Appendix 2).
- 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 R 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 based 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 changes to this programme can be made by the Executive Director – Place and Economy, 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:

- The inclusion within the highway capital maintenance programme (Appendix R) of the additional £18 million funding for highway condition and maintenance investment, as approved by the Full Council at its meeting held 5 February 2019. This funding is to be spent over the years 2020-21 to 2023-24, in accordance with the profile agreed by the Council. These monies are programmed to fund preventative surface treatments of carriageways.
- There are new policies within Appendix F (Highways Standards and Enforcement) covering:
 - Parklets
 - Mitigating the effects of terrorism
- Revisions to the method by which it is proposed to allocate some elements of revenue funding to each of the local highway offices (depots). The revised method considers the lengths of carriageways and footways in each of the areas that are in the poorest condition (red condition) and applies a 70:30 weighting between carriageways and footways. The resultant proportions allocated to each of the local highway offices are set out in Appendix Q of the HOS document (i.e. Appendix 3 to this report).

3. Additional Funding

- 3.1 At its meeting held on 11 February 2020, Full Council approved further funding for highway maintenance across the county. This funding is broken down as follows:

- £1m per year from 2024/25 to fund preventative surface treatment of carriageways. This will be shown in future iterations of the HOS maintenance programme. The latest version (appendix R) currently runs to 2022/23.
- £366k from revenue, which will be allocated between the local highway offices in accordance with Appendix Q.
- £6 million from prudential borrowing, in advance of funding anticipated from Central Government following the national Budget to be presented by the Chancellor. The revenue implications of this additional borrowing will be funded by reducing the MRP contribution to the Transformation Fund for the 20/21 financial year and rebalanced once Government commitments have been received.

3.2 It is proposed to direct the additional £6 million to general highway maintenance across both footways and carriageways to provide a one off improvement to the network on which further investment can be built. It is proposed that this work will include additional surface treatments, crack sealing and carriageway improvements as well as areas such as sign cleaning, repair and removal of redundant signs, cleaning of roundabouts and additional weed killing. The spend will be based on a mixture of reactive and planned maintenance, in line with the county's adopted asset management principles and local needs.

3.3 Should the county council receive further highway funding throughout the course of the year, from Central Government, this will be allocated in accordance with the criteria associated with the funding awarded.

4. ALIGNMENT WITH CORPORATE PRIORITIES

4.1 A good quality of life for everyone

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

- This suite of documents sets out the Authority's policies to help provide and maintain a safe and serviceable highway network for all users, thus helping ensure that safe facilities are available for walking, cycling and other non-motorised forms of transport. The resultant network will facilitate the pursuit of healthy, sustainable modes of transport.

4.2 Thriving places for people to live

The following bullet points set 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 and maintenance of a thriving local economy in the long term.

4.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

4.4 Net zero carbon emissions for Cambridgeshire by 2050

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

- The asset management approach is predicated upon the preventative maintenance of highway assets. This means that more surfacing treatments are applied to roads, at the appropriate points within their lifecycles. These treatments preclude the need to deeper treatments at later dates, when roads have deteriorated further. The advantages of such an approach are:
 - Less disruption to the travelling public, thus minimising carbon emissions as vehicle spend less time waiting at traffic signals and are less likely to have to follow diversion routes;
 - Less use of virgin aggregates, with associated reductions in transportation of materials to sites;
 - Greater use of recycled materials, thus minimising carbon emissions from materials manufacture and transport.

- Appendix One to the report contains a policy setting out the Authority's approach to its management of highway trees, recognising the importance of trees to the environment.

5. SIGNIFICANT IMPLICATIONS

5.1 Resource Implications

The report above sets out details of significant implications in paragraphs 2.2 to 2.7 regarding the Incentive Fund and its relationship to the adoption and implementation of highway asset management principles.

5.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

5.3 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.

5.4 Equality and Diversity Implications

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

- 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 Interim Local Transport Plan objective of supporting and protecting vulnerable people.
- A full Equality Impact Assessment has been undertaken for the following policy within the HOS document:

- Tables and Chairs
- Equality Impact Screening Assessments have been undertaken for the following policies within the HOS document:
 - Appendix A - Highway Safety Inspections – Cat 1 (1a and 1b) Defect Investigation levels
 - Appendix B – Reactive Maintenance Investigatory levels for Category 2 defects
 - Appendix R - Highway Capital Maintenance Programme
- As indicated in the HOS document, where applicable site specific Equality Impact Assessments will be undertaken in relation to the implementation of the following policies:
 - Bollards and Marker Posts
 - Disabled Parking Bays
 - Parking
 - Pedestrian Crossings
 - Pedestrian Dropped kerbs

5.5 Engagement and Communications Implications

There are no significant implications within this category.

5.6 Localism and Local Member Involvement

There are no significant implications within this category.

5.7 Public Health Implications

There are no significant implications within this category.

The contacts for the sign off process are as follows:

- *Resource Implications – Finance* (**Sarah Heywood/ Tom Kelly**)
- *Procurement/Contractual/Council Contract Procedure Rules Implications – Procurement* (**Gus de Silva**)
- *Statutory, Legal and Risk – Legal* (**Debbie Carter-Hughes**)
- *Equality and Diversity – Service Responsibility* (**Elsa Evans**)
- *Engagement and Communications – Communications* (**Sarah Silk**)
- *Localism and Local Member Involvement – Service Responsibility* (**Service to nominate a contact**)
- *Public Health – Public Health* (**Tess Campbell/Iain Green**)
- **Reports should ideally be shared at drafting stage. If not a minimum of one week will be needed to provide clearance.**

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules	Name of Officer: Gus De Silva

implications been cleared by the LGSS Head of Procurement?	
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Name of Legal Officer: Fiona McMillan (as Monitoring Officer)
Have the equality and diversity implications been cleared by your Service Contact?	Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Name of Officer: Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Name of Officer: Richard Lumley
Have any Public Health implications been cleared by Public Health	Name of Officer: Iain Green

Source Documents	Location
Code of Practice “Well-managed highway infrastructure” 2016	http://www.ukroadsliaisongroup.org/en/codes/index.cfm