

RECORD OF EXECUTIVE DECISION

Tuesday, 18 July 2017

Decision No: (CAB 17/18 18962)

DECISION-MAKER:	CABINET
PORTFOLIO AREA:	ENVIRONMENT AND TRANSPORT
SUBJECT:	ADOPTION OF SCC TRANSPORT ASSET MANAGEMENT PLAN (TAMP)
AUTHOR:	Colin Perris

THE DECISION

- (i) To approve the TAMP and so permit its operational, strategic and decision making approach of managing highways and transport related assets.
- (ii) To implement the relevant systems and processes to maintain Southampton's highway transport network as prescribed by the TAMP.
- (iii) To recognise the implications of the limited financial resources available to deliver the TAMP.
- (iv) To delegate authority to Service Lead – Supplier Experience following consultation with the Cabinet Member for Environment and Transport to approve the prioritisation of schemes arising from the TAMP.

REASONS FOR THE DECISION

1. To ensure that the Council adopts a methodology for maintaining highways assets that will ensure that they provide the longest, most cost effective service.
2. To follow best practice methodology as recommended by the Department for Transport through its Highways Maintenance Efficiency Programme (HMEP) and 2016 publication Well Managed Highway Infrastructure: A Code of Practice.
3. The TAMP is the key highways operational document that guides delivery of commitments made under our statutory Local Transport Plan (LTP4), together with the City's Highway Infrastructure Asset Management Policy and Strategy.
4. To facilitate better decision making by supporting engineering judgement with financial, economic and technical analysis.
5. To improve understanding and management of the relationship between whole life cost of an asset and its ongoing performance and function.
6. Being able to take asset investment decisions based on sound financial condition related data.
7. To minimise expensive short-term, reactive repairs to highways assets by adopting a long-term forecasting approach to both their deterioration and enhancement.

DETAILS OF ANY ALTERNATIVE OPTIONS

The existing Highways Asset Management Plan (HAMP) was approved in 2008 and predates the Highways Service Partnership (HSP). Government advice and industry guidance has changed significantly over the last 5 years and the Council's existing document does not reflect the current best practice approach to whole life asset management. The existing HAMP could be kept as the Council's guidance, but to do so would prevent achievement of value for money improvements in this area and not provide any consistency or reliable prioritisation of highway related investment. Furthermore, to not adopt the principles set out in the TAMP would in-turn mean we would be classed as a 'Band 1' highway authority (according to the DfT's Incentive Fund self-assessment criteria) and so consequently receive the following projected reduction in funding over coming years compared to a top performing 'Band 3' authority (which Southampton is planning to declare itself as, by the end of 2017):

	2016-17	2017-18	2018-19	2019-20	2020-21	Over 5 years
Difference between Band 3 and Band 1 funding	£9,000	£57,000	£200,000	£257,000	£286,000	£809,000

OTHER RELEVANT MATTERS CONCERNING THE DECISION

None.

CONFLICTS OF INTEREST

None.

CONFIRMED AS A TRUE RECORD

We certify that the decision this document records was made in accordance with the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000 and is a true and accurate record of that decision.

Date: 18 July 2017

Decision Maker:
The Cabinet

Proper Officer:
Pat Wood

SCRUTINY

Note: This decision will come in to force at the expiry of 5 working days from the date of publication subject to any review under the Council's Scrutiny "Call-In" provisions.

Call-In Period expires on

Date of Call-in *(if applicable) (this suspends implementation)*

Call-in Procedure completed *(if applicable)*

Call-in heard by *(if applicable)*

Results of Call-in *(if applicable)*