



Department for Transport

**APSE National roads, street lighting and
winter maintenance seminar 2014, Newcastle**
Haydn Davies: DfT Local Directorate

Thursday 6 March, 2014



Department for Transport

Managing the assets: Context and practice?

Thursday 6 March, 2014

Setting the Scene – from DfT Perspective

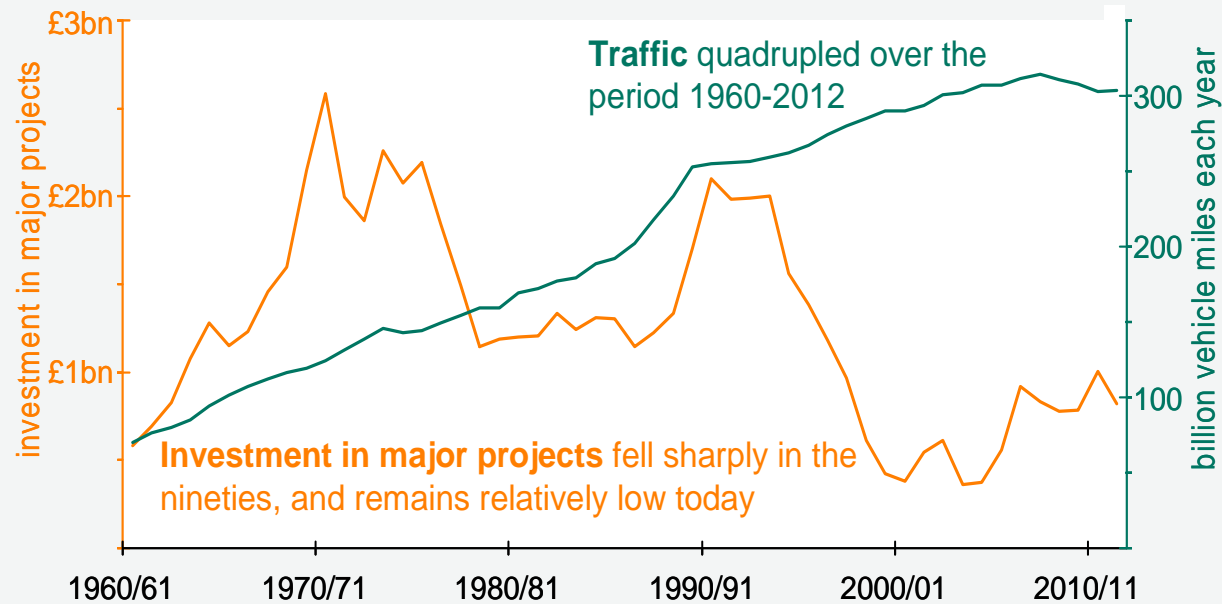
- The Asset
- Funding – National
- Funding – Local
- Who cares about our roads
- Why Government funds roads and transport
- What funding DfT provides for transport assets
- Funding local roads is shared
- Policy, practice and guidance on managing our assets
- How the funding is changing
- How the whole sector has to change

What is the Asset?

- Roads the most valuable asset in public ownership
 - Carriageway and footways
 - Structures
 - Lighting
- The National Strategic Road Network
- The Local Road Network
- Whole of Government Accounts (WGA)
 - Strategic Network Trunk Roads and Motorways - approaching £100bn
 - Early returns in excess of £400bn (the most valuable public asset says CIPFA)

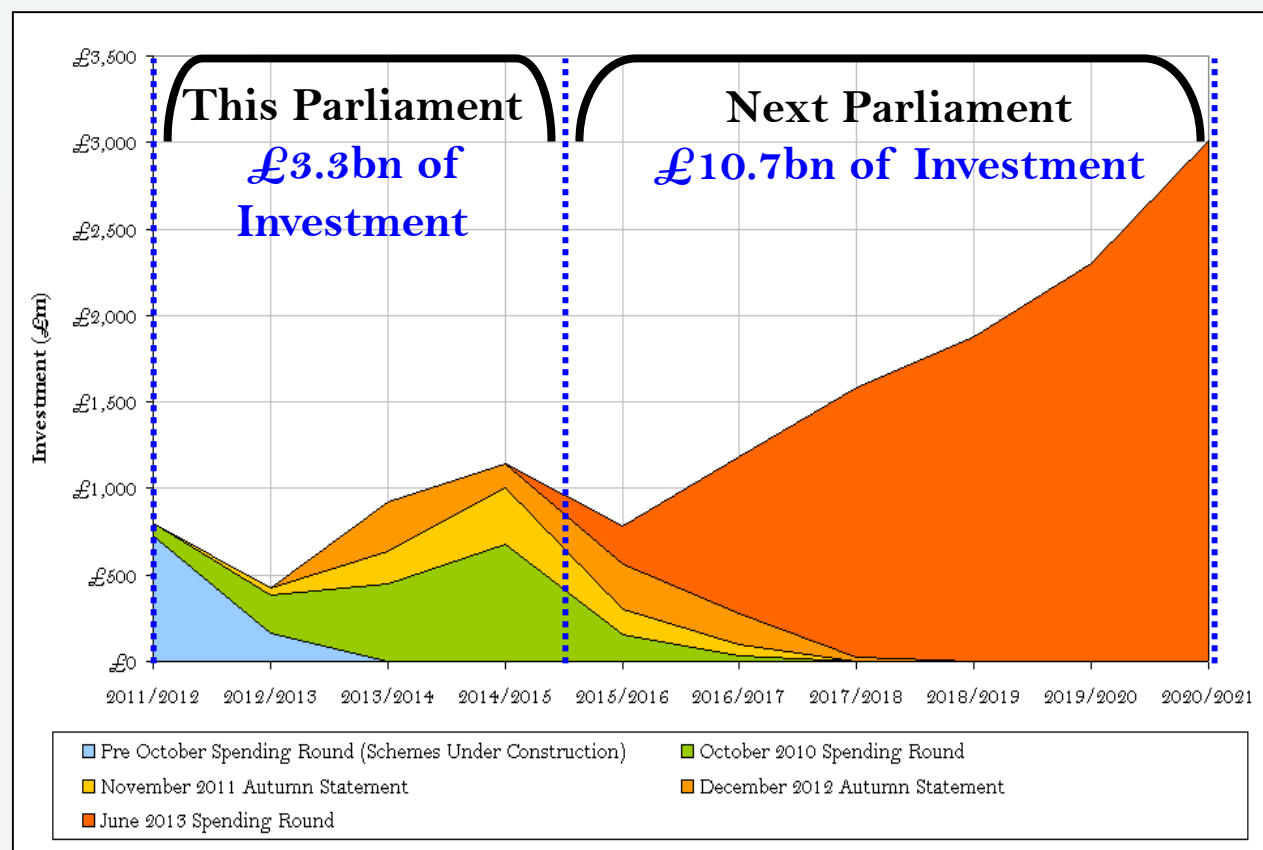
What is the National Funding Context?

