TRANSPORT ASSET MANAGEMENT PLAN (TAMP), ASSET PERFORMANCE REPORT 2013

Report of Chief Executive and Director of Environment

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1. Purpose of report

1.1 This report presents the Transport Asset Management Plan, Asset Performance Report 2013 (APR). The APR presents an annual update on the progress of transport asset management in Hertfordshire and nationally.

1.2 This report offers Cabinet an opportunity to consider the TAMP APR and the associated appendices and to decide whether to approve the strategies and policies therein.

2 Summary

2.1 The TAMP APR is divided into nine main chapters.

2.2 Chapters one and two give an overview of recent progress in the field of transport asset management, both in Hertfordshire and nationally.

2.3 Chapters three to eight each focus on one of the six main asset groups. Within each of these sections, a number of themes are addressed as they relate to each asset.

2.4 Chapter nine covers the development of new strategies that do not sit within any of the preceding chapters.

3 Recommendation

3.1 The Highways & Waste Management Cabinet Panel will consider a report on this item of business at its meeting on 18 March 2014. The Panel will be invited to note the TAMP APR 2013 and to recommend to Cabinet:

“That Cabinet notes and endorses the Transport Asset Management Plan, Asset Performance Report 2013, as attached to the report, and the strategies and policies contained therein.”

3.2 The Cabinet Panel’s recommendation/s to Cabinet will be reported orally at the meeting and circulated to Members in the Order of Business Sheet.
4 **Background**  
The Transport Asset Management Plan, Asset Performance Report 2013

4.1 **The TAMP APR 2013** (the APR) is presented in full at Appendix 1. This report is not intended to reproduce the APR but rather to give the Cabinet an overview of its contents, highlight key points for consideration and to assist navigation.

4.2 **APR Chapter 1 – Transport Asset Management 2013** highlights a number of key developments in asset management that are either national issues or cut across all of Hertfordshire’s transport assets. These include national initiatives (such as HMEP products, new Asset Management Guidance and financial reporting) and local initiatives such as the new contract arrangements, the alignment of the TAMP with the new corporate plan and ongoing work on cross-asset optimisation.

4.3 **APR Chapter 2 – Highway Infrastructure Overview** gives a generally summary of some of the information presented in more detail in chapters 3-8.

4.4 **APR Chapters 3 to 8** each deal with a particular asset group:
- carriageways
- drainage
- footways & cycle tracks
- intelligent transport systems
- street lighting
- structures

Within each of these chapters, a number of themes are addressed as they relate to each asset. This varies according to the asset group but can include issues such as:
- asset strategies
- new legislation or particular pressures.
- performance of the asset
- programmes of work delivered and planned
- innovations and efficiencies
- future projections and options

4.5 **APR Chapter 9** covers new and evolving strategies. Some of which are still works in progress while others are finalised. The strategies covered are:
- Skid resistance Strategy
- Safety Inspection Manual and Defect Management Approach
- Commuted Sums Strategy
- Cycleway Maintenance Strategy Development
- Risk Management Framework for Projects and Programmes
- Strategy for the control and mitigation of deer encroachment

4.6 Section 5 of this report gives an overview of each of these strategies, with the exception of the Cycleway Maintenance Strategy, and summarises points of interest, progress to date and any issues on which the Highways & Waste Management Cabinet Panel’s views will be sought prior to the Cabinet’s consideration of this matter on 24 March 2014.
4.7 Section 6 of the report concerns the maintenance of highway cycleways and includes work undertaken on the Cycleway Maintenance Strategy. Since this is substantial, it is presented as a separate section, rather than included as part of section 5.

5 Strategy Development Work

5.1 Skid Resistance Strategy

5.1.1 The provision of adequate levels of skid resistance on road surfaces is an important aspect of road maintenance, and one that contributes significantly to network safety.

