Sandwell
Metropolitan Borough Council

Report to Cabinet

18 October 2023

Subject:	Highway Infrastructure Investment Funding Plan
Cabinet Member:	Councillor Danny Millard Cabinet Member Environment and Highways
Director:	Alice Davey, Director Borough Economy
Key Decision:	Yes, affects all wards and includes significant investment proposals
Contact Officer:	Robin Weare, Assistant Director, Highways robin_weare@sandwell.gov.uk

1 Recommendations

1.1 That the Capital Programme for Borough Economy is reprofiled to provide a capital highway allocation of £3,602,000 for 2023/24 with the remaining balance of £2,981,000 (existing capital highway allocation of £6,583,000 less 2023/24 requirement of £3,602,000) carried forward to 2024/25.

1.2 That up to £500,000 of preventative maintenance work currently treated as revenue expenditure be capitalised and funded as part of the allocation of £3,602,000 in 1.1.

1.3 That up to £500,000 of revenue released in 1.2 is earmarked for use in 2023/24 for potential revenue pressures and risks associated with energy inflation, supplies and services inflation and increased gritting in the event of a severe winter.

1.4 That capital resources of £1,901,550 be allocated in 2024/25 in addition to the £2,981,000 of Highway Capital Programme funding re-profiled from 2023/24 giving a total budget requirement of £4,882,550 for 2024/25.

1.5 That after the use of unspent capital from existing allocations the additional capital requirement for 2024/25 of £1,901,550 is funded from Corporate Main Programme resources, with any resulting prudential borrowing finance charges funded within Highways revenue budget and should additional borrowing be required to fund the additional capital budget requested, it is estimated that this would result in additional revenue costs to the council of £167,535 per annum over an 18 year period, with these costs being funded within Highways revenue budgets.

1.6 That a further report to Cabinet is submitted in Autumn 2024 after the Highway Infrastructure condition is reviewed in Summer 2024, to identify the budget that would be required in 2025/26 in order to address the replacement of red risk Highway Infrastructure.

2 Reasons for Recommendations

2.1 Recommendation 1.1 is the capital requirement of £3,602,000 in 2023/24 to fund the programme of work needed to stabilise and improve the condition of highway infrastructure and mitigate the effects of the next severe winter. The capital requirement is calculated as set out in 2.6 using base prices with inflation to April 2023 plus a projection of inflation to April 2024. The risks and funding requirement have been mitigated using the capital allocation approved by Cabinet in November 2022. Since then the situation has improved slightly through the receipt of a £712,000 pothole fund from the Department for Transport, a moderate winter of 2022/23 reduced predicted damage to the network and the forecast for construction price inflation was not fully reflected in contract prices. These are taken into account in the table in 2.7.

2.2 Recommendation 1.2 relates to part of the Highway Services revenue budget used for preventative maintenance schemes that enhance the asset and last for more than 3 years. The preventative maintenance enhances carriageways and footways by sealing cracks and improving skid resistance in wet and icy conditions. This meets a definition of capital expenditure allowing part of the capital allocation to be used.

2.3 The capitalisation of this work would release £500,000 to offset Highway Service revenue pressures in 2023/24.

2.4 Recommendation 1.4 clarifies the build-up of the total capital requirement of £4,882,550 in 2024/25 to stabilise the condition and improve highway infrastructure, to mitigate the effects of the next severe winter in accordance with the Highway Infrastructure Asset Management Policy, Strategy and Plan. The capital requirement is calculated as set out in 2.6 using base prices with inflation to April 2023 plus a projection of inflation to April 2024.

2.5 Recommendation 1.5 is to approve the funding mechanism for the additional capital allocation for 2024/25.

2.6 Recommendation 1.6 is to report back to cabinet with an update on Highway Infrastructure Asset Management pressures in the Autumn 2024 to identify future budget requirements from 2025/26 onwards for the risk assessed future stabilisation of Highway Infrastructure when the inflation outlook can be better assessed and when the effects of the 2023/24 winter have been determined.

2.7 The highest priority pressures for Highway Infrastructure in 2023/24 are set out in the following table. The costs in the first part of the table are the additional funding that is needed to offset the effect of inflation, stabilise the asset condition and mitigate the risks and financial impact of a severe winter. The capital requirement is calculated using base prices with inflation to April 2023 plus a projection of inflation to April 2024. The middle part of the table shows the budgets that are available to fund this requirement. The last part of the table quantifies the funding gap offset by approved allocations to show the net funding request summarised in the recommendations.