Stop-go funding Legacy of Underfunding?



Increasing Investment: *long-term funding settlement*

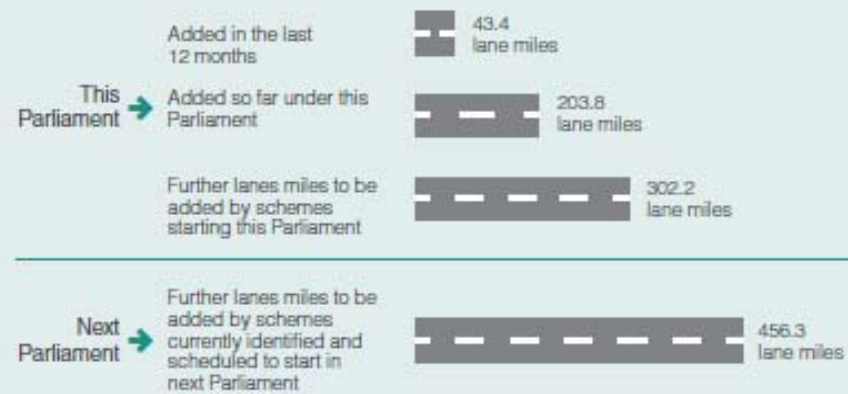
The Government is significantly increasing investment on the network: commitments in SR13 to **triple annual investment on major roads enhancements** from today's level to **over £3bn per annum by 2020/21**



What this means in New Capacity and Road Renewals on Strategic Network

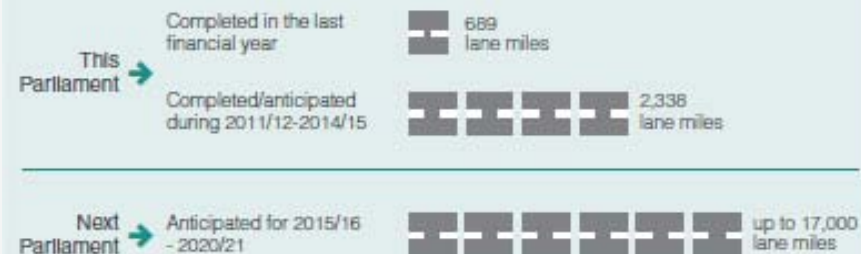
We are adding vital capacity to the strategic road network

