

# **ADEPT LUNCH AND LEARN**

**24<sup>th</sup> June 2021**

**Evidencing the need for increased levels of funding for highways maintenance and how that might impact upon reimagining place.**

**Mark Stevens**

**Assistant Director Direct Services – L.B.Haringey**

**ADEPT**

# Covid-19 – reconnecting people with (local) place!

## Public Health England (2016): Working Together to Promote Active Travel

For most people, the easiest and most acceptable forms of physical activity are those that can be built into everyday life. Examples include walking or cycling instead of travelling by car, and using stairs instead of lifts. *‘Active travel’ (or active transportation or mobility) means walking or cycling as an alternative to motorised transport (notably cars, motorbikes/mopeds etc) for the purpose of making everyday journeys.*

# Personally aiding decarbonisation

Walking and cycling are good for our physical and mental health. Switching more journeys to active travel will improve health, quality of life and the environment, and local productivity, while at the same time reduce costs to the public purse. These are substantial 'win-wins' that benefit individual people and the community as a whole.

Choosing to walk, cycle and even e-scooter (rather than working from home on Teams, Zoom etc) relies on having safe, usable highway infrastructure for the first mile/last mile of journeys .....



**ADEPT**

# Catering for multiple forms of mobility .....



**ADEPT**



# Not catering for mobility!!!

E-scooter on a much wider basis is just round the corner –  
but using what type of surface?

Would you be confident using either of these surfaces?!?!



01/08/2019

ADEPT

# The task that lays ahead

£6bn for local highway maintenance over 6 years (i.e. £1bn p.a.) wasn't enough

Three different assessment methods presented to the DfT, MHCLG and the Roads Minister in 2019 suggested funding should be at least £2bn per annum

A jump to £1.65bn in 2020/21 was a step in the right direction

A fall to £1.15bn in 2021/22 was understandable from a national COVID-19 financial demands perspective but viewed within 'highways' as catastrophic

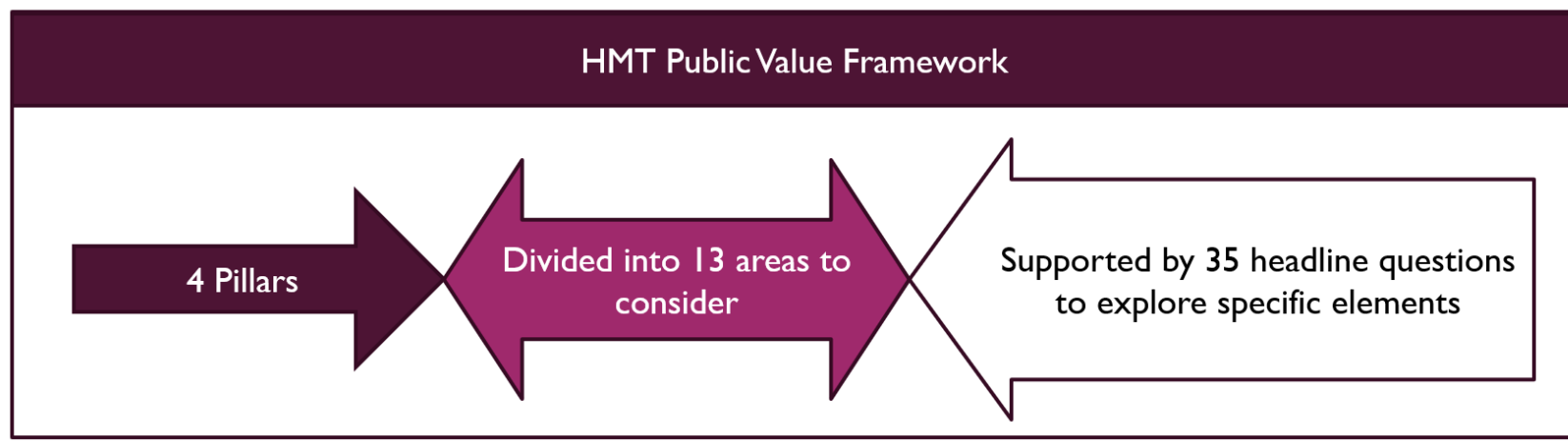
Demonstrating the return on investment from highway maintenance is now absolutely critical for the next Comprehensive Spending Review.

The priority now is to demonstrate how well-maintained highway infrastructure assets contribute to:

- Tackling climate change
- Better catering for healthy (sustainable) travel choices
- A safer local environment from door to door
- National economic prosperity and growth through enhanced connectivity
- Much improved customer satisfaction (NHT)

# Stating the case in Governmental language

- **Purpose:** to provide information and facts to inform the 2021 Spending Review and enables stakeholders understand highway maintenance in the right language
- **Scope:** English Local Authority Highways (excluding London)
- **Approach:** Material is aligned to the HM Treasury Public Value Framework: [HM Treasury Public Value Framework](#)
  - This provides a recognised framework for presenting a wide diversity of material about local authority highways



# Delivering value, prosperity and a healthier society (transforming place) thru highway maintenance

**Outcome:** a safe, cost effective and well maintained highway network that supports economic growth, social mobility, healthy travel choices and a shift to greener lower carbon materials and solutions

Pursuing goals

Vision and goals for the local highways and high level stats (length, value)

Managing inputs

Managing highway maintenance – financial management, CapEx/OpEx balance, volumes of work, and forecasting what will happen etc.

Engaging users and citizens

Explain about NHT, CQC and other customer reengagement/surveys and what they show

Developing system capacity

Supply chain, collaboration, contracts, improving performance and driving innovation

**ADEPT**



## Discussion points

- Should LHAs stop complaining and just look after what they have with what funding they currently get?
- If so, should maintenance spending prioritise on footways?
- And/or prioritise road maintenance 1m from the road edge?
- Will 'low traffic neighbourhoods' lead to less people driving, decelerate road deterioration and save LHAs money?
- Would a better maintained network actually result in more active (sustainable) travel?
- Does highway maintenance have any bearing whatsoever on reimagining place?
- Is regeneration the key rather than replacement/renewal?

**Thank you for listening!!**

**ADEPT**