AREA OF CAPITAL EXPENDITURE		2023/24 (£)	2024/25 (£)	2025/26 (£)
Lifecycle Modelling TOTAL Annual funding needed to stabilise the further escalation in Red Risk Condition	Carriageways	7,200,000	7,270,000	6,570,000
	Lighting	1,120,000	1,120,000	1,120,000
	Vehicle Restriant		140,000	140,000
	Traffic Signals	100,000	100,000	100,000
	Footways	1,460,000	1,460,000	1,460,000
	Bridges - Scott, Dudley Street, Station Road	821,912	1,700,000	900,000
SUB TOTAL		10,701,912	11,790,000	10,290,000
Future Inflation over April 2023 base year estimate - Projected from ONS Construction Infrastructure Inflation			4.5%	8%
Inflation over April 2023 base prices		0	530,550	823,200
TOTAL EXPENDITURE REQUIREMENT		**10,701,912**	**12,320,550**	**11,113,200**
Funding Available for cyclical renewal and preventative maintenance (enhacement of assets lasting more than 3 years)	Maintenance Block CRSTS	-4,769,000	-4,741,000	-4,741,000
	Pothole Fund - DfT 23/24	-712,000	0	0
	Challenge Fund, Bridges	-321,912	-900,000	0
	Lighting Capital SMBC	-275,000	-275,000	-275,000
	Maintenance Revenue	-1,522,000	-1,522,000	-1,522,000
	TOTAL FUNDING	-7,599,912	-7,438,000	-6,538,000
Capital Support Requested	SPEND minus BUDGET	3,102,000	4,882,550	4,575,200
	Proposed Capitalisation of Revenue Expenditure	500,000		
	FUNDING GAP	**3,602,000**	**4,882,550**	**4,575,200**
	Current Approved Allocation	-6,583,000		
	Proposed Reprofile of Current Allocation	2,981,000	-2,981,000	
	Additional Capital Funding Required	**0**	**1,901,550**	**4,575,200**

2.7 Evaluation of Funding Requirement to Stabilise Red Risk Conditions

Carriageways

The highway network includes 880km of carriageways of which 75% are unclassified roads and 25% classified as A, B, or C roads. The classified road network is in reasonable condition typically with 2% to 3% in red risk condition. However, the unclassified 75% of the network has 19% of roads in red risk condition and this has escalated from 15% three years ago. The unclassified carriageway network is the single biggest asset of the Council.

The following chart illustrates the effect of maintaining current budgets and consequently undertaking less work because of the effects of inflation and other pressures. The lifecycle analysis for unclassified roads (mainly residential and distributor roads amounting to 75% of the network) indicates an escalating deterioration of condition.

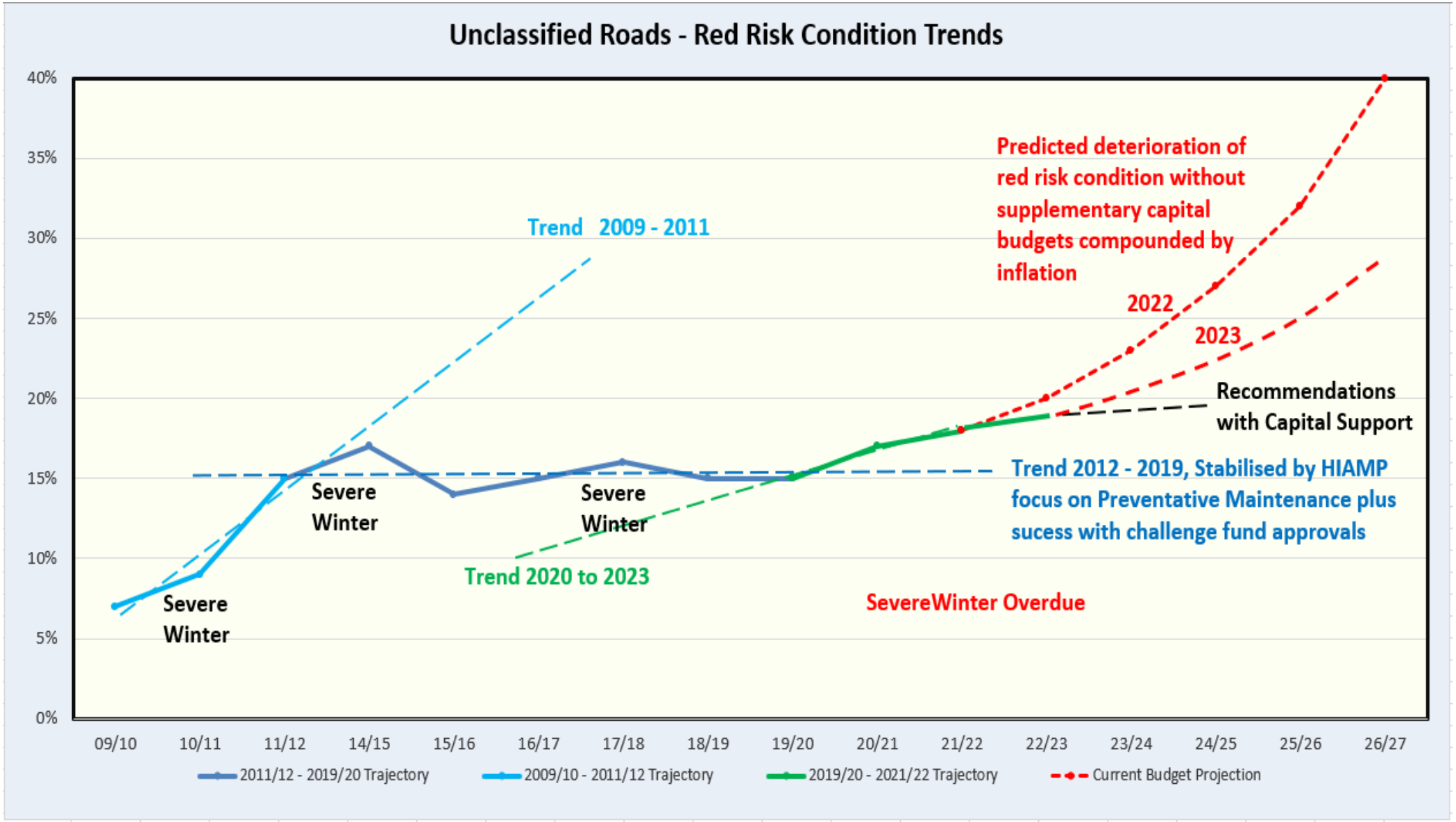
The light blue trend from 2009 to 2011 shows rapid deterioration of unclassified carriageway from 7% to 15% in red risk condition.