Lane miles

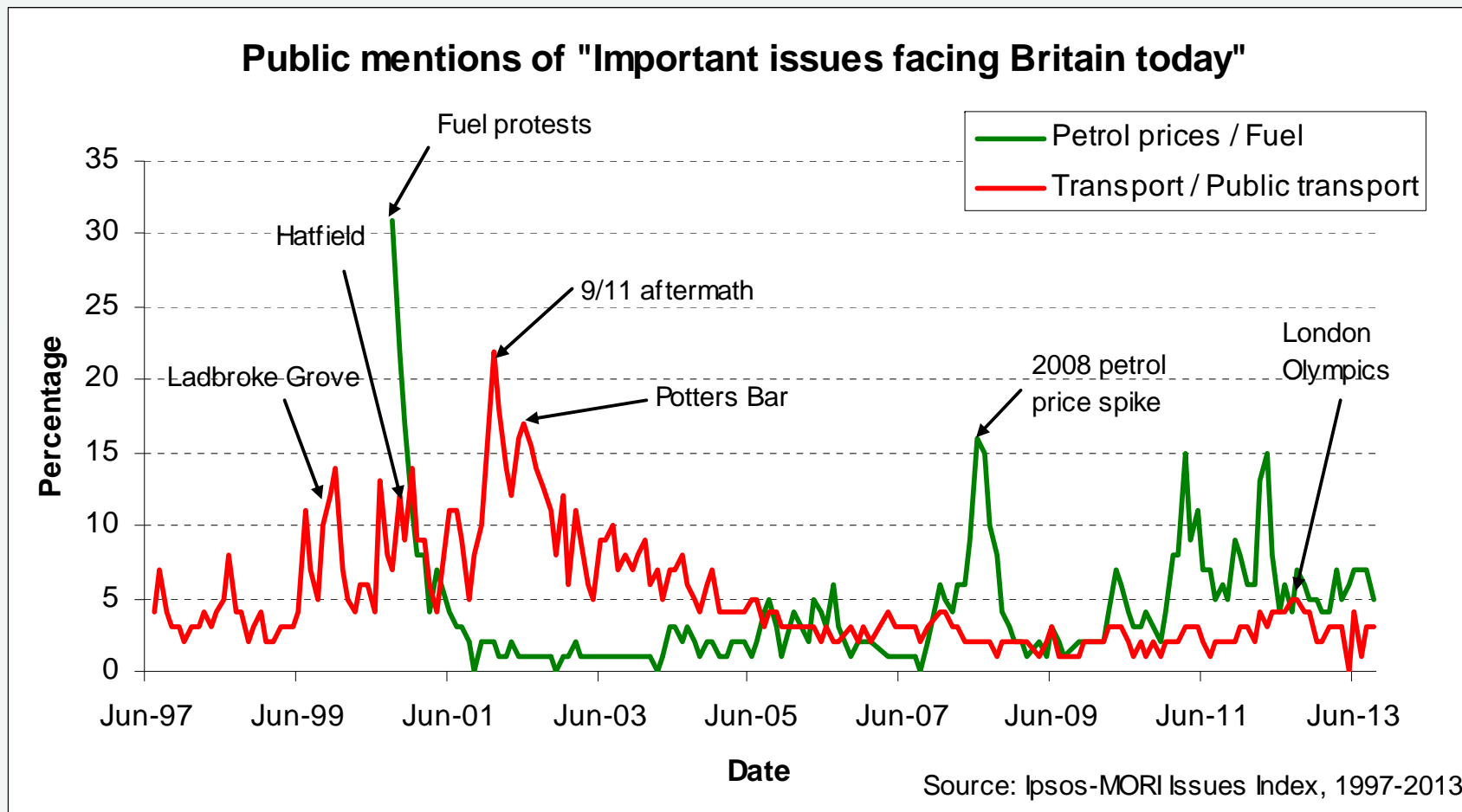


We are investing significantly in maintenance and renewals of our roads

Lane miles re-surfaced



Do people care about transport?



The Public's* view

- Audit Commission *Going the Distance*, May 2011 – a 2008 survey asked what services local residents think “need improving”. 2nd place “road and pavement repairs”, ahead of crime at number four and health services at number fourteen.
- The RAC Foundation[1] during the 2010 Election campaign – people’s highest transport priorities for an incoming government. Top (58%) was “condition of roads and pavements”; next at (46%) “curbing the cost of driving”; public transport fares came further down the list.
- RAC Report on Motoring 2013 “issues that most concern motorists”, condition/maintenance of UK roads was equal second in importance, after the cost of fuel for running a car.

NHT Satisfaction Survey 2013 – what transport service is most important to you?

Ranking	Service	2012	2013	Trend
1	Condition of Roads	21.9	23.6	+1.7
2	Pavements & Footpaths	18.4	17.0	-1.4
3	Safety on Roads	15.5	15.9	+0.4
4	Local bus services	13.4	12.6	-0.8
