

**TRANSPORT ASSET MANAGEMENT PLAN, ASSET PERFORMANCE REPORT
2017/18**

Report of the Chief Executive

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1. Purpose of Report

- 1.1 This report presents the Transport Asset Management Plan, Asset Performance Report 2017/18 (APR). The APR presents an annual update on the progress of transport asset management, both in Hertfordshire and nationally.
- 1.2 The APR provides an outline of ongoing work that will align with requirements of the "Incentive" element of revised DfT Highway Maintenance capital funding formula and deals with each major asset on an individual basis.
- 1.3 This paper also updates progress with the implementation of the new Code of Practice 'Well-managed Highway Infrastructure' where a review of current practices have been undertaken. A Signposting Document included in Appendix 2 summarises the process followed and the documents used in the review.

2 Summary

- 2.1 The APR is divided into eight 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 asset groups. Within each of these chapters, a number of themes are addressed relating to each asset.
- 2.4 The TAMP APR 2017/18 will be presented to Cabinet for consideration and endorsement on 24 September 2018 along with any comments from the Panel.

3 Recommendations

- 3.1 The Panel is asked to note the APR

4 The Transport Asset Management Plan, Asset Performance Report 2017/18

- 4.1 The APR is presented in full at Appendix 1. This report is not intended to reproduce the APR but rather to give the Panel an overview of its contents, highlight key points for consideration and to assist navigation.
- 4.2 **APR Chapter 1 – *Transport Asset Management*** 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, Incentive Fund, new Code of Practice, Major Road Network and local initiatives such as the Highways Infrastructure Asset Management Plan review and ongoing work on Resilience.
- 4.3 **APR Chapter 2 – *Highway Infrastructure Overview*** gives a general summary of the main information presented in more detail in chapters 3-8.
- 4.4 **APR Chapters 3 to 8** each deal with a particular asset group:
 - Carriageways;
 - Footways & Cycleways;
 - Drainage;
 - Structures;
 - Street Lighting and
 - Intelligent Transport Systems, Traffic Management Equipment.

Within each of these chapters, a number of themes are addressed as they relate to each asset; including:

- Inventory and Value
- Strategy and Lifecycle Planning
- Condition Monitoring and Performance
- Budget and Delivery; and
- Key Issues and Improvement Actions.

5 DfT Incentive Funding.

- 5.1 From 2016/17, an increasing proportion of the Department for Transport's capital allocation for local highways highway maintenance will be tied to a local authority's performance in a number of key areas, such as asset management, resilience and efficiency.
- 5.2 A paper was taken to Highways Cabinet Panel on 8 September 2015 to inform about the "Incentive" element of the revised DfT Highway Maintenance capital funding formula and its implications.
- 5.3 The Panel endorsed the identified actions to ensure that future funding was not compromised. In 2017 Hertfordshire County Council continued to achieve the top level of funding, level 3, but work is still required to ensure this level is maintained and the financial and operational benefits of working to the rigorous standards are achieved.

6 Approved Codes of Practice Review.

- 6.1 The new Code of Practice '[Well-managed Highway Infrastructure](#)' was released on 28 October 2016. Highway Authorities have until October 2018 to adopt the Code of Practice. The Code is designed to promote the establishment of local levels of service through risk based assessment. This relies on good evidence and sound engineering judgement. This should enable more effective allocation of resources with possible cost savings, whilst not compromising statutory duties. There are a number of improvements that have been identified for future review and consideration.
- 6.2 This paper also updates progress with the implementation of the new Code of Practice where a review of the recommendations has been undertaken for each major asset group. A Signposting Document included in Appendix 2 summarises the process followed and the documents used in the review.
- 6.3 The new Code of Practice details 36 overarching recommendations which Hertfordshire County Council is broadly complying with. There are no areas where substantial work is required to avoid significant risks.
- 6.4 The table below summarises compliance with the recommendations across all asset groups.

	Green	Yellow	Amber	Red	Not applicable
Highways	11	15	10	0	
Winter	9	5	12	0	10
Structures	17	11	8	0	
Lighting	15	19	2	0	

Green	Already in place, a minor review/refresh may be required in some cases.
Yellow	In place or mostly in place but further documentation etc. may be needed.
Amber	Something we are working on but not fully in place yet; some work required.
Red	Something new and/or where substantial work on or revisions to strategies or processes

7 Summary of Key Issues for Consideration by the Panel

- 7.1 The general information within the APR on matters such as programme delivery, performance and the like along with the update on general progress with asset management is presented for information and to create an ongoing record.
- 7.2 This report highlights two key areas for consideration
 - Maintaining level 3 performance on the DfT Incentive Fund,

- The continuing progress of the introduction of a new code of practice, “Well-managed Highway Infrastructure.”

8 Financial Implications

- 8.1 The APR and appendices do not introduce any changes that will have a direct budgetary impact.

9 Equalities Impact Assessment

- 9.1 When considering proposals placed before Members it is important that they are fully aware of, and have themselves rigorously considered the equalities implications of the decision that they are taking.
- 9.2 Rigorous consideration will ensure that proper appreciation of any potential impact of that decision on the County Council’s statutory obligations under the Public Sector Equality Duty. As a minimum this requires decision makers to read and carefully consider the content of any Equalities Impact Assessment (EqIA) produced by officers.
- 9.3 The Equality Act 2010 requires the Council when exercising its functions to have due regard to the need to (a) eliminate discrimination, harassment, victimisation and other conduct prohibited under the Act; (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it and (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it. The protected characteristics under the Equality Act 2010 are age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion and belief, sex and sexual orientation.
- 9.4 The APR and appendices do not introduce any changes that require an Equalities Impact Assessment (EqIA). Individual projects, programmes and strategies under development will be subject to an EqIA where appropriate.

10 Next Steps

- 10.1 The TAMP APR 2017/18 will be presented to Cabinet for consideration and endorsement on 24 September 2018 along with any comments from the Panel.

11 Summary of Appendices

- Appendix 1 – Transport Asset Management Plan, Asset Performance Report 2017/18
- Appendix 2 – Well-Managed Highway Infrastructure, Signposting Document.