The darker blue trend from 2012 to 2019 shows the success of the greater reliance in the preventive maintenance approach. Red risk condition was stabilised at 15% for 7 years.

The green trend from 2020 to 2023 indicates the start of the escalating erosion of budgets in real terms as a consequence of capital grants not increasing with inflation. Red risk condition has deteriorated from 15% to 19% in 3 years. Another influence in this trend is the escalation in life expiry of the preventative maintenance that have been relied upon to a greater extent since 2012.

The red dashed lines show the projected escalating deterioration of condition in the absence of capital funding to close the inflation gap. The capital investment made in 2023/24 and 2024/25 together with a moderate winter and moderating inflation have improved the projection from 2022 to 2023.

The dashed black line shows the effect of the recommended Council capital funding provision to stabilise the red risk condition at 19%.



ONE COUNCIL
ONE TEAM

Street Lighting

There are around 30,850 columns in the Borough with an average age of around 40 years compared to a design life of between 25 and 40 years depending on the column type. Steel columns generally corrode through at the base or swage joint. The reinforcement in concrete columns eventually rusts and the expansion spalls surface concrete and cracks the columns. Periodic lighting column collapses have occurred. A constant cycle of condition surveys is undertaken to identify columns that are life expired and replace them just in time. The asset management plan for lighting targets the cyclical replacement of 167 steel columns and 400 concrete columns each year. This amounts to less than 2% per year implying a life expectancy of more than 50 years.

Vehicle Restraint Systems

Surveys have identified vehicle restraint systems that are deficient in comparison to the modern standards appropriate for current vehicle weights and speeds. Many of these “crash barriers” are located on dual carriageways built between 1970 and 1972. A 7-year programme to upgrade vehicle restraint systems to modern standards is recommended to be programmed to commence in 2024/24 at a cost of £140,000 per year.

Bridges

A programme of bridge inspections identifies conditions that need maintenance and repair to prolong the life of these assets. There are 172 bridges owned by Sandwell and the backlog of overdue capital maintenance is estimated to be £9,1654,181. The asset management plan is to clear this backlog over 10 years at a capital cost of £900,000 per year.

The recent externally funded bridge repair work at Scott Bridge illustrated that the extent of structural deterioration can be significantly worse than had been observed and reported in bridge inspections. This led to prolonged temporary road closures and additional costs of more than £500,000. The implementation of the required work was made possible by the provision of DfT grant funding and that was supplemented by £500,000 of Council capital funding in 2022/23 The completion of this bridge strengthening work will use £150,000 of the Council capital allocation in 2023/24 (approved in November 2022).

A failing bridge at Station Road, Old Hill also generated an unfunded pressure of £350,000 this financial year and has closed this important classified road for

12 months causing significant disruption for local businesses. This cost is also covered by the capital allocation approved in November 2022.

It is currently anticipated that the remaining Department of Transport Grant of £1,221,912 allocated in 2021/22 for Dudley Street Bridge strengthening will need to be supplemented with £800,000 of Council capital following intrusive investigation work and allowing for construction price inflation.

The recommended Council capital allocation for bridges approved in November 2022 is sufficient for expenditure in 2023/24. The recommended Council capital allocation for bridges in 2024/25 is £1,700,000 to address the two pressures related to the maintenance backlog and Dudley Street bridge strengthening.

Traffic Signals

Traffic signal infrastructure is aging and there is currently no budget provision particularly for the cyclical replacement of the steel columns supporting traffic signals. A programme of condition surveys for 270 traffic signals is recommended to monitor the section loss at the base due to corrosion and the condition of concrete columns. A cyclical replacement programme of £100,000 per year is recommended pending completion of the programme of condition surveys.

Footways

Condition surveys show that around 70% of footways are functionally impaired or structurally unsound. Preventative maintenance is reducing the number of footways in amber risk condition but there is still an upward trend in red risk condition. The asset management plan lifecycle model identifies the need to invest £1,460,000 per year on the worst footways over a 1,440 kilometre network.