5	Traffic & Congestion levels	10.3	10.7	+0.5
6	Street Lighting	6.7	5.7	-1.0
7	Cycle routes & facilities	4.7	5.3	+0.6
8	Levels of Local Traffic Pollution	2.4	2.6	+0.2
9	Rights of Way Network	2.1	2.2	-0.1
10	Local Taxi (or mini cab)	1.3	1.2	-0.1
11	Community Transport	1.1	1.0	-0.1
12	Demand Responsive Transport	1.0	0.9	-0.1

NHT Satisfaction Survey 2013 – what most in need of improvement in your area ?

Ranking	Service	2012	2013	Trend
1	Condition of Roads	25.3	27.0	+1.7
2	Pavements & Footpaths	18.1	16.6	-1.5
3	Traffic & Congestion levels	13.8	13.8	
4	Safety on Roads	11.0	11.3	+0.3
5	Local bus services	9.4	8.7	-0.7
6	Cycle routes & facilities	6.3	7.0	+0.7
7	Levels of Local Traffic Pollution	3.8	4.2	+0.4
8	Street Lighting	4.6	4.0	-0.6
9	Rights of Way Network	2.0	2.1	+0.1
10	Demand Responsive Transport	1.7	1.4	-0.3
11	Community Transport	1.3	1.1	-0.3
12	Local Taxi (or mini cab)	0.7	0.6	-0.1

When transport slows,
everything slows. When
it stops, everything stops

In recent decades we have been
falling behind other countries ...

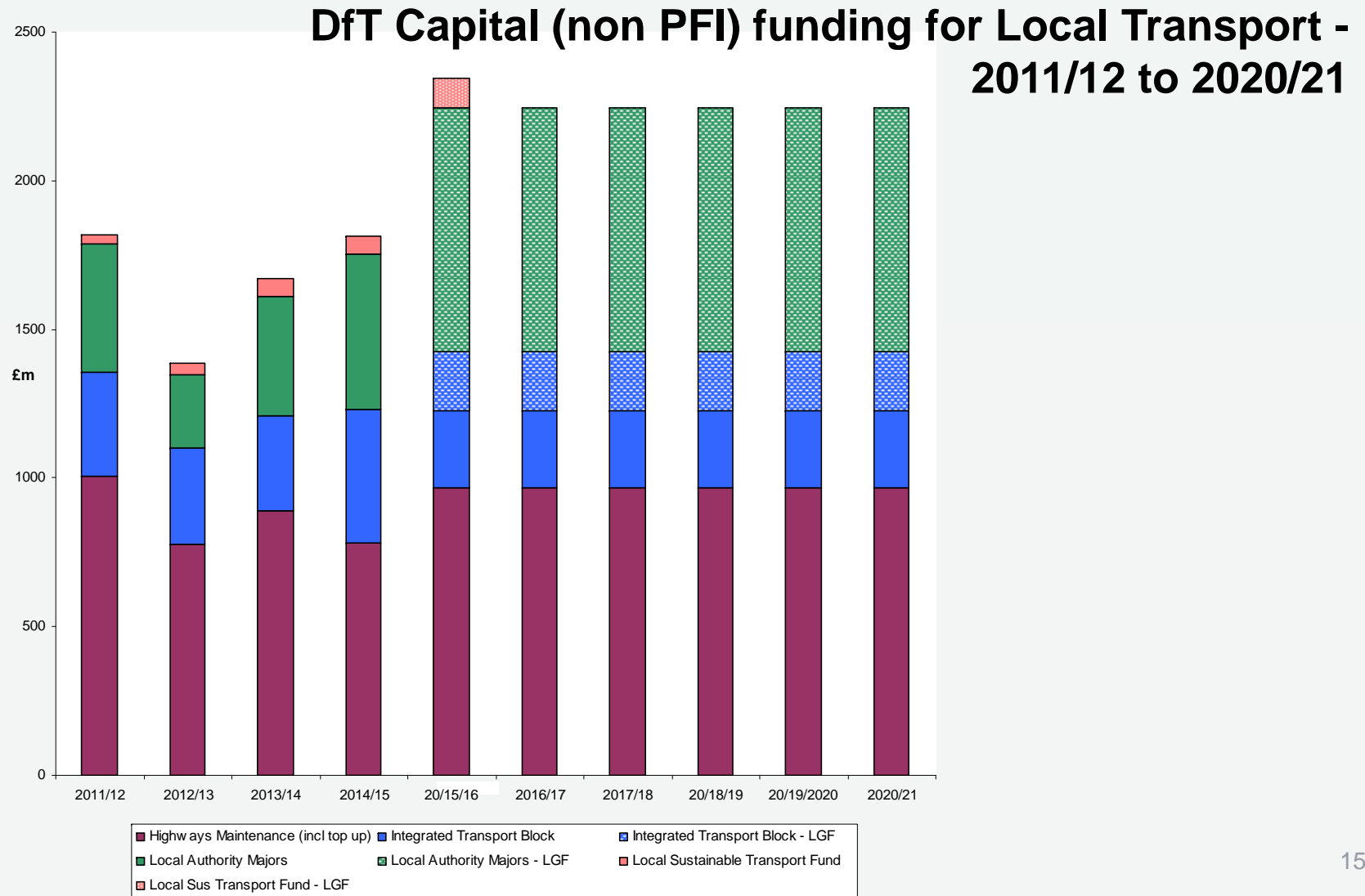
Road infrastructure global
competitiveness:

