

Local Members' Interest
N/A

Prosperous Staffordshire Select Committee – 15th December 2016

Staffordshire Highway Infrastructure Asset Management Plan

Recommendations

1. That the Prosperous Staffordshire Select Committee endorse the Policy and Strategy of the Highway Infrastructure Asset Management Plan (HIAMP) for Staffordshire.
2. That the Prosperous Staffordshire Select Committee 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.

Report of Cllr Mark Deaville, Cabinet Member for Highways and Transport

Summary

What is the Select Committee being asked to do and why?

3. 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 6000km 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'.
4. 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 outcomes.
5. Having a documented approach to highway asset management is good practice and allows us to gain maximum available funding from the Department for Transport Self-Assessment/Incentivised funding process. To achieve the maximum funding it is also a requirement that the HIAMP is approved by Cabinet.
6. Prosperous Staffordshire Select Committee is recommended to consider and endorse the HIAMP Policy and Strategy; and the comments of the Select Committee will be reported to the Cabinet at their meeting on the 18th January 2017, for them to take into account in their consideration of this matter.

Report

Background

What is a HIAMP?

7. 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 is based on national guidance, linking optimum allocation and resources to achieve the council's strategic ambitions.
8. 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

9. In accordance with the national guidance, the Policy is 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 outcomes and objectives.
10. The HIAMP Policy and Strategy will be supplemented with 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 Signal and Management Systems etc.), Works Programmed 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 bi-annually and the annexes will be reviewed annually.
11. The draft HIAMP Policy and Strategy went out to public consultation from 10 August to 09 October 2016, with direct consultation email to key internal and external stakeholders. Thirty-two responses were received, including: 2 from County Councillors; 1 from a District Council; 24 from Parish Councils; 1 from Staffordshire Police; 1 from the Staffordshire Chamber of Trade; and 3 from internal stakeholders. The majority of the responses were broadly supportive of all aspects of the plan, particularly the aspirations and the commitment to achieving these with an information strategy and proactive prioritisation and planning of highway schemes further into the future. Specific comments concerned funding the aspirations, asset performance and community engagement. Some were in relation to detail that will be within the annexes and fall outside the remit of the HIAMP Policy and Strategy.

12. The majority of comments have been reflected in the current draft documents. Those rejected relate to detail below the level of the Policy and Strategy. A synopsis of comments received will be provided to consultees and in addition individual responses will be made to members' submissions.
13. 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.

Funding for HIAMP delivery

14. 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 £23.75m of revenue funding per annum.
15. 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
Revenue		7.868	TBA	TBA	TBA	TBA

♦ 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

16. 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.
17. In delivering the HIAMP, we will need to:
- a. Identify more opportunities for partnership working where added value or efficiency savings can be generated.
 - b. Focus resources on those schemes which produce the greatest whole life costed value management benefit.
 - c. Maximise the benefit of our existing assets.

Link to Strategic Plan – Great Place to Live.

Link to Other Overview and Scrutiny Activity – None

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Appendices/Background papers

Appendix A - HIAMP Policy

Appendix B - HIAMP Strategy

Background Paper – National Guidance, HMEP Asset Management Guidance
<http://www.highwaysefficiency.org.uk/efficiency-resources/asset-management/highway-infrastructure-asset-management-guidance.html>