

## **Cabinet Meeting on Wednesday 20 November 2019**

### **Staffordshire Highway Infrastructure Asset Management Plan**



**Cllr Helen Fisher, Cabinet Member for Highways and Transport said,**

“In Staffordshire we have more than 6,000km of roads and maintaining the condition of our vast network remains a key priority for this county council.

“This new plan sets out our approach to how we manage our highways operations 365 days a year.”

#### **Report Summary:**

The first two Transport Asset Management Plans for Staffordshire (2006-11 and 2011-16) were successfully implemented. A new Highway Infrastructure Asset Management Plan has been developed and this report is submission of the Policy, Strategy and Plan documents for approval.

#### **Recommendations**

I recommend that:

- a. Cabinet considers the content of the Policy and Strategy of the Highway Infrastructure Asset Management Plan (HIAMP) for Staffordshire which has been developed to fit within the available budget.
- b. Cabinet approve the HIAM Policy, Strategy and Plan.
- c. The power to approve HIAMP supporting policy documents is delegated to the Director of Economy, Infrastructure and Skills.

|                               |
|-------------------------------|
| <b>Local Members Interest</b> |
| N/A                           |

## **Cabinet – Wednesday 20 November 2019**

### **Staffordshire Highway Infrastructure Asset Management Plan**

Recommendations of the Cabinet Member for Highways and Transport

- a. Cabinet considers the content of the Policy, Strategy and Plan for Highway Infrastructure Asset Management for Staffordshire which has been developed to fit within the available budget.
- b. Cabinet approve the Policy, Strategy and Plan.
- c. Cabinet approve HIAMP supporting policy documents approval being delegated to the Director of Economy, Infrastructure and Skills.

### **Report of the Director of Economy, Infrastructure and Skills**

#### **Reasons for Recommendations:**

1. Staffordshire County Council is responsible for a highway asset valued at over £7 billion providing benefit to all as stakeholders. The highway network is the largest and most visible asset for which the County Council is responsible and includes over 6,000km of carriageway. The way it is managed and maintained has a direct impact on the County Councils' ability to deliver the vision of 'a connected Staffordshire, where everyone has opportunity to prosper, be healthy and happy'.
2. In recent years the investment in highway Infrastructure and its performance has been increasingly under the spotlight. The current financial challenges and increased public demands and expectations have meant the management of our highway assets has never been more important to ensure we achieve our corporate priorities.
3. Having a documented approach is good practice and allows us to gain maximum available funding from the Department for Transport Self-Assessment process. To achieve the maximum funding, it is also a requirement that the Highway Infrastructure Asset Management Plan is approved by Cabinet.
4. The HIAMP requires a suite of individual supporting operational process documents to be developed and/or reviewed. It is therefore proposed that these documents when available are approved under delegated powers by the Director of Economy, Infrastructure and skills, in conjunction with the County Treasurer and County Solicitor.

## **Background**

### **What is a HIAMP?**

5. The HIAMP is a non-statutory document that sets out the County Council's strategic approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure that meets the needs of businesses and all stakeholders using the network. The format and content are based on national guidance, linking optimum allocation and resources to achieve the council's strategic ambitions.
6. For a connected Staffordshire, the HIAMP will help all those involved in delivering highway services, including senior decision makers, asset managers, service providers and practitioners, to embed asset management principles into the management of the asset.