1	France
2	UAE
3	Singapore
4	Portugal
5	Oman
6	Switzerland
7	Austria
8	Hong Kong
9	Finland
10	Germany
24	United Kingdom

Our principles for investment

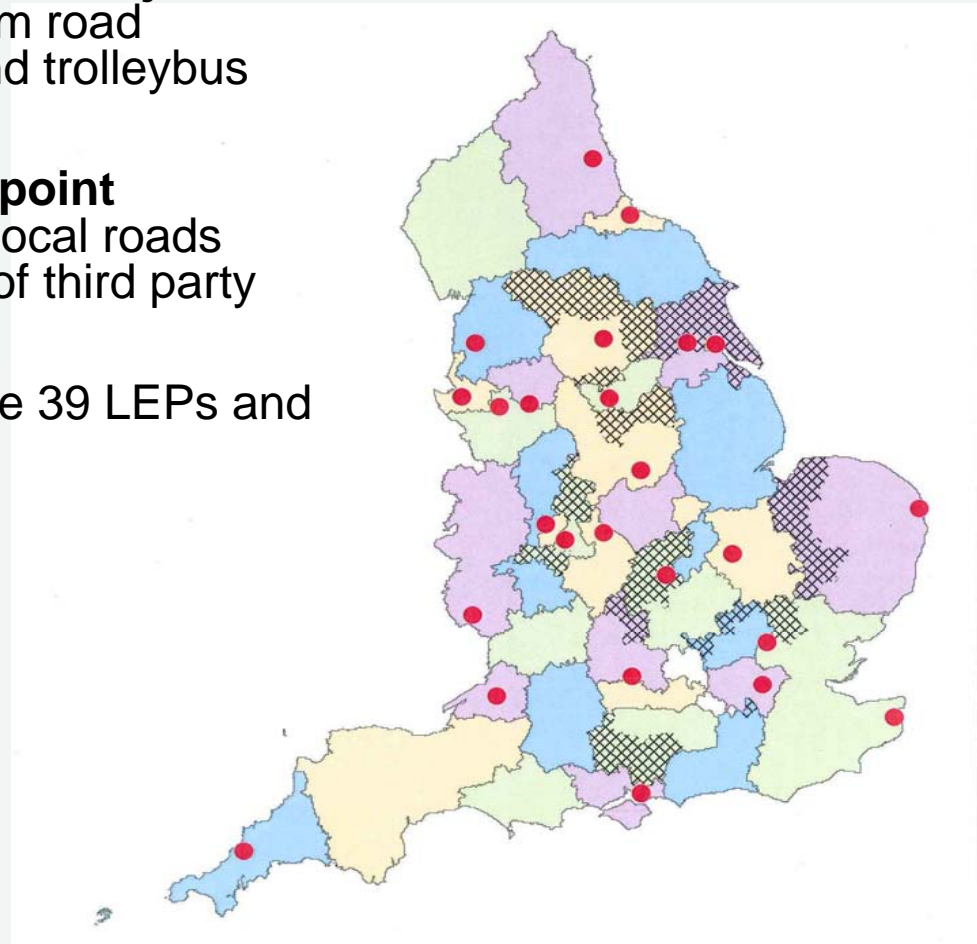
- On time and on budget
- Comprehensive investment
- Maximising economic benefits to the UK
- Protecting the environment, harnessing technology
- Working with the private sector
- Giving our partners more control

