Local Road Networks: The Policy & Delivery Context

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Key Themes

- Localism
- Better regulation
- Capacity & Capability
- User voice

Highways Maintenance

183,000 miles of LA roads in England 153 local highway authorities (inc. TfL)

£300bn valuation of assets??

- DfT Maintenance Block funding:
 - £3bn from 2011-12 2014-15 for 4 years, not ring fenced
- HMEP is a sector-led transformation programme to maximise returns from highways investment and deliver efficient and effective services:
 - Programme runs to 2018, sponsored by DfT who are providing £6m funding
 - Links with Government Construction Strategy and Infrastructure UK Review
 - Consistent with 'localism' agenda providing the tools and opportunities not central direction
 - Building on existing best practice
 - Work well underway on efficiency products published Pothole Review Report (April)

Operations

Empowering you ...

- More effective regulation overrun charges, lane rental "pioneers"
- Localism New signs, consulting on TMO advertising & street works permit schemes

Doing without ...

 Alternatives – Safety Code of Practice, "Performance scorecard", National Code of Conduct, National Underground Assets Group

And the quid pro quo ...

Users' matter – car drivers, freight, bus operators

Enhancements – Devolution, Partnership & Innovation

LA Majors

Current

Central competition which delivers value for money and has driven up local contributions



Possible Future

- End all central appraisal of VfM
- 2. In return for fit-for-purpose governance, transparency and evaluation

Strategic Roads

Current

Top-down prioritisation, local contributions adhoc, minor schemes spend what's left



Possible Future

- 1. Route Based Strategies
- 2. More co-funding
- 3. Pinchpoints

Challenges

- Understanding the business ask
- Mixing the funding streams (Business Rates, Enterprise Zones, TIF, New Homes Bonus, Growing Places Fund, Assets, ERDF, Other Govt Funding...)
- The capacity/capability stretch are you ready?