

**SURREY COUNTY COUNCIL****CABINET MEMBER FOR TRANSPORT DECISIONS****DATE:** 1 DECEMBER 2020**REPORT OF:** MR MATT FURNISS, CABINET MEMBER FOR TRANSPORT**LEAD OFFICER:** KATIE STEWART, EXECUTIVE DIRECTOR FOR ENVIRONMENT, TRANSPORT & INFRASTRUCTURE**SUBJECT:** HIGHWAYS & TRANSPORT ASSET MANAGEMENT STRATEGY REVIEW

**ORGANISATION** Growing A Sustainable Economy So Everyone Can Benefit  
**STRATEGY** Enabling A Greener Future  
**PRIORITY AREA:** Empowering Communities

**SUMMARY OF ISSUE:**

This report recommends approval of updates to the: Highways & Transport Asset Strategy (Annexe 1).

This document has approval delegated to the Cabinet Member for Transport for approval.

**RECOMMENDATIONS:**

It is recommended that the Cabinet Member for Transport approves the updated Highways & Transport Asset Management Strategy.

**REASON FOR RECOMMENDATIONS:**

The Highway & Transport Asset Management Strategy (The Strategy) sets out how Surrey County Council manage its infrastructure assets with consideration to whole life costs, associated risks and alignment with Surrey's corporate objectives. The Strategy was last updated and approved by Cabinet in 2018, at which time future approvals were delegated to the Cabinet Member for Transport. The Strategy is reviewed and updated every 2 years, as such this update is coming to the Cabinet Member for Transport for approval in December 2020.

**DETAILS:****Highways & Transport Asset Strategy – Key updates**

1. This update reflects advice in the Highway Infrastructure Asset Management Guidance document and is in line with 2-year revision milestone set out in the Asset Management Framework.
2. The key updates are as follows:
  - a) General update of costs, values and asset statistics where required.
  - b) Addition of links to SCC web pages and other resources where appropriate

- c) Improved reference to cycle facilities and Active Travel, particularly in section 'Future Opportunities and Demands'
- d) Updated reference to the Local Transport Plan and how the Highway & Transport Asset Strategy aligns with it. Reference is made to the recommended Active Travel Strategy.
- e) New wording added to Timescale/Process section
- f) This revision has updated the introduction to reflect the priorities for Surrey, as set out in the [Community Vision for Surrey in 2030](#) (the Vision). Information on relevant member & officer appointments are now updated and the document itself has been modified to make it accessibility compliant.
- g) New paragraph added to 'New technology, information sources, Innovation' section referring to Partnering Timetable Innovation, Development and Improvement Strategy and the boards and forums.
- h) New paragraph added to the section 'How do we consider stakeholder needs?' outlining planned improvements to public information on the website. Reference to the Capital Programme Panel (CPP) asset funding business cases
- i) **NB.** In section 'Engagement and feedback' reference to the National Highways & Transport Network (NHT) satisfaction survey is out of date and new results are published in December, after which the Strategy will be updated to include latest results before going on the website.
- j) Updates to the section 'How do we manage risk?' to better reflect current activities
- k) Updates to the section 'Considering the environment And Sustainability' to capture current activities in the service
- l) Updates to section 'Funding and Budget allocation' to reflect current situation
- m) Update of section 'Service Wide Alignment' to improve reference to how the Asset Strategy aligns with the Local Transport Plan
- n) Addition of section 'Cross-Asset Alignment and Co-ordination' to describe how this is done within the service
- o) Addition of paragraph outlining trials of new technology in section 'Inspections/survey and other condition and performance data'
- p) Addition of paragraph in section 'Risk-based hierarchies and resilient network' explaining plans for a new critical infrastructure map
- q) Update of section 'Asset Systems and Data Management' to reflect latest situation and work ongoing towards the IT Strategy
- r) Included reference to the Corporate Leadership Team (CLT) Performance Framework in the section 'Performance monitoring, review and improvement of the Asset Management Framework'
- s) Improved description of cross asset consideration and explanation to demonstrate how Surrey take into consideration links between this asset Strategy and the Local Transport Plan and other relevant policies such as Local Cycling and Walking Infrastructure Plans (LCWIP's).