Local transport funding



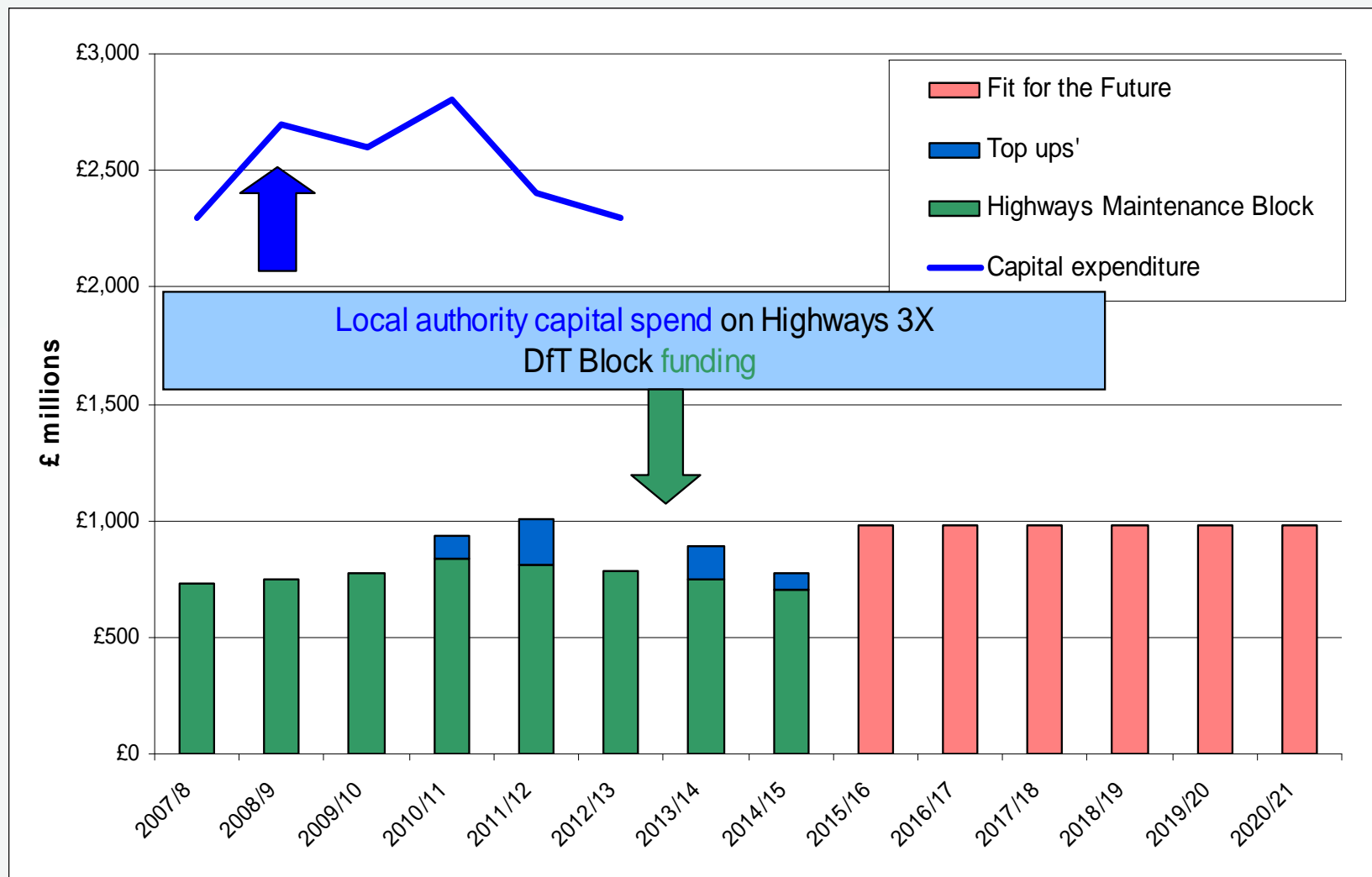
Supporting Local Growth

- Funding £1.8bn programme of 60 **local major transport projects** (which range from road maintenance schemes to light rail and trolleybus systems)
- Providing £215m for 87 **local pinch point** schemes to address bottlenecks on local roads (and which lever in a further £125m of third party funding)
- Working collaboratively to support the 39 LEPs and 24 Enterprise Zones



- Capital Maintenance funding to 150 English authorities:
 - **£3.4 billion** 2011-12 to 2014-15 (av. £850m / yr)
 - **£6 billion** 2015-16 to 2020-21 (av. £976m / yr)
- Achieving efficiencies and **Value for Money** remains a key priority
- The **Highways Maintenance Efficiency Programme** can help achieve these

Local Maintenance: Funding v spending



A fresh start for the Strategic Road Network

Managing our roads better to drive economic growth, boost innovation and give road users more for their money