5.1.2 There are national standards for skid resistance on Highways Agency roads which aim to manage the risk of skidding collisions in wet conditions so that the risk is broadly equalised across the road network. This approach can be applied on local authority highway networks with some adaptation to allow for the extensive urban lengths and historic roads which have often evolved rather than being designed to modern standards.

5.1.3 Officers have reviewed the national standards for trunk roads and other strategies developed by local authorities in the UK to draft a Skid Resistance Strategy for the County Council.

5.1.4 The County Council Skid Resistance Strategy:
- Consolidates existing practice into one place,
- Defines skid resistance and how it is measured on the County Council highway network,
- Describes how the highway network is segmented based on geometry and skidding risk,
- Describes the analysis of the skid resistance data and prioritisation of the sites for further investigation,
- Defines how site investigations should be undertaken and gives guidance on treatment application,
- Describes the acceptable use of high friction surfacing (HFS, also known as anti-skid surfacing) and ‘slippery road’ warning signs.
- Sets out formally the best-practice approach of restricting the use of HFS to sites and applications where it will contribute directly to the reduction of injury accidents.

5.1.5 The philosophy of the County Council skid resistance strategy is to work within the available resources to prioritise investigation of the highest risk sections of highway on an annual basis. Treatment of these sites will be the outcome of site investigations and form a planned-reactive maintenance programme of works on an annual basis. This work will be completed within the existing Cat 4 maintenance and safety engineering budgets.

5.1.6 The draft skid resistance strategy is presented at Appendix B to the TAMP APR, which is itself Appendix 1 to this report.
5.1.7 **Current Status**: Final Draft. The Skid Resistance Strategy as presented is a final draft of the strategy awaiting formal adoption. No further development work is anticipated ahead of its adoption as a Council strategy.

5.1.8 **Key Issues for Consideration**

Members’ views on the draft Skid Resistance Strategy will be sought prior to the ahead of the formal adoption of the strategy.

5.2 **Safety Inspection Manual and Defect Management Approach**

5.2.1 **Background** - The highway service deals with around 120,000 highway defects per annum. 82,000 are reported by customers, of which approximately 33,000 are reported via the Customer Service Centre (CSC) and 49,000 via the web.

5.2.2 These defects need to be considered and dealt with appropriately. Not all need an urgent response and these could be dealt with in a more planned and efficient way. The current approach to defect management does not make it easy for customers to describe the type and severity of defects accurately and consistently. As a result, the customer reports can trigger an urgent response action unnecessarily.

5.2.3 **Changes to the Defect Management Approach** - It is planned to improve the questions, descriptions of defects and coding for use in the web interface and Customer Service Centre and for Ringway to implement and operate the Defect Management Approach (DMA).

5.2.4 **Potential Implications of the Defect Management Approach** - These improvements will provide a more efficient and effective Category 1 and Category 2 service by getting the most appropriate response for as many reported defects as possible. Some customers may perceive a lower level of service as some defects are (correctly) assigned a longer, more considered response. However, many customers will experience a more planned and managed service, with more permanent repairs implemented first time around.

5.2.5 **Guidance Documents** - Hertfordshire’s DMA is described in a suite of three technical documents:

- **Inspection Manual** – Guidance for inspectors (no significant change of standards in terms of intervention levels and response times from that specified in the previous Safety Inspection Manual)

- **Enquiry Guidance Notes** - These guidance notes seek to emulate the Inspection Manual and describe the type and severity of defects as reported by the public or stakeholders.

- **Assess and Decide Strategy** - This strategy sets out how Ringway should assess and then decide what actions to take (if any) in response to a particular issue.
5.2.6 **Next Steps** - Once implemented, the DMA will be monitored and kept under regular review on a periodic basis to keep up to date with current best practice and forms part of the programme of continuous improvements to Hertfordshire’s Highway Fault Reporting system. These may be subject to periodic internal audit.

5.2.7 **Current Status: Adopted.** The DMA has been adopted and implementation is currently under way.