The condition of the footway network within Sandwell is monitored through an annual Footway Network Survey (FNS). Sandwell have a long history of FNS data which confirms that a sustained improving trend of amber risk condition has been achieved over a four-year period. This validates the Councils Asset Management approach of targeting amber risk footways to prevent further deterioration to red risk. However, condition has continued to deteriorate and it is recommended that funding is provided to repair footways that are in the worst condition.

The footway analysis has been supplemented with Gaist lifecycle modelling for footways this year. This Gaist modelling indicates that we should be investing more in footways than we currently do to maintain these assets at a stable condition into the long-term.

The latest lifecycle modelling recommends an annual investment of £1,810,000 per year. However, it is recommended that total investment should continue at £1,460,000 in 2024/25 pending more in-depth analysis of the Gaist output.

3 How does this deliver objectives of the Corporate Plan?

	Best start in life for children and young people: Good, well maintained highway infrastructure will encourage more walking and cycling increasing wellbeing, improving road safety and promoting cleaner air quality.
	People live well and age well: The Highway environment plays an important role in the life of the community, particularly the positive opportunities that they can bring from social inclusion and interaction.
	Good quality Highways infrastructure will make our communities feel safe, more protected and confident in their homes and neighbourhoods.
	Well maintained highways bring increased economic and physical activity mitigating accidents, wear and tear.
	Highways are the arteries of Sandwell communities. They connect residents to employment, education, local services and indeed the wider world, enable economic growth, social mobility and are vital in ensuring good health outcomes. The recent Enventure survey was conducted to gain insight from residents to support Sandwell Council in the development of the budget proposals and future spending priorities. The survey found that “Maintaining Roads and Pavements” was selected as important by high proportions of respondents in both the representative survey (72%) and the online survey (79%).

4 Context and Key Issues

Cabinet approved a Highway Infrastructure Asset Management Plan in 2018 based on a risk assessed lifecycle planning approach with a greater emphasis on preventative maintenance in response to the sea change code of practice; *Well Managed Highway Infrastructure* published in 2016

The risk assessed programme of renewal to stabilise red risk conditions in accordance with approved HIAMP policy and strategy generates the costs in the table shown in paragraph 2.1. The HIAMP policy and strategy represents the minimum standard of evidence based intervention needed to discharge statutory requirements, comply with the Code of Practice.

The recent Enventure survey was conducted to gain insight from residents to support Sandwell Council in the development of the budget proposals and future spending priorities. The survey found that "Maintaining Roads and Pavements" was selected as important by high proportions of respondents in both the representative survey (72%) and the online survey (79%).

<u>Asset Management and Lifecycle Planning</u>

4.1 The Highway Infrastructure Asset Management Lifecycle Plan sets out the framework for investment in, management of and the operation of highway the highway network to meet legal obligations and high public expectations for safe, reliable and accessible travel within the wider objectives of strategy set out in the West Midlands Local Transport Plan.

4.2 Asset Management is about managing and maintaining and operating carriageways, footways, street lighting, structures, traffic signals, drainage and street furniture through long term planning and optimal allocation of resources in order to manage risk for a defined service performance.

4.3 A Highway Asset Management Plan (HAMP) was first prepared for the period 2010-13. On 14 November 2014 Cabinet approved a preventative approach to carriageway maintenance based on the information and options set out in the 'Status and Options Report for Carriageway Maintenance April 2014. This approach optimises the use of low-cost preventative treatments (such as surface dressing and micro asphalt) to

prolong service life before roads deteriorate to a condition where significantly more expensive resurfacing or reconstruction is required.

4.4 The 2014 HAMP assumed capital investment in planned carriageway maintenance works would be maintained broadly at the levels current in 2014/15 and the mix and timing of preventative, renewal and reconstruction treatment would be optimised over a 20 year lifecycle analysis predicting controlled depreciation in the asset value.

4.5 On 21 February 2018 Cabinet approved the Highway Infrastructure Asset Management Plan (HIAMP) defining the Council's policies, strategy and plans for the future maintenance of the highway network. This was aligned to the "Well Managed Highway Infrastructure – A Code of Practice (October 2016) and continued with the 20-year asset management lifecycle approach with an initial funding period up to 2021.

4.6 The Council has a statutory duty of care to users and the community to; maintain the highway in a condition fit for purpose, as far as is reasonably practicable. The duty is not absolute but decisions must be taken on reasonable grounds with due care and regard to relevant considerations set out in best practice guidance such as "Well Managed Highway Infrastructure – A Code of Practice (October 2016)

4.7 A key aspect of the HIAMP is the development of strategic lifecycle plans for each critical infrastructure asset, including;

- 880km of carriageways, of which 75% are unclassified roads
- 1,440km footways and cycleways,
- 35,000 street/lights, illuminated signs, traffic signals
- 450 bridges and structures,
- 3500km drainage & culverts including 40,000 gullies & connections
- A wide range of other street furniture

4.8 Since the approval of the 2014 HAMP based on 20-year lifecycle management approach both capital and revenue allocations have been reduced and eroded by inflation and budget reductions. As a consequence, the backlog of maintenance is increasing as described the Risk Section, within Alternative Options. An example the deterioration of carriageway condition for unclassified roads is also shown graphically in section 2.