Alan Cook



November 2011

UK ROADS LIAISON GROUP

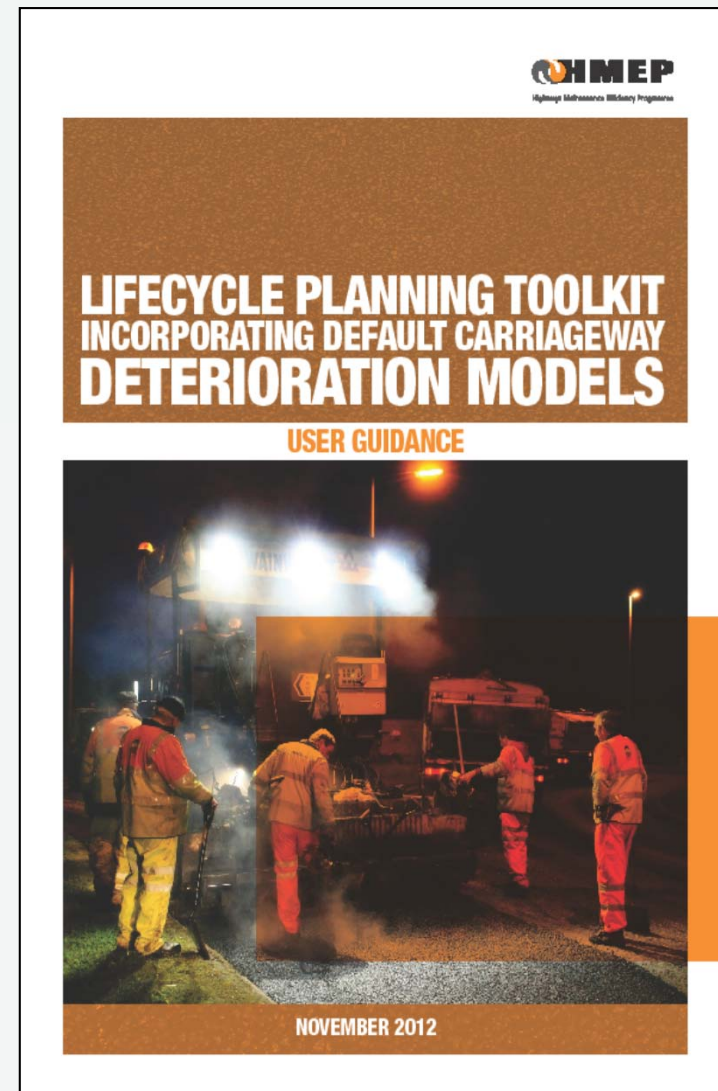
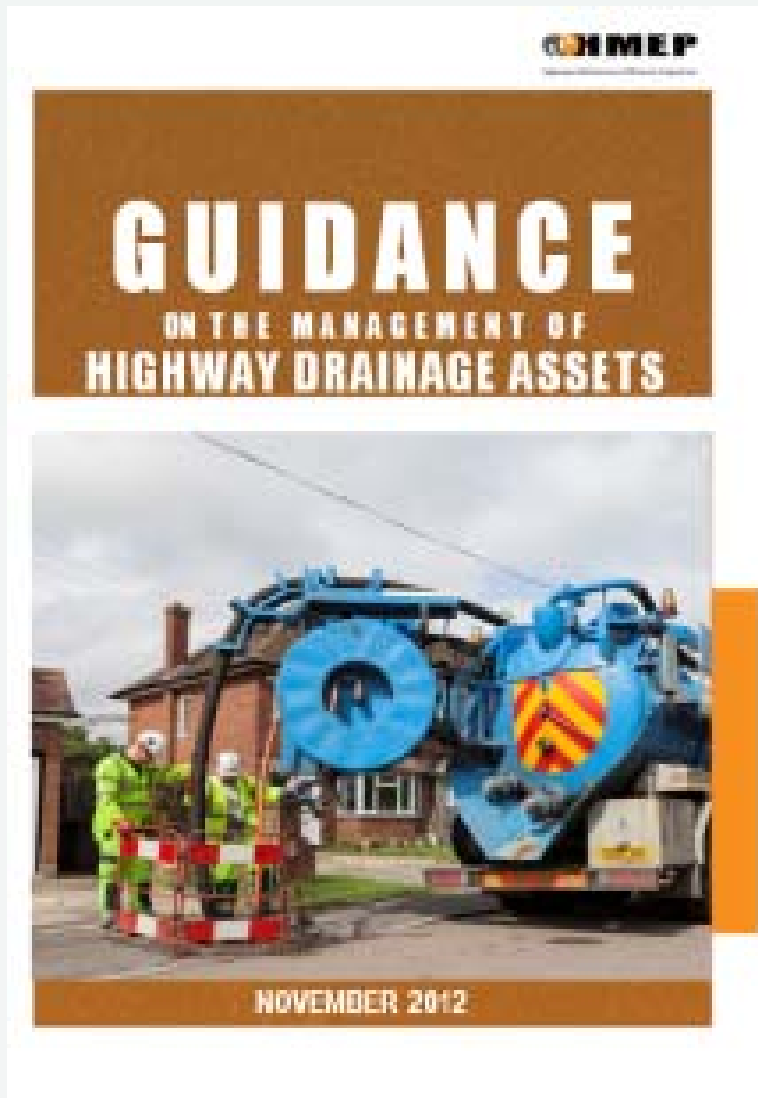

Highway Infrastructure Efficacy Programme

HIGHWAY INFRASTRUCTURE ASSET MANAGEMENT GUIDANCE DOCUMENT



MAY 2013

Context – Local Road Asset Guidance



Impact of Climate Change

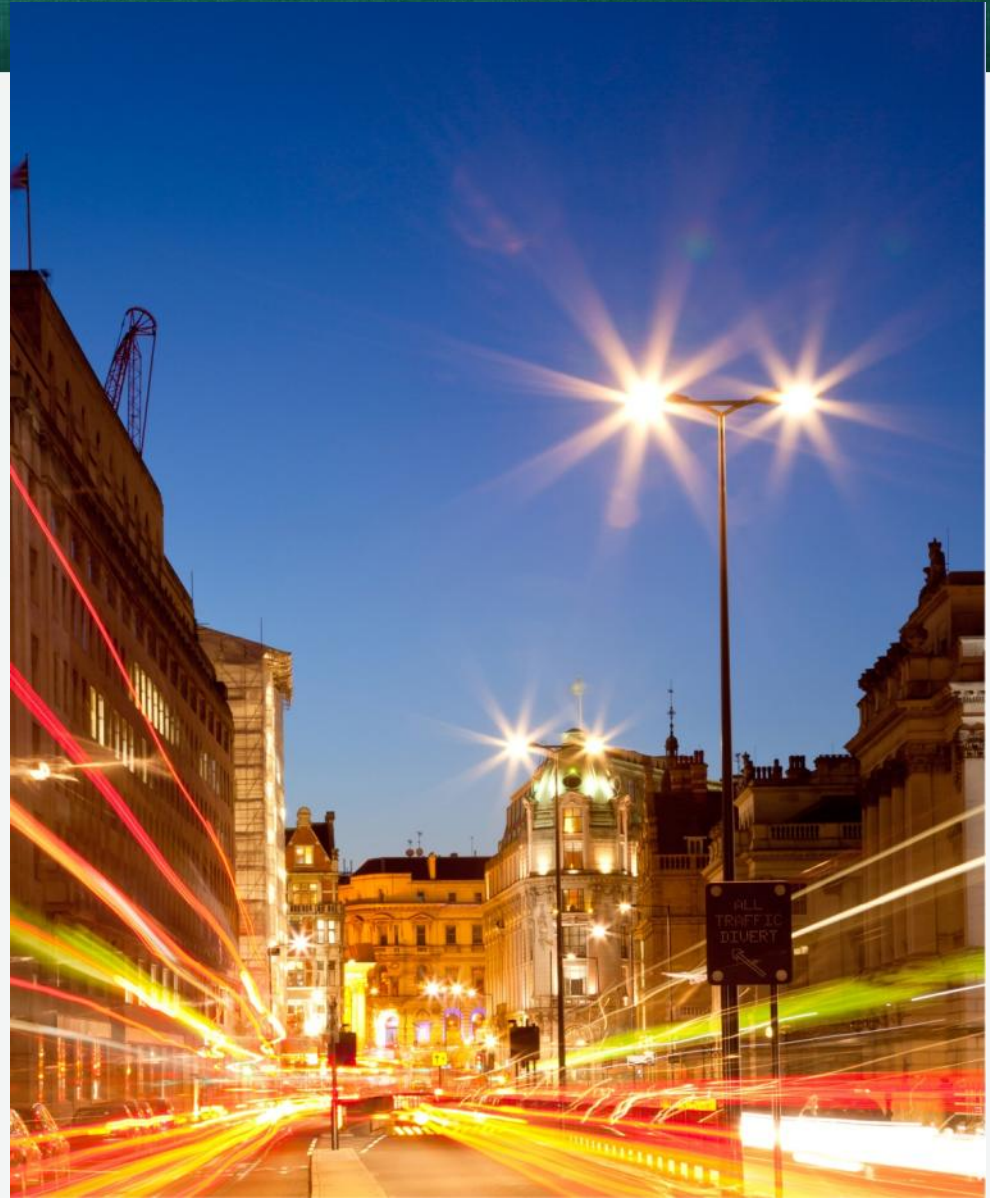
- Increasing number of severe weather events
 - 2012 was the wettest year ever
 - last March was the coldest since 1963
 - winter 2013/2014 wettest ever