5.2.8 **Key Issues for Consideration**

None, this item is included for information.

5.3 **Commuted Sums Strategy**

5.3.1 **Background** - When developers propose unusual or non-standard items for adoption as part of a new development, the County Council as highway authority is able, under certain circumstances, to secure a financial contribution, known as a commuted sum, to support the future maintenance of those specific assets. Items like structures (bridges or retaining walls) and soakaways or other unusual drainage features have typically qualified in the past.

5.3.2 These funds need to be used to the ongoing maintenance and renewal of the assets for which they were secured but the lack of a straightforward system for linking the available funds to the required work has been a barrier to the efficient use of the funds in the past.

5.3.3 This strategy has been developed to allow the funds to be employed in an appropriate and straightforward way.

5.3.4 The draft risk Commuted Sums strategy is presented at Appendix C to the TAMP APR, which is itself Appendix 1 to this report.

5.3.5 **Current Status: Adopted.** The Commuted Sums Strategy has been adopted and implementation is currently under way.

5.3.6 **Key Issues for Consideration**

None, this item is included for information.

5.4 **Risk Management Framework for Projects and Programmes**

5.4.1 Good understanding and management of risk underpins good asset management as well as good financial management and good project management; consequently getting risk management right offers many benefits to the organisation. The changes to the organisation have brought a number of changes in roles and methods of operation with most projects now being delivered on a design and build basis by the various contractors.

5.4.2 The Risk Management Framework is designed to promote good practice in risk management of highway projects and works programmes across the service. It is designed to supplement and complement the established Council corporate
approach to risk management and to focus particularly on the types of risks that attend highways schemes and programmes and their appropriate management and mitigation.

5.4.3 Key principles of the risk framework include:

- **Good decisions**: Risk management isn’t about avoiding risks; it’s about making informed decisions.
- **Core work**: Risk management is a core part of asset management and supports good financial and programme management.
- **Keep it Simple!** The framework aims to keep risk management simple and appropriate to the project or programme concerned.
- **Prevention is (often) better than cure**: Identifying and managing risks ahead of time is usually easier and more effective.
- **Focus on Outcomes**: Manage risk and we manage projects and budgets well too and help ensure success.

5.4.4 The draft risk management framework is presented at appendix E to the TAMP APR, which is itself Appendix 1 to this report.

5.4.5 **Current Status: Early Draft.** The Risk Management Framework is a work in progress and development work is currently continuing.

5.4.6 **Key Issues for Consideration**

Members’ views on the draft Risk Management Framework will be sought to guide further development work.

5.5 **Strategy for the control and mitigation of deer encroachment**

5.5.1 There is evidence that collisions with deer are increasing nationally due to rising deer population. It is estimated that there are approximately 2,000,000 deer in the UK which is the largest recorded population. This trend is set to continue, increasing the risk for deer-vehicular collision (DVC). As the number of collisions rises there is a higher risk that more of these will result in fatalities.

5.5.2 This strategy looks at Hertfordshire’s legal duties and powers in relation to this matter, particularly around installing, maintaining and operating deer encroachment fencing as well as looking at alternative mitigation measures.

5.5.3 There are several stages to the implementation of this strategy and any assessed gaps within the service will be identified. Risk management will provide the scope for implementing any measures used in addressing any identified gaps.

5.5.4 The strategy identifies key points associated with the current network and asset inventory.

- Update and maintain inventory to include existing assets
- Introduce planned and reactive inspection regimes
- Highlight the need to maintain all assets
- Inspect and consider the potential benefits of improving existing deer-proof fences

5.5.5 Further potential actions include the identification of hotspots across the county and consideration of the benefits of potential provision of appropriate mitigation measures. Analysis of increased risks of DVC will be assessed and monitored through accident data reports and if appropriate and necessary, work/inspection programmes will be established to provide relevant mitigation measures associated with these risks.

5.5.6 The draft deer encroachment strategy is presented at appendix F to the TAMP APR, which is itself Appendix 1 to this report.

