

DRAFT

**MINUTES OF: UKRLG/ADEPT ASSET MANAGEMENT BOARD**

**HELD ON: Friday 17 July 2020 via MS Teams**

**Present:**

Garry Sterritt (Chair)	Transport for London
Paul Boss (Vice Chair)	RSTA (MSIG)
Dan Bond	Rhonnda Cefn Taf (CSS Wales)
Mike Hansford	Dorset County Council (South West Region)
Clive Lambourne	Kent County Council (South East Region)
Donald Morrison	Transport Scotland
Kathryn Moreton	Walsall MBC (West Midlands)
Richard Fenwick	Lincolnshire County Council
Richard Mills	Calderdale Council
Graeme Ferguson	Perth and Kinross Council (SCOTS)
Keith Harwood	Hertfordshire County Council (Bridges Board)
Peter Clay	Cumbria County Council (Northern Region)
Darren Merrill (Secretary)	Shropshire Council
Iosif Filosof	Atkins
Dake Rumney	Northumberland County Council
David Ayre	CIPFA
Stuart Molyneux	Salford Council
Chris Allen-Smith	Hertfordshire County Council
Chris Leggasick	Plymouth City Council
Justin Ward	CIHT
Eric Norton	Highways England
John Paterson	Atkins
Chris Watkins	Plymouth City Council
Jason Hibbert	Welsh Government
Jo Heynes	Essex County Council
Neill Bennett	Derbyshire County Council
Mark Stevens	Suffolk County Council
Richard Abell	TRL

		<b>ACTION</b>	<b>BY WHEN</b>
<b>1.</b>	<b>Introduction and Apologies</b> No apologies have been received.		
<b>2.</b>	<b>Economic Assessment Tool</b>  This sessions is for the Board to sign off this work.  Richard Abell gave a presentation on the HMEA, scope of the model and the inputs required.  <ul style="list-style-type: none"> <li>The outputs from the HMA model are key inputs, as are population and employment data.</li> <li>Both discounted and non-discounted cost outputs are available but discounted costs are more usually used.</li> <li>Carbon costs have been specifically identified following comment from the Board.</li> <li>The measures used are always the change from the Base Case.</li> </ul> RA presented the analysis was done on the SRN in Wales.  The analysis was split into three regions, the period was 30 years, three scenarios were defined (current budget, no backlog, steady		

	<p>state) and Nine economic sectors (8 categories and an 'Other' category to include all other minor sectors).</p> <p>There is a switch to allow the effect of network condition to impact on economic growth rates within limits; for Wales a <math>\pm 10\%</math> limit was applied.</p> <p>Contributions to economic sectors were defined e.g. 70% means 70% of aGVA exists because of the presence of the road network. There is no reference data for this but it will need to be defined for the local conditions. These contributions will need to be created with care, taking advice from within the authority and doing sensitivity analysis. 60% employment means that if the SRN was not there, 60% of employees would be unemployed with no transfer to other sectors. DB highlighted that the you will need to document where the figures came from</p> <p>Discussion on whether to include default values. If default values included, they may be used without any consideration. However, there is a lot of information to populate so some examples would be useful. RA to add example values in the guidance.</p> <p>Outputs from the analysis were presented.</p> <ul style="list-style-type: none"> <li>• A range of measures have been defined to present the output.</li> <li>• Economic contribution per £ spent on maintenance is large, but more important to look at the changes across cases rather than the absolute amounts.</li> </ul> <p>CAS raised a query about Employment impacts per £ spent. It seemed too high. RA to review output, maybe £ k. MS highlighted that the figures presented above suggests a lower, more realistic rate than presented.</p> <p>The employment figures are as a result of the presence of the network not the overall number employed.</p> <p>Sensitivity tests were made:</p> <ul style="list-style-type: none"> <li>• The model behaved as expected when changing the analysis period.</li> <li>• The model behaved as expected when the Economic contributions were reduced by 10%, e.g. it resulted in a 21% change in contribution for no-backlog case.</li> </ul> <p>The response to changes in inputs are non-linear so it is important that this sensitivity analysis is done.</p> <p>Much of the increase in economic contribution is influenced by the assumptions made.</p> <p>GS asked whether two models can be placed on the UKRLG website – a blank and a populated example.</p> <p>Jason Hibbert thanked TRL and Atkins. The analysis is a starting point, with engagement with economic colleagues to follow. The output will be used to develop AM policy and strategy with results published through this Asset Management work.</p>	<p><b>RA</b></p> <p><b>RA</b></p> <p><b>RA</b></p>	
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	<p>RA expects that the deliverables will be ready on the UKRLG website by end July or early August.</p> <p>Derbyshire, Hertfordshire, TfL, Lincolnshire offered to trial the model over the next six months in order to develop case studies.</p>	<b>RA</b>	
<b>3.</b>	<b>State of the Nation - Update</b>		
	<p>GS is waiting on response from DfT about funding for the next phase of this work.</p>		
<b>4.</b>	<b>Research Projects</b>		
	<p><b>Update on future funding</b></p> <p>DfT have said that there is no top-slice funding for research for this FY.</p> <p><b>Feedback on recent project outputs from regional groups</b></p> <p>Due to lack of time, this will be an item at the next meeting. Regional chairs to obtain feedback on the implementation of the products.</p>	<b>Regional Chairs</b>	
<b>5.</b>	<b>Updates from groups</b>		
	<p><b><i>HAMFIG: Whole of Government Accounts</i></b></p> <p>There is no update from HAMFIG. CAS has not had a response to his letter to DfT.</p> <p>The toolkit has yet to be updated. HCC are looking to update this with support. The updated SAVI toolkit is available.</p> <p>DA asked when the updated toolkit will be available. CAS thought that it will be a few weeks even though the first WGA deadline is next week. There is usually an initial request, with a final request in September; CAS is expecting that this will be the case this year.</p> <p>Rates have been indexed in SAVI.</p> <p><b><i>UK Bridges Board – Updated Structures Toolkit</i></b></p> <p>No updates that are relevant to this board</p> <p><b><i>CIHT Asset Management Panel</i></b></p> <p>No report. The panel has not met due to COVID.</p>		
<b>6.</b>	<b>Self-Assessment Funding Questionnaire Review</b>		
	<p>The self-assessment questionnaire is at the end of the initial period and may be revised for a future period of incentivised funding. PB is seeking support from the group to propose additional questions.</p> <p>All to provide suggestions to PB and he will collate questions and form draft proposals for the next meeting.</p> <p>Themes raised at the meeting:</p>	<b>PB</b>	

