



CIHT – Improving Local Highways

Highways UK 2019

Matthew Lugg OBE, Immediate Past President of CIHT

CIHT Improving Local Roads

“Almost every journey begins and ends on local roads...”

We conclude that the current short-term approach to funding local road maintenance is not fit for purpose.”

Transport Select Committee, July 2019

9 out of 10
ring fenced funding



7 out of 10 support
TOTEX funding



8 out of 10

A Roads Fund for LHN



95% - provide
certainty of funding for 5
years or a longer period



The Transport Select Committee's recommendations

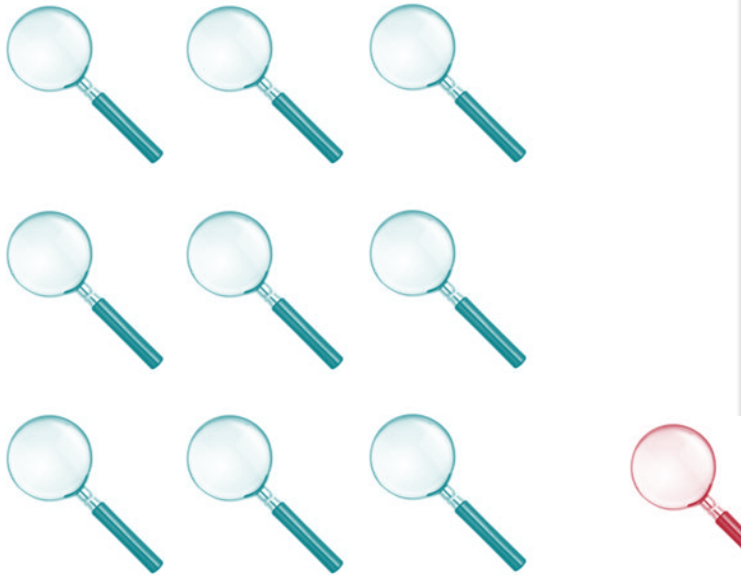
Funding and expenditure

- “We welcome the then Minister’s statement that he would like to see a **five-year funding settlement for local roads**. We recommend...a **front-loaded, long-term funding** settlement to the Treasury as part of the forthcoming Spending Review so that local authorities can **address the historic road maintenance backlog**”
- “DfT should take the lead on consulting with local authorities about the exact nature of a five-year settlement. This should include whether they would like to see a **‘totex’ allocation** (i.e. funding that can be spent on capital or revenue, with no restrictions) and whether they want it to be **ring-fenced** for spending only on roads.”

The Government's response to Transport Select Committee

- Will ensure that the priorities for long-term funding for local highways maintenance are well understood
- Encourages using a full range of tools to invest further in their local highway assets

>9 out 10 standard approach to collect condition data



96% - we should have a standard approach to calculate backlog



The Transport Select Committee's recommendations

Data collection and usage

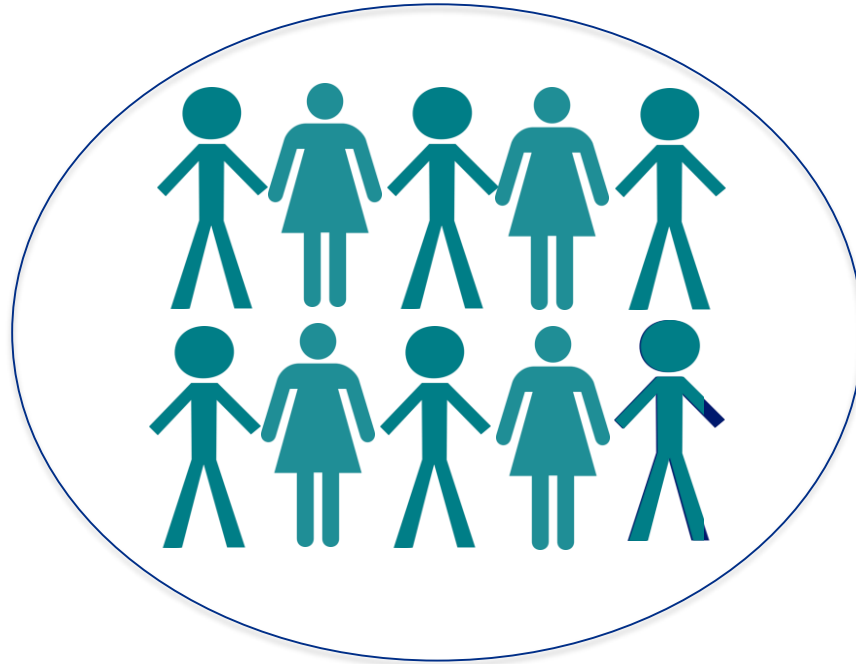
- “We welcome the DfT’s **review of road condition surveying data and technology**”
- “We recommend that, in its response to this Report, the Department explain whether the data it receives from local authorities on road condition is **consistent and allows valid comparisons** to be made, what it does with such data, how it is analysed and what action is taken on the back of conclusions that it draws.”
- “We recommend that DfT run an innovation competition to develop a **platform that the public can use** to make online reports about road condition direct to the relevant council and access real-time local road condition data.”

The Government's response to Transport Select Committee

Data collection and Use

- Will review into the technology and data required to develop the best insight at both a national and local level of condition of our highways.
- The review will be initiated shortly, and the Department for Transport will analyse the responses received as the Committee has recommended

98% said useful government consider changes now



The Transport Select Committee's recommendations

Innovation

“We recommend the DfT, BEIS and Innovate UK collaborate to collate **all innovation funding for local roads in one place** and effectively disseminate this to local highway authorities”

“We recommend that DfT produce a report, within 12 months of the hub going live, that assesses the costs and benefits of the **new digital hub**”

“Department set out a **timeline to show** their expectation of how **connected and autonomous vehicle technologies will evolve** and enter service”

The Government's response to Transport Select Committee

Innovation

- Arrangements are in place to ensure that all highway authorities receive information at milestones from research and trials
- Recent UK Connected and Automated Mobility Roadmap to 2030 by Zenic

The Transport Select Committee's recommendations

The road network

“We recommend that the **Government commission an independent review** of local highway responsibilities, to evaluate **whether current responsibilities sit at the right level**. We recommend that the review be completed within 9 months and that the Government respond to it within 12 weeks, setting out what actions it will take as a result.”

The Government's response to Transport Select Committee

The road network

The Department for Transport understands that The **Chartered Institution of Highways and Transportation** is shortly to report following an independent review they have undertaken in respect of local highways maintenance and we understand this includes an assessment of local highway responsibilities and governance. The Government believes **this may help address the concerns of the Committee** and following the conclusion of the report, we will consider how to respond to the Chartered Institution of Highways and Transportation report and whether there is a need for a further independent review as recommended by the Committee.

The Transport Select Committee's recommendations

Good practice and collaboration in highway maintenance

“We recommend that the Department continue to monitor the move to a risk-based approach. By the end of 2021 it should publish a report setting out what effect the risk-based approach has had, how local authorities have adapted and adjusted and whether it has improved their efficiency and effectiveness.”

The Government's response to Transport Select Committee

Good practice and collaboration in highway maintenance

- Working with the UK Roads Liaison Group, the Department for Transport will report by the end of 2021 on what effect the risk-based approach has had on local highway authorities and whether it has improved their efficiency and effectiveness.

CIHT's focus on:

1. Funding
2. Data
3. Monitoring outcomes
4. New sources of funding
5. National transport strategy for England

Final report

Launch to coincide with new Government's
CSR

Thanks