5.5.7 **Current Status: Draft.** The first part of the document relating to strategy summary, background and existing assets is in Final Draft form ahead of adoption as a formal strategy; this is mostly a case of setting out in one place current practice although it does include some minor, low-cost improvements. The later parts of the document look at the potential for enhancing existing assets, adding new assets and introducing other improvements. These are ongoing work in progress to scope future service improvements. Further work would need to be done to identify the costs and benefits before these elements could be incorporated into a possible later update to the strategy.

5.5.8 **Key Issues for Consideration**

Members’ views will be sought on the Final Draft elements prior to their adoption as a formal strategy and on the remaining elements to guide further development work.

6 **Maintenance of Highway Cycleways**

6.1 **Background – Current Service**

6.1.1 **Definitions:** The highway network includes a range of different facilities that fall under the general heading of cycleways:

- **Cycling on carriageway:**
  - **Cycle Lanes** - lanes marked with lines and cycle symbols on the carriageway that provide a separate, marked lane for cyclists. These can be:
    - **Mandatory cycle lanes**, (marked with solid white lines) where other vehicles are excluded for at least part of the day, or
    - **Advisory cycle lanes** (marked with broken white lines) where other road users can use them if necessary and may be allowed to park in them at certain times. The Highway code recommends that cyclists "keep within the lane wherever possible"

- **Advisory Cycle Routes** – Routes signed for cyclists on the carriageway to key destinations. A number of sections of the cycle network in Hertfordshire are signed by the use of blue and white direction signs. These routes generally do not have any road markings associated with them.
• **Cycle Tracks: Off Carriageway** - The Highways Act 1980 defines a “cycle track” as a way over which the public have a right of way on pedal cycles with or without a right of way on foot. These can be subdivided into:

  o **Shared use** – a path usable by both pedestrians and cyclists with no segregation between the two sets of users
  o **Segregated-shared** – a path usable by both pedestrians and cyclists but where the two groups of users are separated by a white line
  o **Dedicated** – an off-carriageway path used solely by cyclists (although some of the ones in Stevenage are also usable by mopeds) usually segregated from any adjacent carriageway or footway by a section of verge or kerb.

For the purposes of this report the phrase ‘cycleways’ is a catch-all phrase to cover all of the above assets and the terms outlined above where there is the need to differentiate.

6.1.2 **Non-Highway Cycle Facilities** – In addition to the highway cycleways, there are a number of other facilities available such as canal towpaths and permissive cycleways across private land that are managed by external bodies such as district councils and the Canals and Rivers Trust. There are also a number of Rights of Way without sealed surfaces where cycling is allowed. As they are not managed as part of the highways service these facilities have different management regimes and levels of service and are beyond the scope of this report so are not considered here.

6.2 **Safety Inspection Regime and Emergency Response Service**

6.2.1 Cycle lanes and advisory routes are inspected as part of the carriageway on which they sit. So the inspection frequency, intervention levels and response times are determined by the hierarchy of the road in question.

6.2.2 Cycle tracks are inspected as part of the footway inspection programme. Shared use and segregated cycle tracks share a hierarchy with the footway of which they are part; dedicated cycle lanes are inspected as part of level 3 in the hierarchy (Low Use, High Risk) meaning a 3 monthly inspection regime.

6.2.3 Ringway provides the safety Inspection and category 1 (Cat 1) emergency response and repair service to ensure the highway is safe and operational.

6.2.4 Whilst in general, across the whole service and all asset types, most types of Cat 1 repairs will be of a temporary nature and need to be followed on with more permanent Cat 2, 4 or 5 action, most Cat 1 carriageway defects should be addressed with permanent treatments.