	<ul style="list-style-type: none"> <li>• Environmental Impact</li> <li>• Data</li> </ul> <p>Note that Paul’s email is now: <a href="mailto:paul@rsta-uk.org">paul@rsta-uk.org</a></p>		
<p><b>7.</b></p>	<p><b>Conferences/Publicity/Events</b></p>		
	<ul style="list-style-type: none"> <li>• Highways UK is still planned to go ahead – 4/5<sup>th</sup> November 2020 - NEC</li> <li>• CIPFA/HAMP network for members is on 21<sup>st</sup> /22<sup>nd</sup> /23<sup>rd</sup> September 2020.</li> <li>• Adept Climate Change conference. 31 July 2020.</li> </ul>		
<p><b>8.</b></p>	<p><b>Minutes and actions</b></p>		
	<p>The minutes from last meeting were accepted.</p> <p>DM to send blank CIPFA survey</p> <p>Changes to WMHI were included. Query raised about dates and versions shown on the website.</p>	<p><b>DM</b></p> <p><b>JW</b></p>	
<p><b>9.</b></p>	<p><b>Any Other Business</b></p>		
	<p><b>E-Scooters – managing risk – local thinking and practice</b></p> <p>There is an E-scooter trial in London. Considerations needed on highway inspection regimes.</p> <p>TfL is content to stick to current regime with specific guidance on inspection added about E-scooters.</p> <p>DfT have commissioned research from TRL on scooters and defect size. In summary, these vehicles should be able to manage defects of 40-50mm. GS to send the TRL research</p> <p>E-Scooters not permitted on footways, only cycle lanes and carriageways. E-Scooters, as a motorised vehicle, cannot legally be used on cycle tracks.</p> <p>This was a UKRLG topic on conversation last week. MS is producing a policy position statement for ADEPT. MS requested to send this to the Board. DfT would welcome a two-page summary of what the trials should be considering and what should be monitored. To be discussed at the ADEPT leadership team next Thursday. Pass through the with the minutes.</p> <p><b>CAS - Road Condition Analysis’ project</b></p> <p>CAS presented the outcome of an academic project supported by the Connected Places Catapult fund. Using condition data from 2007 to 2019, HCC have attempted to model treatment selection.</p> <p>SCANNER data is not very repeatable. Hence, a retrospective model was looked at using information on work already done.</p>	<p><b>GS</b></p> <p><b>MS/ALL</b></p>	