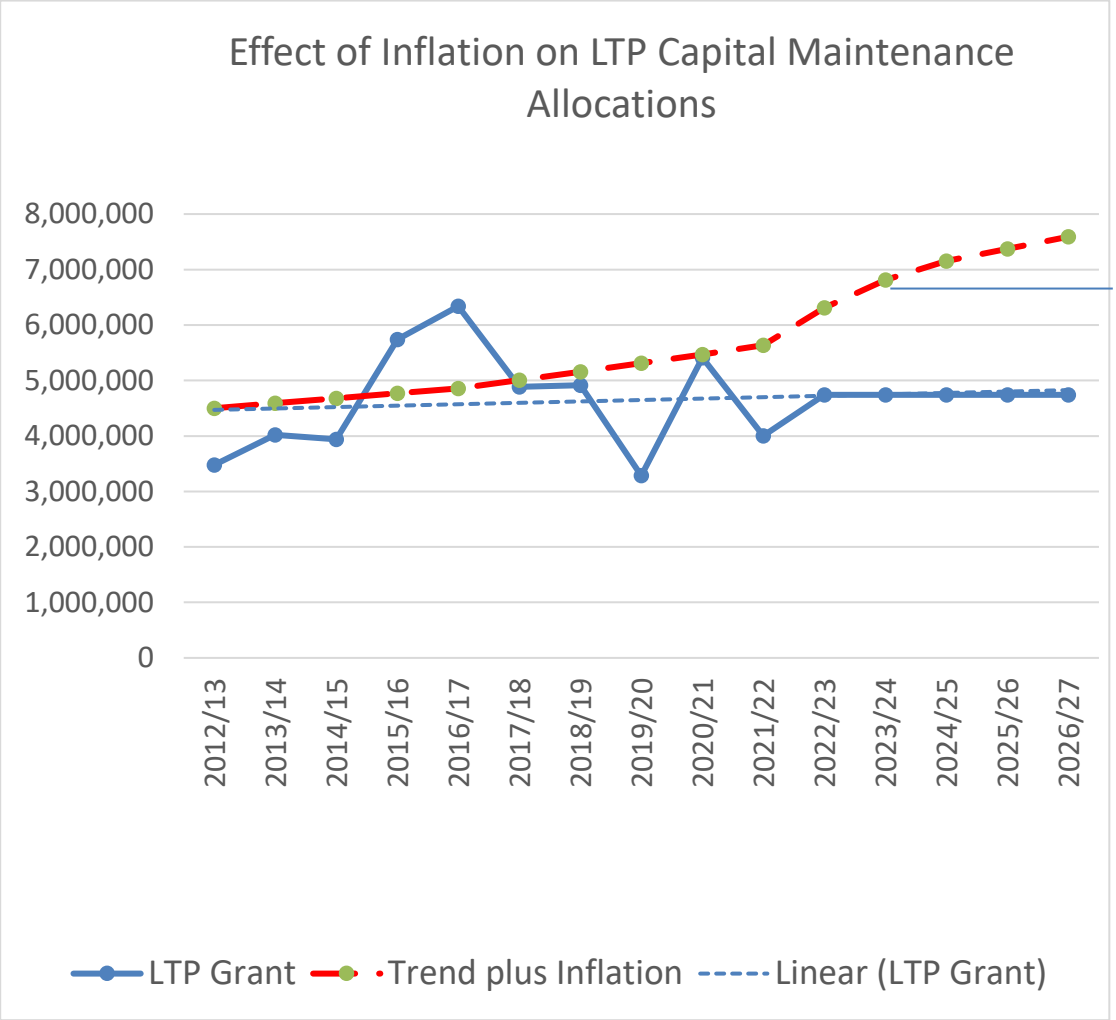
4.9 It is not considered affordable or realistic to fund the renewal of the whole of the current highway infrastructure backlog that is in red risk condition. Instead the risk assessed HIAMP seeks to arrest and stabilise the escalation of red and amber risk condition.

4.10 It is recommended that the principles of the current HIAMP are continued based on a risk management approach through condition assessment to stabilise highway infrastructure condition at current levels.

Existing external capital budgets are not sufficient to stabilise the escalating decline of highway infrastructure condition or fund the significant inflation in contract prices. The £4.741m City Region Sustainable Settlement (CRSTS) Maintenance grant from the Department for Transport is currently the only funding available for the renewal of high-risk life expired infrastructure. Last year the DfT capital grant was fixed for 5 years at the average level that has been provided over the previous 5 years. Consequently, no allowance for inflation will be made over a 10 year period as shown by the graph in 4.12.

4.11 The office for National Statistics is reporting increases in Construction Output Prices for infrastructure of around 4.5%. Analysis of highway contract prices indicate similar annual increases. This has moderated from last year when infrastructure construction prices were increasing at a rate of 14% per year.