6.2.5 The inspection frequencies, intervention levels and response times are set out in the Safety Inspection Manual, which should be referred to for full details. The relevant details for footway, cycleway and carriageway inspection intervals and network lengths are included in the table below.
<table>
<thead>
<tr>
<th>Part of the Highway Network</th>
<th>Safety Inspection Interval</th>
<th>Network Lengths Km</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Carriageways (by hierarchy)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Primary – (Busiest A Roads)</td>
<td>1 month</td>
<td>337.9</td>
</tr>
<tr>
<td>Main – (Other A Roads)</td>
<td>1 month</td>
<td>372.3</td>
</tr>
<tr>
<td>Secondary – (Typically B &amp; C Roads)</td>
<td>1 month</td>
<td>381.3</td>
</tr>
<tr>
<td>Local 1 – (Some C &amp; unclassified Roads)</td>
<td>3 months</td>
<td>614.9</td>
</tr>
<tr>
<td>Local 2 – (Remaining unclassified Roads)</td>
<td>12 months</td>
<td>3348.9</td>
</tr>
<tr>
<td>Local 3 – Metalled Public Rights of Way</td>
<td>12 months</td>
<td>60.3</td>
</tr>
<tr>
<td><strong>Footways (by hierarchy)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>High Traffic</td>
<td>1 month</td>
<td>219.9</td>
</tr>
<tr>
<td>Medium Traffic</td>
<td>3 months</td>
<td>509.9</td>
</tr>
<tr>
<td>Low Traffic (High Risk)</td>
<td>3 months</td>
<td>112.5</td>
</tr>
<tr>
<td>Low Traffic - Urban</td>
<td>6 months</td>
<td>4270.9</td>
</tr>
<tr>
<td>Low Traffic - Rural</td>
<td>12 months</td>
<td>270.1</td>
</tr>
<tr>
<td><strong>Cycleways</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Part of the Carriageway</td>
<td>As for Carriageway</td>
<td></td>
</tr>
<tr>
<td>Remote from the Carriageway</td>
<td>3 months</td>
<td>107</td>
</tr>
</tbody>
</table>

*Note that this represents the existing footway hierarchy rather than the new one, which is still in the process of being implemented.*

6.3 **Routine Maintenance**

6.3.1 **Cyclical Maintenance:** This includes activities such as gully cleansing and grass cutting. Gully cleansing and some grass cutting is undertaken by Ringway as part of the Cat 5 service; the remainder of the grass cutting is undertaken by district councils under agency agreements. For these services, the strategies and service levels for cycleways are the same as for the rest of the highway service.

6.3.2 **Assess and Decide:** Routine activities that are not automatically undertaken on a cyclical basis form part of the ‘assess and decide’ element of the Cat 2 service delivered by Ringway. This can include, but is not limited to, additional occasional drainage works such as the cleaning of pipes and soakaways and occasional vegetation works such as cutting back hedges and overhanging vegetation.

6.3.3 Reported defects that do not meet the criteria for a Cat 1 intervention and requests for service that are not part of a routine or planned programme of works are collected and considered under the assess and decide process by Ringway. Such defects and service requests are considered, assessed and prioritised and those commanding the highest priority are included in packages of work for delivery. For these services, the strategies and service levels for cycleways are the same as for the rest of the highway service although the Ringway staff who carry out the assess and decide apply engineering
judgement to the process, taking into account relevant factors, including which types of users are using a particular road, footway or cycleway.

6.4 **Structural Maintenance:**

6.4.1 **Category 4 (Cat 4) Maintenance Schemes**

6.4.2 Cat 4 maintenance schemes are generally larger schemes designed to maintain or renew a whole road, footway or cycleway or a significant section in a single scheme.

6.4.3 All roads, cycleways and footways have a regular condition inspection in addition to the safety inspections mentioned previously. Carriageways are inspected annually and cycle lanes are included in this process.

6.4.4 Footways are inspected on a two year cycle and these inspections include cycle tracks which are considered and prioritised for work as part of the broader footway asset group.

