

Southend-on-Sea Borough Council

Agenda
Item No.

11

Report of Corporate Director for Place

to
Place Scrutiny

on

13th July 2015

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Transport Asset Management Strategy (TAMS) – Guiding principles and action plan for development

**Executive Councillor: Councillor Martin Terry
Part 1 (Public Agenda Item)**

1. Purpose of Report

- 1.1 To provide the Scrutiny Committee with an update on progress in developing the Council's Transport Asset Management Strategy (TAMS).
- 1.2 To seek the views from the Scrutiny Committee on the draft "Policy Statement" and guiding principles for Transport Asset Management, set out in attached Appendix 1.
- 1.3 To seek views from the Scrutiny Committee on relevant topics in the report that will assist in developing the TAMS, particularly the long term options and priorities for investment in carriageways and footways that will guide further modelling and appraisal.
- 1.4 The report is presented as part of the Cabinet Scrutiny and prior to consideration by Cabinet later this year.

2. Recommendations

2.1 Members are requested to provide views on:

The proposed Policy principles attached as Appendix 1. These will be used to guide the way in which the Council manages its transport assets;

- **The extent to which the Council should consider cross boundary joint working on asset planning, enabling greater collaborative working, benchmarking and knowledge sharing.**
- **The extent to which customer feedback and information should be sought. The Council proposes to adopt a more comprehensive**

approach to asset management and service delivery. The views of Members are sought on the extent to which customer feedback should inform this approach.

- **The proposed draft Resilient Network as Appendix 2. The Resilient Network is defined as the network of infrastructure that is crucial to ensure that the town remains resilient to events of extreme weather.**
- **Are the high level options for investment in our transport infrastructure in the medium and long term appropriate as set out in Appendix 3?**
- **The current arrangements for reporting and acting on the highways reactive, preventative and regulatory functions (including streetworks).**
- **The key actions required to develop a Transport Asset Management Strategy. This is attached as a draft Action Plan as Appendix 4.**

3. Background

3.1 The TAMS will be the primary transport asset planning tool to ensure that the Council can manage the highway infrastructure and public realm sustainably and in a way that underpins the wider objectives in the Corporate Plan. It is currently under preparation and a timetable for development is set out in the Report in Appendix 4.

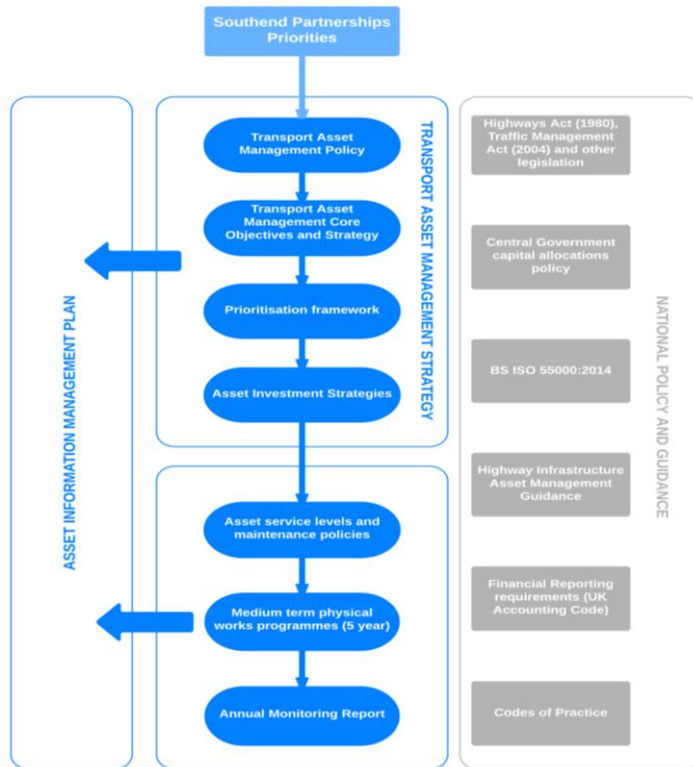
3.2 A succinct definition of asset management is provided in the recently published BS ISO55000:2014 (Asset Management) as:

“Asset management enables an organisation to realise value from assets in the achievement of its organizational objectives”

3.3 The work being undertaken in preparing the TAMS includes the following key aspects:-

- Information on the current asset, the strategic context, the challenges and opportunities and their implications for the TAMS.
- The key national policies that are driving the way in which the Council will develop the TAMS including the new Government Capital Incentive mechanism.
- Progress so far and the context of recent investments.
- Trends in infrastructure performance and the implications for the medium and long term investment options. The focus of this section is on the options for carriageways and footways that will be taken forward for further appraisal work, due for completion in autumn 2015.