Winter Maintenance & Lighting

- UK Roads Liaison Group (in conjunction with UK Roads Board, National Winter Service Research Group, TRL and Atkins) published:
 - Updated guidance on winter service as part of Well Maintained Highways code of practice
 - Builds on the work undertaken in 2011
- DfT continues to monitor salt stocks held by authorities in England, Scotland and Wales, as well as the Highways Agency
- Strategic salt protocol note on the DfT's website updated
- Highways Agency achieved 5% energy saving by data led programme of part-time lighting
- Many local authorities are doing similar
- PFI programme for street lighting now finished
- Other opportunities for investing to save

What does the future hold?



How Government funding is changing - Growth Deals

- Over half of the £12bn that the Chancellor committed to the **Local Growth Fund** over the next 6 years is coming from transport budgets
- **Not ring fenced** for transport - if there are capital local transport projects needed between now and 2020 this is where they need to be funded from
- Growth Deals that will enable LEPs to access that funding, through a **competitive process**, negotiated with Government

Asset Management: could we do better?



All Party Parliamentary Group
on Highway Maintenance

www.highwaysmaintenance.org

Managing a valuable asset:
improving local road condition

61% of authorities* have
completed their asset
management plan

*From

ALARM Survey 2013

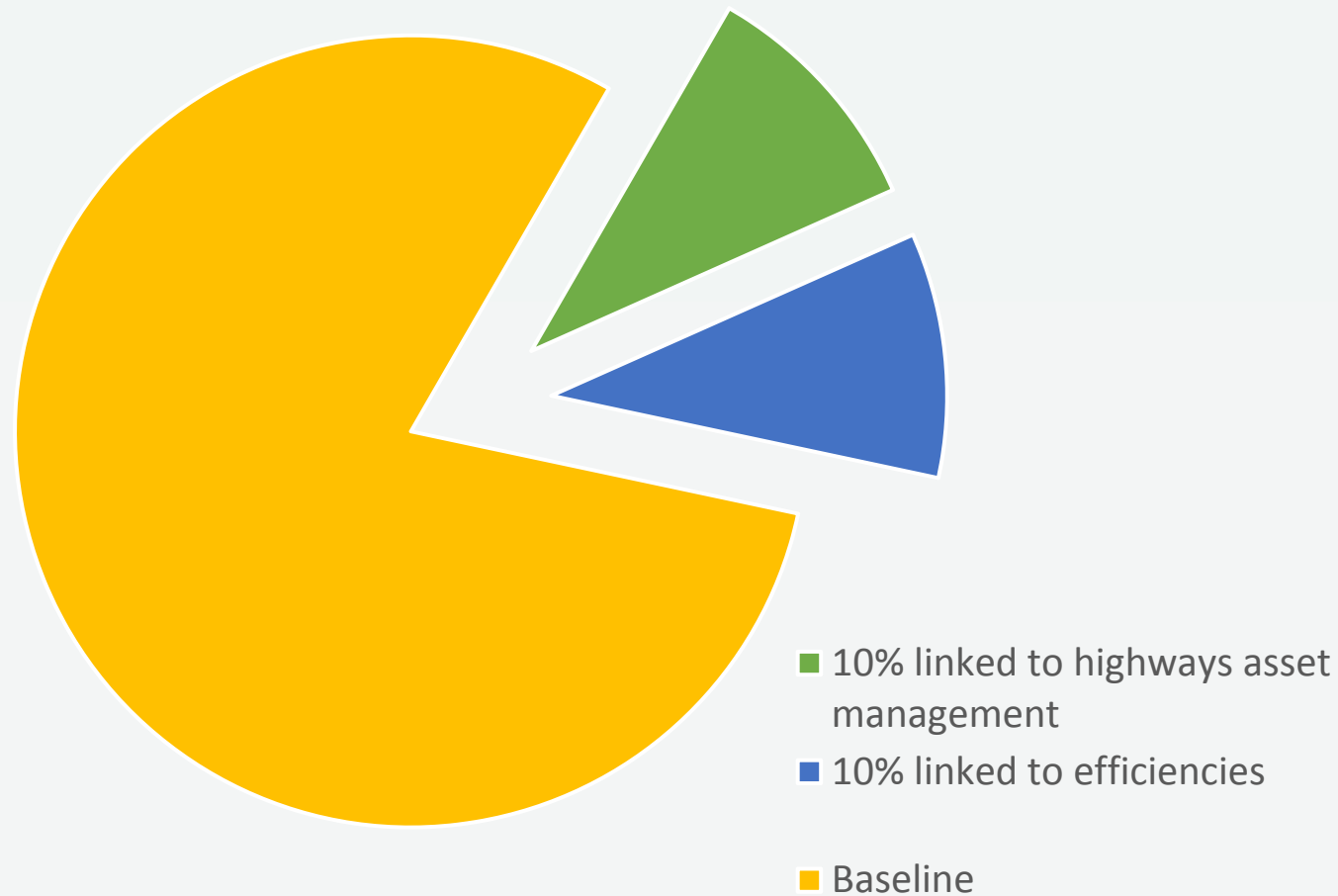
Make asset management plans mandatory

While local choices are important, they can only be made with the best known calculation methods. Given that so many authorities have not yet completed their HAMPs, and others admit to not using the ones they have created, there is concern that their most valuable asset - their road networks - will be maintained inefficiently even under optimal funding conditions.

- National government should support local authorities in creating and utilising HAMPs, but
- Asset management plans should become mandatory in return for access to central government funds for highway maintenance.

14 October 2013

DfT Discussion on Local Maintenance Funding: Incentivising efficiencies

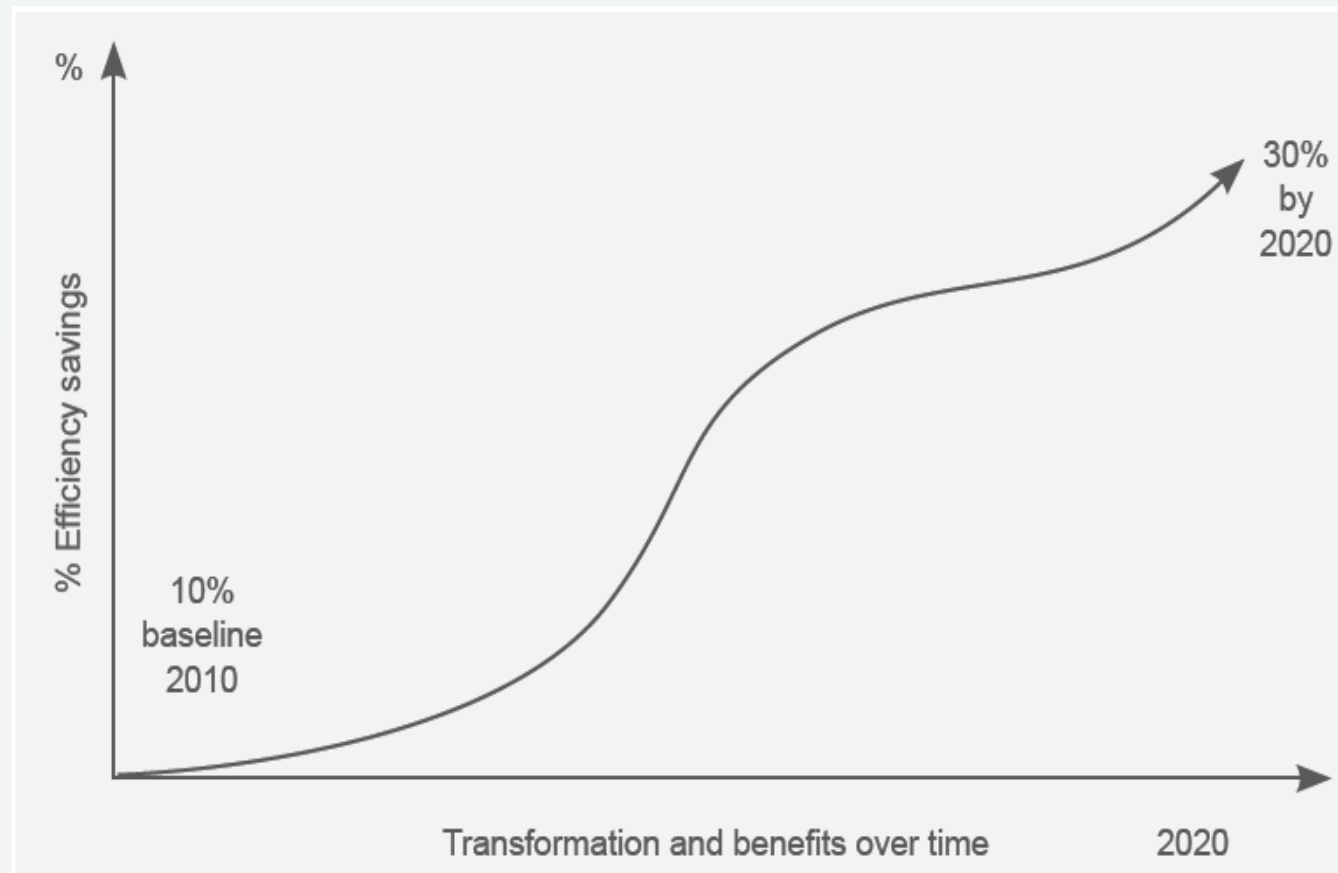


Changes to maintenance funding - how to provide your views

- Completing the online survey by:
<https://www.surveymonkey.com/s/LHWQ95F>
- Sending your views by email:
HMRoadshows2014@dft.gsi.gov.uk
- Closes 21 March

Managing the Assets efficiently and effectively Important Contributor to Transformational Change

*A 2020
vision for
better roads
and
highways*



The Change Curve