6.4.5 The programmes of work that arise from these inspections are prioritised countywide based on need to deliver the agreed strategy. As with the condition inspections, cycle lanes are included in the carriageway programmes and cycle tracks in the footway programmes.

6.4.6 **Category 2 (Cat 2) Localised Maintenance:**

6.4.7 In addition to the larger, planned works detailed above, which are usually delivered as part of the IWP, Ringway also undertake a range of Cat 2 works as part of the contractor-directed element of the highway service.

6.4.8 These works are intended to keep the network serviceable and to head off the need for costly, reactive repairs like pothole fixes. These smaller scale Cat 2 works include localised patching, and repairs to joints, cracks and other defects.

6.4.9 They are considered and prioritised under an ‘assess and decide’ process similar to that described above. Again the strategies and service levels for cycleways are the same as for the rest of the highway service although the Ringway staff who carry out the assess and decide apply engineering judgement to the process, taking into account relevant factors, including which types of users are using a particular road, footway or cycleway.

6.5 **Cycleway Maintenance Strategy**

6.5.1 The preceding information allows us to state our current cycleway maintenance strategy in the following straightforward terms.

6.5.2 Hertfordshire’s cycleway maintenance strategy is to maintain the asset as effectively and efficiently as possible by targeting the available resources to where they will give the greatest overall long-term benefit.

6.5.3 Cycleways can be grouped into two broad categories:
- On-carriageway facilities (cycle lanes and advisory cycle routes) These are monitored, managed and maintained as part of the carriageway asset
- Cycle tracks - off-carriageway paths open to use by cyclists. Cycle tracks, where part of the highway, are monitored, managed and maintained as part of the footway asset

6.5.4 Reference should be made to the relevant carriageway and footway strategies for general details. In implementing these strategy account is taken of:
- The agreed objectives
- The Benefits to customers and road-users
- The potential Costs and Risks to the authority from different courses of action

6.5.5 The strategy is primarily delivered through the Cat 1, Cat 2 and Cat 4 programmes, each of which has its own role to play:

6.5.6 Cat 1 – Focus on Safety: A reactive service designed to keep the network in a safe condition and ensure that the County Council discharges its legal duties in a robust and efficient way. Cat 1 typically involves fixing potholes and similar defects. However, as reactive work, Cat 1 is inherently expensive and inefficient. Ideally therefore, the amount of work done through Cat 1 will be reduced to the minimum necessary by promoting planned, proactive work through Cat 2 and Cat 4 programmes to reduce the number of Cat 1 defects that occur. Responses to Cat 1 defects are driven by the safety inspection manual and defect management approach and follow the relevant standards for carriageways or footways as appropriate.

6.5.7 Cat 2 – Focus on Serviceability: A mixture of planned preventative maintenance and repairs to keep the network serviceable, prevent the formation of Cat 1 defects and defer the need for Cat 4 maintenance. This can include localised works such as patching and joint sealing to deal with specific localised defects or areas of deterioration and can also include items like ad hoc trimming of overhanging vegetation. Prioritisation of Cat 2 defects follows the ‘assess and decide’ process and the guidance to Ringway staff operating the process guides them to consider the needs of all relevant users in the context of Council strategies such as the Active Travel Strategy. This means that the specific needs of cyclists will be given particular consideration when assessing and prioritising works on cycleways.

6.5.8 Cat 4 – Focus on Efficiency: A mixture of planned preventative maintenance and planned renewals to keep the network serviceable, prevent the formation of Cat 1 defects and deliver the best possible value from the available resources by focusing on the long term benefits and whole-life costs of the various options in order to deliver optimised programmes of work as efficiently as possible. Cat 4 works are scheme-type works and, where appropriate, they are developed and delivered as work streams in order to get the greatest economies of scale. As with Cat 2 works, the design of Cat 4 schemes will take all users into account and this will particularly include cyclists in the context of cycleways.

