

<b>DECISION-MAKER:</b>	<b>CABINET</b>		
<b>SUBJECT:</b>	<b>ADOPTION OF SCC TRANSPORT ASSET MANAGEMENT PLAN (TAMP)</b>		
<b>DATE OF DECISION:</b>	<b>18 JULY 2017</b>		
<b>REPORT OF:</b>	<b>CABINET MEMBER FOR ENVIRONMENT AND TRANSPORT</b>		
<b><u>CONTACT DETAILS</u></b>			
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#### **STATEMENT OF CONFIDENTIALITY**

**NOT APPLICABLE**

#### **BRIEF SUMMARY**

Cabinet is requested to approve and implement the Council's Transport Asset Management Plan 2016-20 (TAMP). This plan was completed during 2016 following Cabinet approval of the City's Highway Infrastructure Asset Management Policy and Strategy during October 2015. By adopting the TAMP, Cabinet is agreeing to the continued highways industry best practice work by the Council and its partners to maximise value for money by investing in the most suitable way, on the most suitable assets and at the most suitable time. In this way a long term sustainable future for highway infrastructure, for transport users and for residents will be secured.

#### **RECOMMENDATIONS:**

	(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 REPORT RECOMMENDATIONS**

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 <i>Well Managed Highway Infrastructure: A Code of Practice</i> .
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.

#### **ALTERNATIVE OPTIONS CONSIDERED AND REJECTED**

8.	<p>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):</p> <table border="1" data-bbox="272 1086 1500 1283"> <thead> <tr> <th></th> <th>2016-17</th> <th>2017-18</th> <th>2018-19</th> <th>2019-20</th> <th>2020-21</th> <th>Over 5 years</th> </tr> </thead> <tbody> <tr> <td>Difference between Band 3 and Band 1 funding</td> <td>£9,000</td> <td>£57,000</td> <td>£200,000</td> <td>£257,000</td> <td>£286,000</td> <td><b>£809,000</b></td> </tr> </tbody> </table>		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	<b>£809,000</b>
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#### **DETAIL (Including consultation carried out)**

9.	<p>The TAMP is a non-statutory document that sits under the City's Local Transport Plan. It sets out the Council's approach to optimal allocation of resources for management, operation, preservation and enhancement of the highway infrastructure to meet the needs of residents, business and the travelling public. The TAMP:</p> <ul style="list-style-type: none"> <li>• Provides a documented outcome of the asset management process.</li> <li>• Records and communicates the approach to asset management.</li> <li>• Informs relevant staff and stakeholders how different assets are managed over a period of time.</li> </ul>
10.	<p>Asset management is a tool to identify the optimal allocation of resources for the management, operation, preservation and enhancement of, in this case, the highway infrastructure of the City. Given the importance of the highway network to the economic, social and environmental well-being of the community, the DfT continues to encourage highway authorities to develop an asset management approach to managing that network. Highway Authorities are expected to introduce and embed asset management principles in their organisations to ensure that budgets are based on clearly identified service standards and spending is need and outcome-based.</p>
11.	<p>Adopting a TAMP-based way of operating will help towards overcoming the considerable challenges associated with highway infrastructure management including dealing with severe financial constraints, managing the impact of traffic growth, handling the effects of climate change / sustainability and meeting stakeholder expectations (especially in the areas of availability of the highway and</p>

	reliability of journey times).
12.	<p>Asset management is structured around a core set of principles:</p> <ul style="list-style-type: none"> <li>• A strategic approach. A systematic process that takes a long-term view.</li> <li>• Whole of life. The complete life / life-cycle of each asset is considered.</li> <li>• Optimisation. Maximising benefits of when to intervene by balancing competing demands.</li> <li>• Resource allocation. Continual /cyclical allocation based on assessed needs.</li> <li>• Customer focussed. An explicit consideration and engagement with customers.</li> </ul>
13.	The TAMP has sought to pull together all elements / assets comprising the highway network and is therefore the prime management document linking roads, drainage, bridges, structures and street lighting. Ongoing development of the TAMP aspires to the culture of a finite, 'single' investment source that requires prioritisation across these and other asset groups.
14.	The Council has provided enhanced highway maintenance funding (on an ad-hoc bid basis) over the period of the HSP. This has allowed a measure of stability in the condition of highway assets, particularly carriageways and footways. However, bearing in mind the current financial situation, it is clear that the Council has not been able to fund all desired schemes and decisions will need to be taken about where to focus limited resources in the future.