The profile of CRSTS grant funding from the DfT for the planned replacement of life expired infrastructure is shown in the following chart. The solid blue line shows the variation in grant funding over the last 5 years due to variable amounts of challenge funding and incentive funding allocated to the Council. The LTP maintenance block allocation was fixed at £4.471m this year for 5 years. The dotted blue line trend shows that variable funding settlements are not allowing for inflation. The dashed red line shows the effect of inflation that is escalating the funding gap currently around £2.2m and rising.



4.12 Council revenue budgets for supplies and services only provide for the operation of the highway network and reactive repairs. Historically there has been no Council Capital provision for the planned replacement of high-risk life expired infrastructure.

4.13 National Benchmarking

Independent national studies show that Sandwell Highway Maintenance is cost-effective way when compared to other authorities as follows.

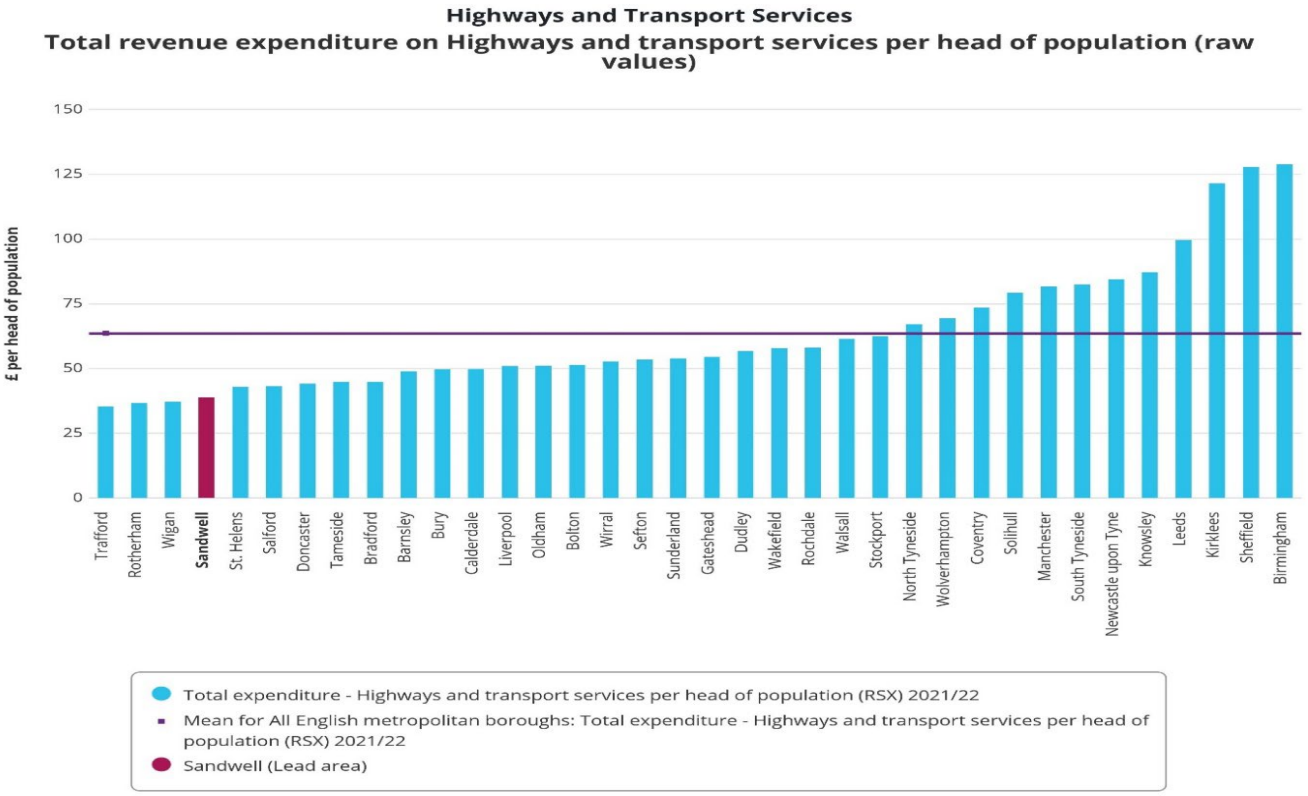
National Highways and Transportation – Best Performers

Best performers and biggest improvers

The table below shows the three best performing authorities in each Group in this year's survey.