6.5.9 Cat 1 and 2 delivery now sits with Ringway as part of the contractor-directed service. This puts the day-to-day direction of the Cat 1 and Cat 2 services in
the same team which will help to support the key Cat 2 objective of reducing the demand for Cat 1 activities.

6.6 Current Initiatives

6.6.1 Members may be aware that a new footway hierarchy system has been developed and approved and is currently being implemented to address some of the shortcomings in the historic footway hierarchy.

6.6.2 During the creation of this hierarchy, the classification of cycle tracks was also considered so that they were properly integrated into the footway system. Although a separate classification system was considered, it was ultimately felt best to keep cycle tracks as part of the footway hierarchy system given that the two asset types are best managed together for practical reasons.

6.6.3 The implementation of the new hierarchy will give the opportunity to review all footways and cycle tracks in the County to ensure that they are assigned an appropriate hierarchy.

6.6.4 In addition, officers have been working on the new Defect Management Approach (DMA), which aims to improve the way defects are reported, considered and responded to (see Section 4). The new DMA will ask customers reporting carriageway potholes to identify whether the pothole is in a cycle lane or not. Under the Council’s current service standards, this will not alter the speed or nature of the response to an urgent defect. However, it is additional useful information that can be used by Ringway in the assess and decide process applied to non-hazardous defects. It also creates the possibility that, in the future, a different service standard could be considered for potholes in cycle lanes although, as that would carry cost implications, it is not an option that has been considered in detail at this stage.

6.7 Further Strategy Development

6.7.1 The Active Travel Strategy (ATS) adopted in 2013 aims to support and promote alternative modes of travel such as walking and cycling. It sets out the aspiration to better integrate the maintenance and management of the network to facilitate active travel ensuring that the particular needs of cyclists are considered in maintenance strategies.

6.7.2 In support of this and following on from the current initiatives set out in section 5.6, above, work is currently underway to see what improvements could be made to current maintenance tools and practices to support the aspirations of the ATS.

6.7.3 This work is being carried out through the Transport Asset Management Plan (TAMP) and the Cycleway Maintenance Strategy Development report is included as an appendix to the APR.

6.7.4 As well as setting out the above background information and current strategy, the Strategy Development report outlines some areas where further work is under way or under consideration. These are outlined below although many would have cost implications and would need further work to test the likely costs and possible benefits.
6.7.5 Improvement Areas Under Consideration:
- **Inventory and attribute data** – the current inventory of cycleway-type assets is not as complete or robust as some other asset types. Good inventory data helps to underpin good decision making and asset management. Consideration is being given to the benefits of checking and refining this data.

6.7.6 Potential Service Improvement Areas for Future Consideration:
- Consider Cat 5 road marking maintenance programmes prioritised based on weighted criteria. These factors could include the presence of a marked cycle lane.
- Gully maintenance programmes could be weighted to account for the presence of cycleways and additional factors could again be added to the current process including the classification of such gullies.
- Potholes occurring in a cycle lane could be assigned higher degree of priority and/or a lower intervention threshold than a carriageway equivalent.
- Planned patching works could be tailored to take account of cyclist users and provide a higher level of repair to the edge of the carriageways where cyclists are common.
- Rough running surface or other defects reported at the edge of carriageways within a known cycling route could be given a higher priority through the ‘assess and decide’ process.
- A programme of planned cyclical cutting of vegetation along cycle tracks could be established to help ensure adequate head room clearance (ideally 2.7m) is maintained for all cycleway routes.

6.7.7 It should be noted that the potential development areas listed above all have either cost implications or potential adverse impacts on other elements of the service if implemented within current overall budgets. In addition, many could only be successfully implemented as part of a broader overall approach, not something solely tailored to cycleways. Furthermore, similar arguments could be made around adding additional prioritisation criteria based on other user groups which could end up complicating the decision making processes without adding significant value to the service; if delivered within current overall budget levels, increasing the level of service offered to cyclist would require reducing service or finding further efficiencies elsewhere.

