

CABINET MEMBER FOR ENVIRONMENT– 14 November 2019

HIGHWAY POLICY STATEMENTS

Report by Director for Community Operations (Interim)

RECOMMENDATION

1. The Cabinet Member for Environment is **RECOMMENDED** to endorse the Highway Policy Statements covered in Annex (1a-j) together with this report.

Introduction

2. This report has been written to seek endorsement from the Delegated Cabinet Member for a series of updated Highways Policy Statements. The policy statements have been updated because of the establishment of the new Highways Code of Practice (October 2018).
3. This approach follows Cabinet approval in November 2017 that developed a new approach and Highway Policy Framework. New or revised policies within this framework are approved to be agreed at the Cabinet Members Decisions Meeting or Director dependent on the level of service change.
4. The first tranche of updated policy statements was presented to the Cabinet Member Decision meeting on 20th December 2018. The table below shows which policies were approved then and which are within this report

Approved Policy	Within Annex 1
Coloured Surfacing	a) Public Rights of Way management
Highway Electrical Assets	b) Public Rights of Way Vehicle Access
Grass Cutting	c) Tree Management
Drainage	d) Winter Service
Road Markings & Road Studs	e) Roadside Memorials
Speed Limits	f) Highway Structures
Safety Fencing and Barriers	g) Highway Safety Inspections
Traffic Signs	h) Commuted Sum
Vegetation & Tree	i) Highway Asset
	j) Highway Information

5. Future highway maintenance policy to be developed or updated includes that relating to wild flowers on verges, and street furniture.
6. We will also be updating the Network Management Plan, and policies relating to this plan and Network Management service will also be included within future policy update work.

Context

7. In 2016 the UK Roads Liaison Group launched the new Code of Practice; Well-managed highway infrastructure which supersedes the previous Codes 'Well-maintained Highways', 'Well-lit Highways' and 'Management of Highway Structures'.
8. The Code is designed to promote the adoption of an integrated asset management approach to highway infrastructure based on the establishment of local levels of service through risk-based assessment.
9. The policies most out of line with the new code were updated as part of tranche 1. There has been further work ongoing to refresh and update the remaining highway policies.
10. A collaborative approach was taken, and advice was sought from the Legal Team and the Insurance Team reviewed each in detail to ensure that the Authority's ability to defend its position legally is not compromised.
11. Members of the Environment and Transport Cabinet Advisory Group were engaged in updating policies and suggestions have been incorporated.
12. The highway policy statements annexed in this and the previous report will be included in and supported by the Highway Asset Management Plan which is currently also being updated and approval for adoption of the plan will be sought in its own right.

Financial and Staff Implications

13. There are no known direct financial or staff implications identified.

Equalities Implications

14. It is considered the policies within this report do require a SCIA to be completed as these generally reflect a continuing level of service and suggest no significant change.

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