

Resilient Network

1. Purpose

The purpose of this briefing paper is to provide Transportation Infrastructure Board (TIB), with:

- Background to the Resilient Network concept
- Detail on work to date developing a Resilient Network for the City
- How the Resilient Network relates to the HAMP and Code of Practice - Well-Managed Highway Infrastructure 2016
- An indication of future work on the Resilient Network

2. The Necessity for a Resilient Network

TIB is requested to:

- Approve the proposed resilient network. (Appendix 1)
- Approve the statement of commonality and its principles, including the review triggers (para 5).

3. The Necessity for a Resilient Network

Background

Board members will recall a briefing paper in August 2016 concerning the Winter Service Plan and the development of the Highways Asset Management Plan (HAMP). This included a Governance process to:

- Monitor progress of delivery
- Provide the Transportation Infrastructure Board with delegated powers
- Provide a swift and efficient mechanism for the implementation of the HAMP, Works Programmes, and other activities as they relate to the management and maintenance of the HAMP.

That paper made reference to the development of a 'resilient network' nested within the HAMP process.

Following the severe weather in 2013/14 the Secretary of State for Transport commissioned an independent review in to the effects of severe weather on the transport network. The subsequent report identified that episodes of severe weather would become more frequent and transport authorities should plan how to manage the impact of these episodes.

The Government, in its response to the report, required local authorities to identify a '*resilient network*' to which they will give priority, in order to maintain economic activity and access to key services during extreme weather.

In addition to this requirement there is a financial incentive to identify a resilient network. In 2017/18 the extent to which highway authorities have adopted good asset management principles will have a direct financial impact through the incentive element of the DfT highway maintenance funding process and the associated self-assessment, introduced in 2016.

To meet this requirement and to help maximise the City's share of the incentive funding this report outlines a resilient network for the City and asks for comment on and approval of the proposed network.

4. Relevance to Code of Practice and Highway Asset Management Plan

It states in the Well-managed Highway Infrastructure 2016 Code of Practice that a Resilient Network should be identified. Below is the content extracted from the document.

A.4.4. RESILIENT NETWORK AND MINIMUM WINTER NETWORK

A.4.4.1. A 'Resilient Network' should be identified which will receive priority through maintenance and other measures in order to maintain economic activity and access to key services during disruptive events. The process for identifying the Resilient Network will consider which routes are absolutely essential and which can be done without for a time. It is implicit that these decisions will not simply follow road classification or categorisation. The process should engage key business and interest groups and involve the community.

A.4.4.2. The Resilient Network is likely to include:

- those routes crucial to the economic and social life of the local or wider area;
- take account of repeat events, e.g. flooding; and
- local factors.

Within the Highway Asset Management Plan there is an action plan; part of the Required Asset Management Outcomes is that Stoke-on-Trent City Council work in partnership with neighbouring Local Highway Authorities to define a Resilient Network, once complete review to see what activity is required to ensure resilience is maintained e.g. Diversionary Routes, Gritting, Flood Measures etc. and associated funding.

In addition to the above, as part of the DfT Incentive Fund Questionnaire, one of the questions is 'Has your Local Authority established a resilient network as recommended by the 2014 Transport Resilience Review?' To reach a band 3 authority in this question; which in turn will entitle the City Council to an increased amount of funding there must be a process for the development of the resilient network that has been developed and documented. There need to have been liaison undertaken with key business, interest groups and other key transport stakeholders (e.g. Network Rail and bus operators). The resilient network needs to have been agreed with senior decision-makers, and all risks associated with adopting the resilient network have been documented together with mitigation. This will then need to be reviewed every two years.

5. Proposal for Stoke-on-Trent City Council's Resilient Network

The City's road network interlinked with that of Staffordshire County Council. Dialogue between the two authorities has led to the development of a statement of commonality; namely:

The Statement

In accordance with the recommendations of the 2014 Transport Resilience Review, Stoke-on-Trent City Council and Staffordshire County Council have outlined below as the basis for/or consideration for inclusion in the resilient highway network as a result of their operation across both authority areas and importance:

- The Primary Route Network (PRN)
- Key routes identified by emergency services
- Routes to hospitals
- Routes to transport hubs
- Highways England diversion routes
- Other access routes consider appropriate by each authority

Reviews of the network, by both authorities, will take place

- biennially
- after a major event; or
- following a change of location of a key service.

6. Appendix 1 (Map showing Resilient Network) attached.