6.7.8 In considering how some cycleway service improvements might be delivered without adverse impact elsewhere, an initial bid has been made to secure LEP funding for enhanced cycleway maintenance. If successful, this could be used to support some of the potential ideas outlined above. It would also be an effective way of helping to meet some of the LEP’s aspirations as it would support alternative modes of travel and thus broaden employment opportunities. Furthermore, such a project would be relatively easy to deliver in the early years of LEP funding when larger projects are still at the planning stage. At time of writing officers have no indication whether there would be any interest in this idea from the LEP.
6.7.9 Proposed Timetable for Service Improvement Development Work

Further work to refine the inventory of cycle facilities will be required so that the scope and therefore costs associated with any service changes can be identified.

Work is already underway to combine the currently-available data on cycling facilities into a single outline list; this work should be completed during March 2014. This draft consolidated list will then be circulated to Members and local officers for their comments and input alongside the draft revised footway hierarchy. This process is likely to start in April for return in May 2014.

The feedback will then need to be consolidated into a final list and added to the Confirm inventory. Updating the inventory is likely to be a longer term project but, once the final list is available, work can start in earnest on exploring and costing potential future options. Once options have been identified and priced, these options would then be discussed with Members ahead of any necessary funding bids and possible implementation.

Draft Timetable:
March 14: Draft inventory consolidation; Update to Panel
April/May 14: Member and officer review of draft consolidated inventory
June 14: Finalise consolidated inventory
July 14: Update to Panel; Begin work on costing options
Autumn 14: Update to Panel with costed options

6.7.10 Current Status: Draft. The first part of the document relating to overview, strategy summary, background and the DMA relating to cycleway maintenance is in Final Draft form ahead of adoption as a formal strategy. This is mostly a case of setting out in one place current practice although it does include some minor, low-cost improvements. The later parts of the document look at the potential for enhancing existing service levels and introducing other improvements. These are ongoing work in progress to scope potential future service improvements. Further work needs to be done to identify the costs and benefits and identify how any such costs could be met before these elements could be incorporated into a possible later update to the strategy.

6.7.11 Key Issues related to cycleway strategy for Consideration

Members’ views will be sought on the Final Draft elements prior to their adoption as a formal strategy and on the remaining elements to guide further development work.

7 Summary of Key Issues for Consideration

7.1 The general information within the TAMP APR on matters such as programme delivery, performance and the update on general progress with asset management is presented for information and to create an ongoing record.

7.2 The following strategies are presented for information:
   - Defect Management Approach
   - Commuted Sums Strategy
7.3 Members’ views will be sought on the following Final Draft strategies ahead of formal adoption:
   - Skid Resistance Strategy
   - Deer Encroachment Strategy (core elements)
   - The cycleway maintenance strategy – core elements (as currently in operation but set out as a specific strategy for the first time)

7.4 Members’ views will be sought on the following areas of future strategy development work:
   - Structures Future Strategy Options
   - Risk Management Framework
   - Deer Encroachment Strategy (potential development elements)
   - Cycleway Maintenance Strategy (potential development elements)

8 Financial Implications

8.1 The TAMP APR 2013 and appendices do not introduce any changes that will have a direct budgetary impact. Areas of development work that could have a budgetary impact if implemented are identified above and would be subject to further work and due process prior to any budgetary impacts occurring.

9 Summary of Appendices

9.1 Transport Asset Management Plan, Asset Performance Report 2013 comprising:
   - Appendix 1 – Main TAMP APR 2013 Document
   - Appendices to the TAMP APR:
     o Appendix A – Structures Future Strategy Options
     o Appendix B – Draft Skid Resistance Strategy
     o Appendix C – Commuted Sums Strategy
     o Appendix D – Draft Cycleway Maintenance Strategy
     o Appendix E – Draft Risk Management Framework
     o Appendix F – Draft Deer Encroachment Strategy

Background Information

Report to the Highways & Waste Management Cabinet Panel, March 2014