- t) Clarifications have been included to explain how officer-controlled documents such as Asset Summaries & Lifecycle plans are utilised to link operational outcomes to Surrey's strategic approach. An Asset Summary for Cycle Infrastructure is being created to clearly distinguish management of that asset from Roads and Footways.

#### **CONSULTATION:**

3. The following officers were key contributors to parts of this document:
4. Highway & Transport Asset Management Strategy
- Matt Gallop – Policy & Programme Team Leader, Asset Planning Team
  - Sarah Sumner – Asset Project Manager, Asset Planning Team
  - Dan Squibb – Asset Planning Team Manager
  - Caroline Prince – Transport Planner, Transport Policy Team
  - Roger Williams – Active Travel Programme Manager
  - Jo Diggins - Business Improvement & Quality Assurance Team Leader
  - Amanda Richards – Network & Asset Management Group Manager

#### **RISK MANAGEMENT AND IMPLICATIONS:**

5. No new risk implications are introduced by this Strategy update

#### **Financial and value for money implications:**

6. There are no new costs resulting from this Strategy update

The Highway & Transport Asset Management Strategy refers to how programmes are prioritised and budgets are allocated to schemes. The business case for expenditure is already determined during budget setting at full council.

#### **Section 151 Officer commentary:**

7. Although significant progress has been made over the last twelve months to improve the Council's financial position, the medium-term financial outlook is uncertain. The public health crisis has resulted in increased costs which may not be fully funded in the current year. With uncertainty about the ongoing impact of this and no clarity on the extent to which both central and local funding sources might be affected from next year onward, our working assumption is that financial resources will continue to be constrained, as they have been for the majority of the past decade. This places an onus on the Council to continue to consider issues of financial sustainability as a priority in order to ensure stable provision of services in the medium term.
8. The Asset Management Strategy will help to ensure the Council makes best use of available resources and provides value for money to residents, by prioritising highway works within the approved budget envelope. As such, the Section 151 Officer supports the recommendations.

#### **Legal implications – Monitoring Officer:**

9. The County Council has a statutory duty under s41 of the Highways Act 1980 to maintain the fabric of the publicly maintainable highway, which includes drainage.
10. The County also has a duty under s130 of that Act to assert and protect the right of the public to the use and enjoyment of any highway.
11. The national Code of Practice for Highway Maintenance seeks to be useful guidance for authorities to incorporate when developing their approach in accordance with local needs, priorities and affordability. While its status is guidance and adoption of the recommendations within the document is a matter for each Highway Authority. Such guidance informs best practice nationally and is persuasive. The Code of Practice recommends that an Asset Management and Policy be developed and endorsed by senior decision makers.
12. The County's updated Highways and Transport Asset Management Strategy seeks to determine how the County will of necessity prioritise and deliver the work required to satisfy these statutory duties. This is also necessary in order to demonstrate that Department for Transport (DfT) requirements for funding are met.

#### **Equalities and diversity:**

13. Highway & Transport Asset Management Strategy - An Equality Impact Assessment (EQIA) checklist has been completed. The checklist indicated that a Full EQIA was not necessary.

#### **Environmental sustainability implications:**

14. An Environmental Sustainability Assessment (ESA) is not required for this policy.

Following best practice in asset management, as described in the Highway & Transport Asset Management Strategy, to intervene at the right time to extend asset life wherever possible helps reduce carbon output. Carbon output calculated for the lifecycle of the asset can be attributed to the maintenance of the asset as well as contribution from vehicular usage increasing when road condition deteriorates.

#### **WHAT HAPPENS NEXT:**

15. Once approved the updated document will be added to the web site by the 18<sup>th</sup> December to replace the existing document that it supersedes:
  1. Highways and Transport Asset Strategy
    - [https://www.surreycc.gov.uk/\\_data/assets/pdf\\_file/0011/98336/Asset-Strategy-Dec-2018\\_accessible.pdf](https://www.surreycc.gov.uk/_data/assets/pdf_file/0011/98336/Asset-Strategy-Dec-2018_accessible.pdf)
  2. The Asset Strategy will be uploaded to the Information Management System (IMS) and used as a live document. The next scheduled review will be for approval by December 2022

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**Consulted:**

See consulted section above

**Annexes:**

- Annexe 1 – Highways & Transport Asset Management Strategy

**Sources/background papers:**

- None
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