### **The HIAMP for Staffordshire**

7. In accordance with the national guidance, the Policy is a short and concise document that describes the principles adopted in applying asset management to achieve the authority's strategic objectives. The Strategy is a concise high-level document setting out how highway infrastructure asset management is delivered for the authority to meet its long-term corporate goals and objectives.
8. The HIAM Plan will develop individual annexes for measuring Performance, Asset Data Plans, Lifecycle Plans (LCP's) for each asset group (e.g. Bridges, Carriageways, Footways, Footpaths and Cycleways, Traffic Signals and Management Systems etc.), Works Programmes and Risk Management. The LCP's will identify the amount of each type of asset and the most economical cost to maintain them over their expected life. They will detail targets for the condition of the assets within the HIAMP and the cost of meeting these; or the performance that can be achieved without the required finance being available. The Policy and Strategy will be reviewed periodically, as necessary, to reflect changing national or local requirements.
9. The HIAMP objectives are set at a high level and for this reason do not necessarily reflect the different issues faced in different parts of the county. District-wide area highway programmes will be included in the Programmes annex and reviewed and updated annually, providing a local context for each district. To ensure that County Councillors have an opportunity to consider these, draft programmes will be available for local member challenge prior to being finalised and published on the Internet.
10. The HIAM Policy and Strategy were presented to the Prosperous Staffordshire Select Committee (PSSC) at their meeting on the 20 June.
11. PSSC endorsed the HIAMP and noted the contents of the Policy and Strategy.

## Funding for HIAMP delivery

12. The Department for Transport (DfT) provides a capital grant to support HIAMP delivery. The level of this grant funding for the four-year period to 2020/21 is set out in table 1, below. In addition, the Council currently provides c.£23.75m of revenue funding per annum, which includes provision for streetlighting as well as routine and cyclical operations like Winter Services and grass cutting.
13. Capital grant funding is not ring-fenced, and it is at the Council's discretion how much it chooses to invest in highway maintenance provision. Currently 5% per annum is top sliced to contribute to corporate capital projects. In addition, increasing proportions of the capital grant each year will only be made available on the condition that the council demonstrates its efficiency and effectiveness with its highway asset management. The figures below from 2017/18 therefore assume Staffordshire attains the top Level 3 in all of the four years. The requirement was to only achieve Level 2 in 2016/17 to maximise grant.

Table 1: HIAMP Funding Profile

|   | Examples of Schemes Funded   | 2016/17 (£000s) | 2017/18 (£000s) | 2018/19 (£000s) | 2019/20 (£000s) | 2020/21 (£000s) |
|---|--|-----------------|-----------------|-----------------|-----------------|-----------------|
| Highway Maintenance Capital               | Footway and carriageway maintenance Bridge and other structure maintenance | 19,519*         | 19,519*         | 19,519*         | 19,519*         | 19,519*         |
| Incentivised Funding Element of the above |  |                 |                 |                 |                 |                 |
|   | Level 3  | 1,114           | 1,671           | 3,365           | 3,365           | 3,365           |
|   | Level 2  | 1,114           | 1,504           | 2,355           | 1,682           | 1,009           |
|   | Level 1  | 1,003           | 1,003           | 1,009           | 336             | NIL             |

It is expected that, as in previous years, the capital highway maintenance budget will be 'top sliced' by 5%. This sum will be invested into the authority's priorities in accordance with the Corporate Capital Strategy.

\* Indicative allocations assuming Staffordshire attains Level 3 in DfT Self-Assessment

## Implications of the current financial situation

14. In the knowledge that preventative maintenance strategies offer the best value for money (reference All Parliamentary Select Committee Findings from Nov 2014) the preventative maintenance programme should be prioritised, including innovative semi-structural treatments to protect and enhance the resilience built in to the highway network in recent years. Current levels of funding then prevent reconstruction or resurfacing schemes until such time as additional funding is available.
15. In delivering the HIAMP, we will need to:
- Identify more opportunities for partnership working where added value or efficiency savings can be generated, including enabling local communities and Parish Councils to fund or undertake maintenance activities directly where appropriate.

- b. Focus resources on those schemes which produce the greatest whole life costed value management benefit.
- c. Maximise the benefit of our existing assets.

## **List of Background Documents/Appendices:**

[Report to Prosperous Staffordshire Select Committee - 20 June 2019](#)

**Appendix A** – HIAM Policy

**Appendix B** – HIAM Strategy

**Appendix C** – HIAM Plan

## **Contact Details**

|                             |   |
|-----------------------------|---|
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