

Review of the local highway network

CIHT Annual Conference

Matthew Lugg, OBE
CIHT President



Review terms of reference

- Condition
- Economic & social costs
- Governance & management
- Funding requirements
- Suitability of current funding
- Alternative models



Questions that underpin the review

1. Why improve the local highway network? (LHN)
2. Understanding what needs to be done to the LHN
3. What things do we need to change?
4. How should we govern it in the future?



Key themes arising from the review

- The local highway network (LHN) requires improvement
- The LHN is a vital, under researched resource
- We must change our approach to the LHN
- Governance requires reform



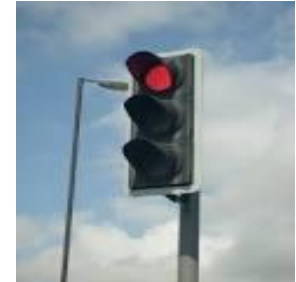
Why improve the LHN?

- Every person, public service and business depends on the LHN
- The LHN is seen as a problem not an enabler
- Improving the service



A better understanding of what we have and what is needed

- Know current state of all the highway infrastructure assets and be able to effectively monitor their condition
- Have a clear understanding of what needs to be done to get to and maintain that condition



What we need to change:

Change the way we fund the LHN

9 out of 10
ring fenced funding



7 out of 10 support
TOTEX funding



5 out of 10
some form of pay as
you go funding



96% change the way
utilities pay for impact of
their works



8 out 10

A Roads Fund for LHN



95%

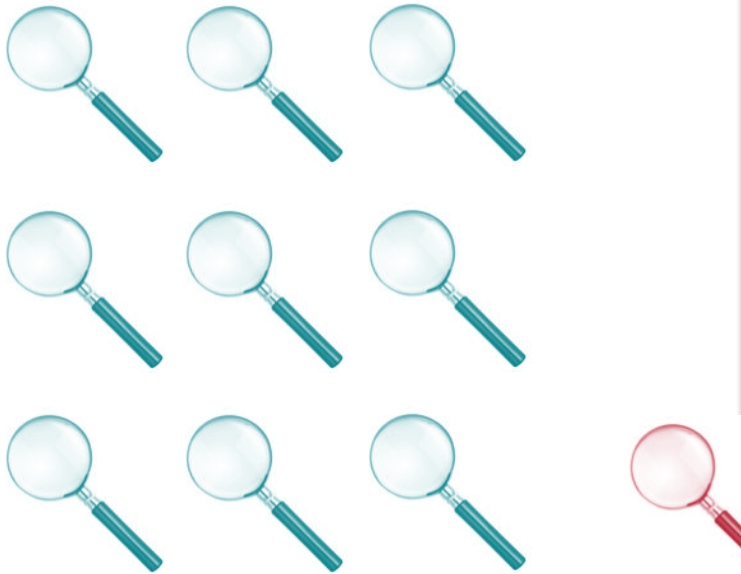
- provide
certainty of funding for 5
years or a longer period



What we need to change:

Change how we understand condition

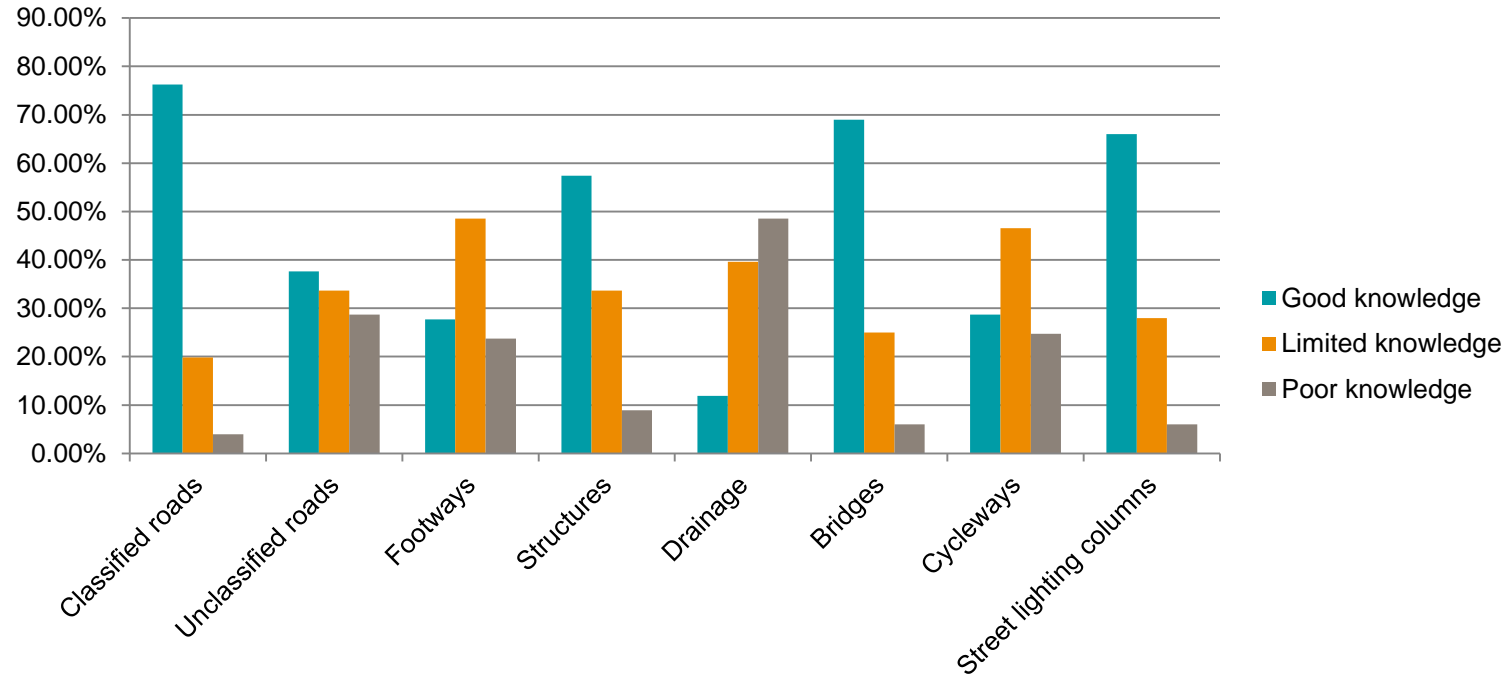
**>9 out 10 standard
approach to collect
condition data**