## RESOURCE IMPLICATIONS

### Capital/Revenue

#### 15. Current Transport Capital Programme

The current Capital Programme contains funding for Transport Schemes within the 4 year Capital programme as detailed in the table below.

	2017/18	2018/19	2019/20	2020/21	Total
	£M	£M	£M	£M	£M
<b>Current Programme</b>	<b>26.22</b>	<b>10.86</b>	<b>2.22</b>	<b>2.12</b>	<b>41.42</b>
<b>Funding:</b>					
<b>Council Resources</b>	<b>3.11</b>	<b>0.09</b>	<b>0.10</b>	<b>0.00</b>	<b>3.30</b>
<b>Capital Receipts</b>	<b>4.12</b>	<b>2.87</b>	<b>0.00</b>	<b>0.00</b>	<b>6.99</b>
<b>Contributions</b>	<b>3.11</b>	<b>0.83</b>	<b>0.00</b>	<b>0.00</b>	<b>3.94</b>
<b>Grants</b>	<b>12.13</b>	<b>6.07</b>	<b>2.12</b>	<b>2.12</b>	<b>22.44</b>
<b>DRF</b>	<b>3.75</b>	<b>1.00</b>	<b>0.00</b>	<b>0.00</b>	<b>4.75</b>
<b>Total Funding</b>	<b>26.22</b>	<b>10.86</b>	<b>2.22</b>	<b>2.12</b>	<b>41.42</b>

### Property/Other

16. None.

<b>LEGAL IMPLICATIONS</b>	
<b>Statutory power to undertake proposals in the report:</b>	
17.	Localism Act 2011 (s.1) and Highways Act 1980. The management of the Council's highways in accordance with published policy and guidelines on repairs and maintenance is essential in defending claims arising from vehicular collisions or accidents involving both people (trips, slips and falls) and vehicles occurring on the highways network. Failing to maintain the highway to the required standards can result in increased claims against the council and / or increase in insurable and uninsurable risks and / or action for breach of statutory duty.
<b>Other Legal Implications:</b>	
18.	All Highways related schemes are required to be carried out in accordance with the Equalities Act 2010 and the need to ensure public infrastructure is accessible to all.
<b>POLICY FRAMEWORK IMPLICATIONS</b>	
19.	The TAMP links the Council priorities and wider transportation priorities within the Local Transport Plan (LTP4).
20.	The TAMP would be at the centre of all funding decisions around highways and will ensure that a comprehensive and transparent approach to the management of these assets is sustained.

<b>KEY DECISION?</b>	<b>YES</b>
<b>WARDS/COMMUNITIES AFFECTED:</b>	<b>ALL</b>
<u>SUPPORTING DOCUMENTATION</u>	
<b>Appendices</b>	
1.	Southampton Highway Infrastructure Asset Management Policy 2015-17
2.	Southampton Highway Infrastructure Asset Management Strategy 2015-17
3.	Equality and Safety Impact Assessment

**Documents In Members' Rooms**

1.	Transport Asset Management Plan 2016-20 (TAMP)
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**Equality Impact Assessment**

<b>Do the implications/subject of the report require an Equality and Safety Impact Assessment (ESIA) to be carried out.</b>	<b>YES</b>
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**Privacy Impact Assessment**

<b>Do the implications/subject of the report require a Privacy Impact Assessment (PIA) to be carried out.</b>	<b>NO</b>
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**Other Background Documents**

**Other Background documents available for inspection at:**

<b>Title of Background Paper(s)</b>	<b>Relevant Paragraph of the Access to Information Procedure Rules / Schedule 12A allowing document to be Exempt/Confidential (if applicable)</b>
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