Group Name	First	Second	Third
West Midlands	Sandwell	Worcestershire	Telford
Metropolitan Borough	Sheffield	Sandwell	Walsall
Midland Highways Alliance +	Sandwell	Leicester	Worcestershire
West Midlands Highways Alliance (WMHA)	Sandwell	Walsall	Solihull

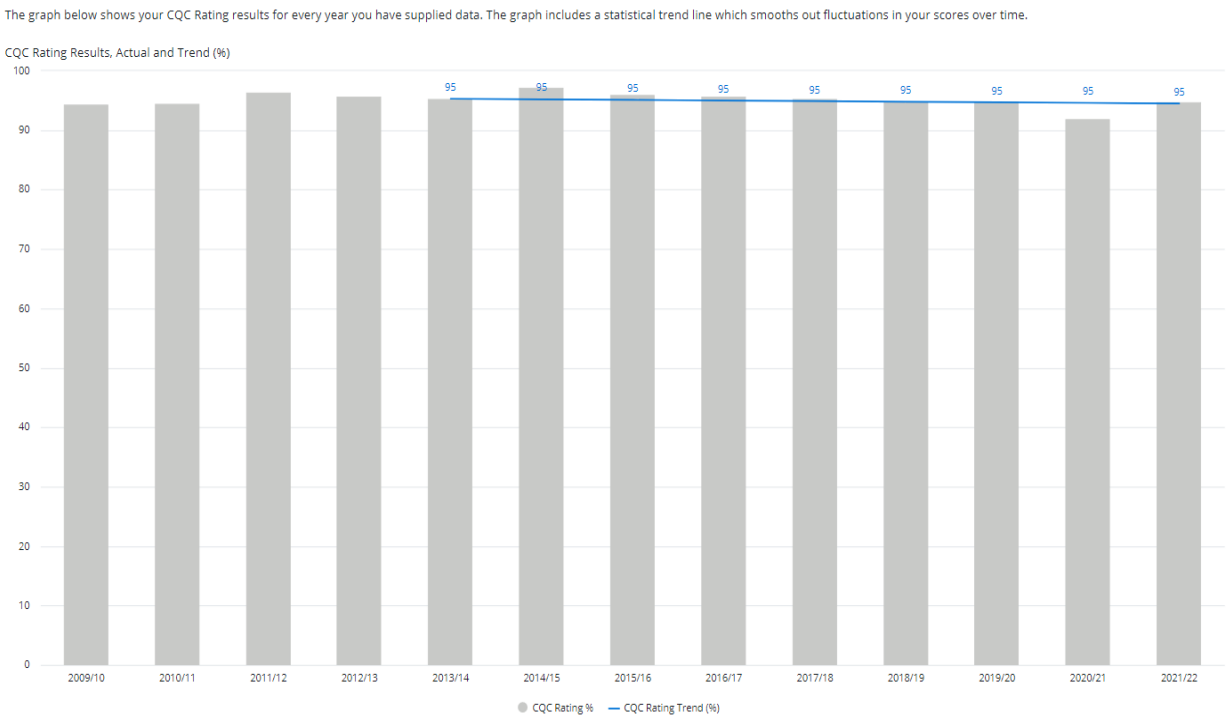
Local Government Association Headline Report 2022/23 compares performance across Metropolitan Councils



Source:
Total expenditure - Highways and transport services per head of population (RSX)
Powered by LG Inform

National Highways and Transportation CQC Benchmarking

For a decade Sandwell have been operating at close to 95% of predicted minimum cost



5 Alternative Options

Not Recommended

Provide no Council Capital to close the inflation driven funding gap

5.1 An alternative would be to limit the repair of high-risk infrastructure to a value that matches the £4.741m CRSTS maintenance block grant. There would consequently be no Council capital provision available to fund the gap in the cost of replacement of high-risk life expired highway infrastructure. The programme of urgent work for 2024/25 would not be completed This is not recommended because the red risk backlog is escalating. Also, a severe winter could add £3m to £5m to projections.

RISKS

5.2 A key service risk relates to safety and liability claims arising from accident and injury due to the condition of the highway. The HIAMP sets out the Council's planned safety inspection regime for mitigating this risk including frequency of inspection, items for inspection, degree of deficiency and nature of response. A decision not to invest in the recommended repairs would leave road users exposed to safety risks and the authority would be exposed to escalation repair costs. In recent years a large number of small claims against the Council have been settled with annual costs in the range £280,000 to £390,000.

The recommended investment to improve infrastructure mitigates the financial liability of the Council as Local Highway Authority. The current low probability of this risk can be maintained by using Council capital funding to mitigate the growing investment gap between CRSTS maintenance budgets and the requirements of HIAMP.

5.3 There are additional key service risks associated with reduced access to performance based external grant funding. The eligibility criteria vary for each new grant funding provision.

5.4 A decision not to fund the budget gap with Council Capital would risk escalation of red risk conditions as follows.

- Extensive carriageway damage following a severe winter, that would be much more expensive to repair, escalating the red risk backlog further. The severe winter of 2017/18 caused an estimated £3m of additional damage to carriageways, however the DfT response was to increase grant funding by £1.4m for resurfacing work and the Council response was to provide £0.45m for the reactive repair of potholes. The unfunded deterioration of 880 kilometres of carriageways added to the future cost of repair with more expensive surfacing works as indicated in the following table.

Surfacing Type	Condition	Life in Years	£ per Sq M	£ per yr per Sq m
Surface Dressing	Amber	7	3	0.43
SD Tar Chippings		9	5	0.56
Micro Asphalt		10	10	1.00
Surface Course	Upper Amber	15	25	1.67
Surface/Base Course	**RED**	20	50	2.50
Full Reconstruction		25	80	3.20

- Extensive footway damage following the winter leading to more expensive repair escalating the backlog further. Trips and falls on footways generate claims payments of £280,000 to £350,000 per year. Ward members regard the condition of footways as a significant reputational issue.