- A description of the various elements of the TAMS and how they will interact with each other. It will also outline the approach to prioritisation of investments.
 - A summary for the development of the TAMS and associated documents.
- 3.4 In seeking Members views, a series of questions have been set out to guide the discussion at the Committee meeting and assist in developing the TAMS. This is an on-going process, but it is important to gather Members' initial views.
- 3.7 A new incentive scheme is being introduced by the Department for Transport (DfT), as part of the calculation of capital allocations for highway maintenance over the 6 year spending review period from 2015/16-2020/21. The incentive mechanism is designed to encourage continuous improvement in five areas:
- asset management
 - resilience
 - customer focus
 - benchmarking and efficiency
 - operational delivery
- 3.6 Incentives will be applied to authorities in three bands reflecting their performance in the five areas. Authorities in Band 3 will receive their full incentive allowance throughout the six year period. Authorities in Band 2 will receive 100% of their allowance in 2015/16 and 2016/17 after which they will receive 90% in 2017/18 and this will reduce to 30% in 2020/21. The lowest performing authorities in Band 1 will receive 90% of their incentive allowance in 2016/17 and this will reduce to 0% in 2020/21.
- 3.7 Therefore, which band the authority sits in does have a significant impact on the funding it receives for highway maintenance. The Council is aiming for Band 3, the top band and the strategy set out in the TAMS is fundamental to achieving this.
- 3.8 The diagram below sets out the context for the TAMS:



4 Other Options

- 4.1 The preparation of the TAMS is a requirement to achieve a Band 3 Status and will result in a level of funding over and above Bands 1 and 2 (this relates to the self-evaluation process expected by the DfT). One option is to take a do-nothing approach, which would mean no credible strategy for investing in assets and resulting in a significant loss of external funding for maintenance.

5 Reasons for Recommendations

- 5.1 The preparation of the TAMS will benefit from early Member involvement and guide the preparation of the associated policies, plans and supporting documents. This report provides an overview of the work being undertaken thus far.

6. Corporate Implications

- 6.1 Contribution to Council's Vision & Corporate Priorities.

- 6.1.1 The TAMS and the "Policy Statement" will be fully aligned to delivering the Vision and Corporate Priorities.

6.2 Financial Implications

- 6.2.1 These are set out in the report and discussed in the context of current and potential future funding allocations.

6.3 Legal Implications

6.3.1 The Council has statutory obligations to maintain the highway and the TAMS is an integral part of delivering this obligation.

6.4 People Implications

6.4.1 The level of resources to ensure that the Transport Asset can be maintained will emerge during the preparation of the TAMS.

6.5 Property Implications

6.5.1 The Council has an obligation to ensure it maintains its assets.

6.6 Consultation

6.6.1 There will be a Stakeholder Engagement Plan prepared and the TAMS and various aspects of the policies and strategies will be consulted upon.

6.7 Equalities and Diversity Implications

6.7.1 Different user groups have different needs and part of the development of the final TAMS will be subject of a full equality analysis as part of the Stakeholder Engagement Plan.

6.8 Risk Assessment

6.8.1 This will form part of the TAMS and Resilient Network which is an integral part of the risk based approach.

6.9 Value for Money

6.9.1 This will be assessed in the financial analysis and business case preparation.

6.10 Community Safety Implications

6.10.1 Understanding the Community Safety impacts and maintaining the highway efficiently is a key part of the TAMS, particularly in respect of the developing investment plans and managing reactive maintenance.

6.11 Environmental Impact

6.11.1 This will be considered in the effective re-use of materials, sustainability of the supply chain, flood risk and managing surface water systems, low energy lighting systems and ensuring that corporate policies are considered alongside the TAMS.

6. Background Papers

No background papers are included within this report.

7. Appendices

7.1 Appendix 1 - Proposed Policy and Principles

Appendix 2 - Draft Resilient Network

Appendix 3 - High level Options for Investment

Appendix 4 - Draft Action Plan