

BRIEFING PAPER

SUBJECT: HIGHWAYS ASSET MANAGEMENT PLAN (HAMP)
DATE: 15 OCTOBER 2015
RECIPIENT: OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE

THIS IS NOT A DECISION PAPER

SUMMARY:

This report sets out the reasons behind the review of the Councils Highways Asset Management Plan (HAMP) and the philosophy to be applied to this document.

BACKGROUND and BRIEFING DETAILS:

1. In 2008, the City Council formally adopted a Highways Asset Management Plan (HAMP). This document set out how the highways assets were to be managed in line with the then latest guidance from government and industry practice.
2. In 2010 The Highways Service Partnership (HSP) contract commenced with Balfour Beatty Living Places (BBLP). The contract has the TAMP embedded within it and the approach to asset management was a key element in awarding the contract.
3. Every year, BBLP carry out technical evaluation of asset conditions and propose capital maintenance in accordance with the original TAMP enhanced by developments in industry practice (better survey data, innovative solutions etc.).

THE INCENTIVE FUND

4. The current document is in need of a refresh and this would have been carried out in due course. However, The Government's announced earlier this year that, following advice from The Highways Maintenance Efficiency Programme (HMEP), it would be instigating an incentive fund element of future highways maintenance capital funding.
5. A total of £6 billion will be made available between 2015/16 and 2020/21 for local highways maintenance capital funding. Of this, £578 million has been set aside for the incentive fund scheme.
6. Local authorities are not competing with each other for funding, but are demonstrating that efficiency measures are being pursued in order to receive their full share of the funding.
7. Local authorities will be banded on the basis of a self-assessment form and their efficiency fund allocation will be apportioned as shown:

Year	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Band 1	100%	90%	60%	30%	10%	0%
Band 2	100%	100%	90%	70%	50%	30%
Band 3	100%	100%	100%	100%	100%	100%

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8. The main headings in the efficiency fund assessment are:-
 - Asset Management
 - Resilience
 - Customer
 - Benchmarking and efficiency
 - Operational delivery
9. The following areas are at the corner stones of the asset management assessment:
 - Asset Management Policy and Strategy
 - Communications
 - Lifecycle Planning

Good scores in these areas are essential for authorities aiming for Bands 2 or 3.

10. At the moment, officers have self-assessed the Council as Band 1. Following the review of the HAMP, together with other planned service improvements, we are confident that Band 2 is achievable in 2016/17. Progression to Band 3 is aspirational, but it is considered that, in reality, only a handful of the 168 English Local Highway authorities are likely to achieve this level.

HIGHWAYS ASSET MANAGEMENT PLAN (HAMP)

11. An asset management policy and strategy has been developed, clearly documenting the links with corporate vision and other policy documents providing the “line of sight” for the asset management strategy. The document is a daughter document of the emerging LTP4. It has proposed that this will be considered by the Executive at Cabinet on 20th October 2015 and will be published on the Council’s website. This document will be reviewed every year as part of the annual Environment and Transport capital programme spend report in March.
12. Outcomes from investment in the asset will be clearly identified in the strategy. The strategy will be used to develop the level of service for setting and measuring performance, and the outcomes from the strategy will be demonstrated. All staff and stakeholders will be expected to demonstrate knowledge and alignment to this policy and strategy. Regular asset management briefings with the senior decision-makers, and relevant staff will be held.
13. The key objectives of the asset management policy and strategy are set out below:
 - Demonstrate the commitment to adopting the principles of highway infrastructure asset management by senior decision makers.
 - Document the principles, concepts and approach adopted in delivering highway infrastructure asset management.
 - Link with the local authority’s policies and strategic objectives and demonstrate the contribution of the highway service in meeting these.
 - Set out the desired levels of service from implementing asset management.
 - Facilitate communication with stakeholders of the approach adopted to managing highway infrastructure assets.

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14. The asset management strategy sets out the objectives that the authority aspires to achieve from the management of its assets. It should links to the corporate vision and demonstrate how the highway maintenance service will support that vision over the medium to long term. It should also set out the major assets the authority has and how it intends to manage them over the medium to long term.
15. The HAMP Policy is a two page high level overview document linking highway infrastructure priorities to agreed Council priorities.
16. The HAMP strategy sets out the Council's assets in clear groups with quantities for each. The strategy includes overarching approach to whole life costings and provides an indication of the historic maintenance levels and proposed management approaches.
17. The HAMP strategy will not, at this stage, provide individual asset management proposals for each asset group. These are being developed by service areas and will be presented as part of the annual Environment and Transport Capital Programme spend report in March.
18. This new HAMP signifies a much more focussed approach to individual asset group needs and will better inform decision makers through the visible link to corporate priorities.

RESOURCE/POLICY/FINANCIAL/LEGAL IMPLICATIONS:

19. There are no financial implications as a result of this report. The TAMP will influence allocation of future resources in accordance with emerging guidance and best practice.
20. The HAMP provides a key policy document for the City. It directly links to and sits below The Local Transport Plan which is the overriding transport policy document.
21. The Council as Local highway Authority has the ability to adopt key documents such as the HAMP.

OPTIONS and TIMESCALES:

22. The option to keep with the existing TAMP would over time lead to reduced government grant, reputational damage to the Council and may lead to future funding decisions not being fully informed.
23. The HAMP Policy and Strategy are scheduled to be considered by Cabinet on 20th October 2015. The revised Strategy will be presented along with the first tranche of individual asset group management plans as part of the annual Environment and Transport Capital Programme spend report commencing in March 2016.

Appendices/Supporting Information:

1. Appendix 1 – Draft HAMP Policy document
2. Appendix 2 – Draft HAMP Strategy

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