- Bridge failure and prolonged road closures, diversion and risk of accidents. This risk is largely controlled by programmed bridge inspections however limited funding delays the necessary repairs. The recent externally funded bridge repair work at Scott Bridge illustrated that the extent of structural deterioration was significantly worse than had been observed and reported in bridge inspections. A failing bridge at Station Road, Old Hill also generated an unfunded pressure this financial year and has closed this classified road for 12 months causing disruption for local businesses.

- Surveys have identified vehicle restraint systems that are deficient in comparison to the modern standards appropriate for current vehicle weights and speeds.

- Avoidable failure of traffic signals would breach the Network Management Duty under the Traffic Management Act 2004. This would represent an immediate urgent safety risk that could lead to road traffic accidents.

- Risk of lighting column collapse with property damage or traffic casualties. This risk is mitigated by programmed condition surveys. However, there are around 30,850 columns in the Borough and consequently condition surveys are phased over a 4 year cycle.

Periodic lighting column collapses have occurred, the most recent in 2016.

6 Implications

Resources:	This is straight forward repetitive work at many locations and will be managed by governance arrangements that have successfully delivered these programmes of work previously. Corporate procurement officers will assist Highway Services officers using existing collaborative West Midlands Maintenance Framework Contracts. The financial implications are set out in the recommendations
Legal and Governance:	The principal statutory duty imposed on local highway authorities to maintain the highway at public expense is set out in Section 41 of the Highways Act 1980. The Traffic Management Act 2004 imposes a network management duty on a council as the Local Traffic Authority to manage the authority's road network to facilitate as far as reasonably practicable the expeditious movement of traffic. Section 39 of the Road Traffic Act 1988 requires each Local Authority carry out studies into accidents arising out of the use of vehicles and in the light of those studies to take such measures as appear to the authority to be appropriate to prevent accidents, including the construction, improvement, maintenance or repair of roads for which they are responsible This proposal will support these statutory duties.
Risk:	The recommended Council Capital investment mitigates the risks of failing to meet the statutory duties of the Council as Local Highway Authority and Local traffic

	Authority as a consequence of the escalation of red risk condition. The alternative option in respect of a decision not to provide capital to gap fund the replacement of high risk life expired infrastructure is not recommended explained in the risk section 5.6 to 5.6 for the following reasons. • Extensive carriageway damage following the winter > more expensive to repair escalating the backlog further • Risk of lighting column collapse > property damage, traffic casualties • Failure of crash barriers to restrain vehicles > road traffic casualties • Failure of traffic signals > Breach of Network Management Duty • Extensive footway damage following the winter > more expensive to repair escalating the backlog further • Bridge failure > prolonged road closures, diversion and risk of accidents • Escalation of claims for damages to property, for injury and the low probability but high impact of a criminal investigation for negligence. • Reduce success in securing performance related external grant funding • Reputational damage associated with the above, the associated public complaints and failure to achieve corporate objectives.
Equality:	There are no specific equality issues regarding the proposals contained in this report. The requirements of the Equality Act 2010 are included in the Framework Agreement Documentation to draw attention to the detail of, and the need to comply with, the Act.
Health and Wellbeing:	The Highway environment plays an important role in the life of the community, particularly the positive opportunities that they can bring from social inclusion and interaction. Good highway infrastructure discourages criminal and anti-social activity, reducing the fear of crime, supporting the increased use of public transport, delivery of carbon

	reduction savings and the associated benefits outlined in the Corporate Plan.
Social Value	Highways are the arteries of our communities. They connect our residents to employment, education, local services and indeed the wider world. They enable economic growth, social mobility and are vital in ensuring good health outcomes. The recent Enventure survey was conducted to gain insight from residents to support Sandwell Council in the development of the budget proposals and future spending priorities. The survey found that "Maintaining Roads and Pavements" was selected as important by high proportions of respondents in both the representative survey (72%) and the online survey (79%). The contracts that deliver this work maximise additional value to Sandwell communities through the inclusion of Social Value requirements.
Climate Change:	Well maintained highways support climate change objectives through the supporting more activate travel choices, delivery of carbon reduction savings and associated benefits outlined in the Corporate Plan.
Corporate Parenting:	Good, well maintained highway infrastructure promotes improved physical and mental health and well-being of children and young people through more walking and cycling, improving road safety and promoting cleaner air quality.

7. Appendices

None.

8. Background Papers

2018 Highway Infrastructure Asset Management Policy and Strategy

Highway Asset Management Plan (HAMP) Cabinet Report 14 November 2014

Highway Infrastructure Asset Management Plan (HIAMP) Cabinet Report on 21 February 2018

“Well Managed Highway Infrastructure – A Code of Practice (October 2016

Highway Infrastructure Funding to mitigate the decline in Highway Infrastructure Condition – Cabinet Report November 2022