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



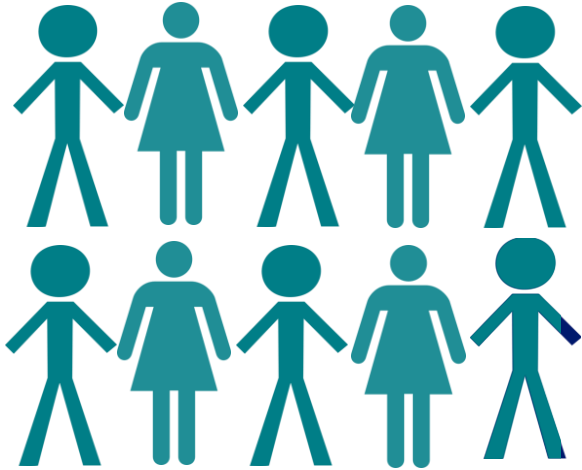
Do local highway authorities have sufficient information on the condition of highway assets for the benefit of all users?



What we need to change:

Change how we organise looking after the LHN

98% said useful
government consider
changes now



7 out of 10 said reduce
number of highway authorities



Several models have been identified for initial review and discussion. Please rank (1 = first preference, 2 = second preference, and so on)

	1	2	3	4
Existing highway authorities voluntary work together (e.g. Midlands Highway Alliance)	27.18%	15.53%	18.45%	38.83%
Existing highway authorities formally link with other highway authorities (e.g. Combined Authorities/Sub National Transport Bodies)	24.27%	40.78%	31.07%	3.88%
Create new highway authorities around a new structure based on optimum network	28.71%	23.76%	28.71%	18.81%
Create new highway authorities and a new Governance structure (e.g. Regulated Asset Base - this is used in other sectors such as rail and water)	22.33%	20.39%	20.39%	36.89%

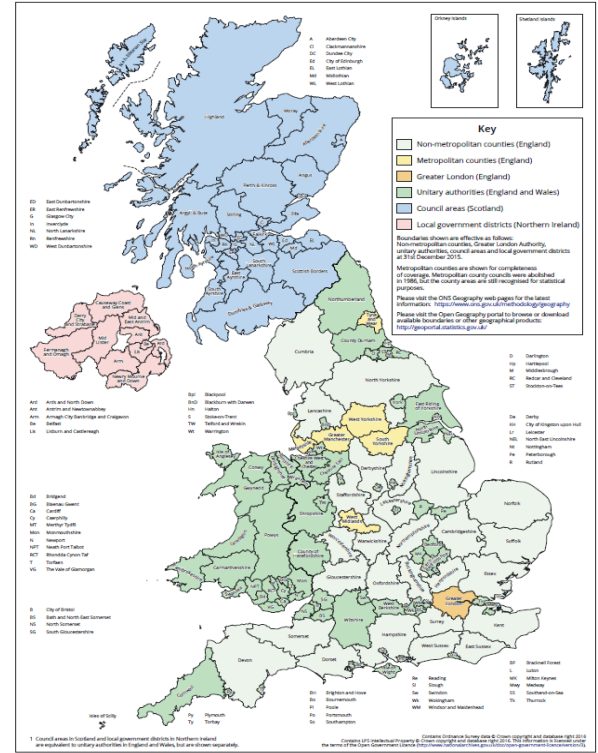
65%

1st & 2nd preference
Existing highway authorities formally link with other highway authorities (e.g. Combined Authorities)

Governance

- Creating more efficient & effective Highway authorities
- Review the Highways Act 1980
- Review NRSWA legislation

UK: Counties and Unitary Authorities,¹ 2015



Office for
National Statistics

Produced by ONS Geography
GIS & Mapping Unit

Do you agree with the changes proposed?

- 1) Change the way we fund the LHN
- 2) Change how we understand condition
- 3) Change how we organise looking after the LHN

Next steps – Evidence base

UK ROADS LIAISON GROUP



....and the Sub national transport bodies

Next steps

Influencing

Report due for **Spending Review** –
published at **CIHT Awards** 13 June 2019

We need your input

Please help – submit case studies that support the review: technical@ciht.org.uk

Complete survey on *Revenue funding for local highway maintenance questionnaire*

<https://www.surveymonkey.co.uk/r/CIHTSurvey>

Thank you

