

KENT COUNTY COUNCIL – RECORD OF DECISION

DECISION TAKEN BY

Matthew Balfour

Cabinet Member for Planning, Highways, Transport and Waste

DECISION NO:

17/00082

For publication

Key decision*

Yes –

Subject: Definition of Resilient Highway Network

Decision:

As Cabinet Member for Planning, Highways, Transport & Waste, I agree to adopt a definition of Kent's Resilient Highway Network, as part of our wider approach to Highways Asset Management and to maximise Incentive Fund resource.

Reason(s) for decision:

Changes to Department for Transport (DfT) rules for funding highway maintenance have been introduced through its Incentive Fund to encourage local authorities to embed the use of asset management techniques into their management of highway maintenance and decision making around funding and priorities. The main aim of the asset management approach being encouraged by DfT is to use appropriate levels of information to clearly link investment decisions with an understanding of what that means in terms of outcomes. An increasing proportion of DfT maintenance funding provided to the County Council will be based on our ability to evidence that we have fully adopted the use of asset management methodology. If we do not, and not progress to the highest rating, Band 3, we will receive £4.6m less in capital funding each year from 2018/19.

The Incentive Fund acknowledges that resilience is a key component of highways asset management through three related questions. Two of these relate to the implementation of the 2012 Highways Maintenance Efficiency Programme (HMEP) Potholes Review and HMEP Guidance on the Management of the Highway Drainage Asset, which Kent has already implemented.

The remaining question requires local authorities to review and define their Resilient Network. Kent County Council needs to agree and publish a document that defines our Resilient Highway Network, so that it informs decision making and enables asset managers to prioritise existing resource in 2018/19 and beyond. A resilient network may be defined as the portion of a local authority's highway network that is absolutely vital to maintaining economic activity and access to key services during extreme weather emergencies. The criteria used to specify a resilient highway network will differ from county to county depending on the nature of their respective highway networks but, broadly speaking, a resilient network ought to equate to around 5-10% of the overall network. This key decision concerns the adoption of such criteria to meet the specific needs of Kent residents, visitors and businesses.

Cabinet Committee recommendations and other consultation:

The work has been guided by a Member Task and Finish Group and the Environment and Transport Cabinet Committee.

The proposal was considered and endorsed by Members of the Environment and Transport Cabinet Committee at their meeting on 21 September.

Any alternatives considered:

N/A – if we do not evidence that KCC has fully adopted the use of asset management methodology, KCC will receive less in capital funding each year from 2018/19.

Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:

None

MSA

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signed

11/10/17

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date

Name: *MACBAZFOUR*