

## Conference Questions

### LoHEG

*Should funding for principal roads come directly from Government rather than via TfL to align London with the rest of the country? 👍 19*

Response: difficult to answer as there are benefits to both methodologies. Plus the funding for the rest of the country is linked to the asset management status (ie Tiers 1-3). The current methodology for TfL allocation of LiP funding is based on road length and condition factor. This is a working methodology and also ensures London gets best value for the required condition surveys. If the funding was directly allocated, how many Boroughs would procure their own surveys (as required by DfT)?

*How do we attract more young people, especially women into our industry? 👍 19*

Response: target Apprentices! Have a properly funded apprenticeship programme to take advantage of the Apprentice levy, effectively “growing your own”. Work with local schools and colleges to promote the industry highlighting the benefits. The starting salary for Apprentices in Southwark is over £20,000 to comply with the London living wage. Work closely with the Institutions (ICE, CIHT, IHIE etc).

*Utilities are carrying out works and not reinstating the roads correctly. Should this be monitored more closely and penalties imposed for any remedial works? 👍 13*

Response: absolutely! Have a decent coring programme for testing Utility works. It will pay for itself every time as has proven historically for all Highway Authorities who undertake coring. Use the current penalty system, it works!

*Should principal road funding include footways? 👍 12*

Response: yes, and LiP funding should also be used for bus routes on NPR's. The Mayor's walking strategy should be cited as a rationale.

*How do we manage the challenge of increased cycle infrastructure? 👍 10*

Response: topical and no easy answer. Ensure designs are maintenance friendly, ie don't use coloured surfaces as extremely costly to maintain. Look to adequate provision of revenue budgets, i.e. winter salting. Use whole life costs when making capital bids.

*What impact do you think the new code of practice will have on boroughs? 👍 7*

Response: absolutely critical to review current hierarchies asap. Hence significant resource requirements. Many Boroughs may find inspection frequencies increasing leading to higher Inspection resource requirement. Inevitably more frequent inspections equates to more reactive works and drain on revenue budgets. On the plus side, it is an opportunity to compare with neighbours and review current practice (with good reason to bid for possible funding at local level based on legislative change).

*How do we challenge the government view that utilities should fill underneath the footways with their apparatus rather than in the road to reduce congestion? 👍 7*

Response: do we want to challenge this?

*How do we make highway maintenance relevant given all the more emotive and high-profile pressures on budgets? 👍 5*

Response: this is down to the individual Boroughs to ensure it is a high agenda item. It needs something to highlight the importance that a well maintained highway network is crucial to all other borough services, and can have a significant effect on all areas. It is the one thing that everyone sees, whether local residents or people passing through. Use of stats and benchmarking can also help to demonstrate where a Borough sits against their neighbours. It is usually the number one generator of public correspondence. Unfortunately it is one of those service areas where cuts can always be made and a service still provided, just the level of service reduces.

*Should utilities be confined to the footway as proposed by Chris Grayling? 👍 3*

Response: everyone will have varying opinions on this. From a purely maintenance perspective, it is cheaper to maintain footways than carriageways where there is a utility problem such as a sunken trench or problems with adjacent surfacing to ironwork.

*Highways maintenance at the public expense. How does the DfT see London not getting any funding in line with legislation? 👍 3*

Response: this becomes a budget issue. Councils have their highway length allowed for in their revenue budgets. It is up to the Council to determine how much is allocated to highway maintenance. At least that will be the DfT view. Unfortunately everyone has a backlog to varying degrees.

*Code of Practice – still awaiting guidance for cycleways from the FCMG. When will this be provided considering compliance by October 2018? 👍 3*

Response: think this covers it!

<http://www.ukroadsliasongroup.org/en/guidance/footways-and-cycletrack.cfm>

*What do Highway Authorities need to do prepare for CAV's – does anyone actually know yet? 👍 2*

Response: probably not but interesting report as follows:

<https://s3-eu-west-1.amazonaws.com/media.ts.catapult/wp-content/uploads/2017/04/25115313/ATS40-Future-Proofing-Infrastructure-for-CAVs.pdf>

*Why bother spending/programming carriageway investment and reactive fixing potholes: won't drones, smart technology overcome this...and soon? 👍 2*

Response: unlikely!

### **LoLEG**

*How do we attract more young people, especially women into our industry? 👍 19*

The Highway Electrical Services need to have a larger value within the industry and the may happen in the future when LA's start to leverage these assets to generate income. Income is the only realistic future for these assets with ever increasing revenue cost mainly due to energy inflation over and above the standard annual cost increase. Income can be achieve through the attachments to the assets, Electric Vehicles, Banners, WiFi, coms 4/5G, parking sensors, moving vehicle enforcement, etc.

*How successful has LED lighting replacement been? 👍 12*

This will depend upon what success criteria is applied however, most deployments are based almost entirely on instant energy reduction and because most deployment should achieve at least a 40% reduction in energy cost, I guess that is successful.

I would suggest that people have often forgotten why they are lighting the public realm in the first place and this is a shame but all too often key objectives are not focused on the best overall outcome, more likely the best revenue cost saving.

*How many boroughs are using electric vehicles in their operations including Contractors?*

👍 10

Not entirely sure currently, but it is likely that most, if not all London Authority's will take advantage of the London Council's GULSC funding framework due in July 18. A generously funded project to help the deployment/expansion of EV Charging primarily focus on residential parking.

*What impact do you think the new code of practice will have on boroughs?* 👍 7

The new Code of Practice should probably have a fairly significant impact on Authorities that do not have guidance on how they undertake their operation, HIAMP, HIMMP, specific task Guidance etc. However if this is all in place, along with a mapped out structure of roles and responsibilities all should be relatively straightforward in October. Although the organisation will need to evidence the rationale for the approach that they have adopted and demonstrate that the KPIs and monitoring that they have in place can continue the evidence that the approach is correct and relevant. Good luck.

*Should be using outdoor advertising on street furniture to help fund out maintenance requirements?* 👍 6

If you LA accept that approach and advertising consent can be easily achieved the dynamic remote control advertising is a no brainier the income could be very significant. However, it would significantly impact on the network and society so care would be needed.

Other income options are available;

- Comms - 4/5G, Wifi, EV Charging, Parking Sensors, Moving Vehicle Violation Enforcement, Banners, highway movement monitoring, and many others I'm sure.

*Can DOOH advertising be linking by proximity to nearby mobile phones to show adverts appropriate to the majority of users with line of sight to the billboard?* 👍 3

Yes, this happens on Dave Frank's phone – further details to follow.

## **LoTAG**

*Should funding for principle roads come directly from Government rather than via TfL to align London with the rest of the country?* 👍 19

If central Government agrees to fund highway maintenance in London, then the mechanism that is used to allocate the funds can be reviewed, and LoTAG is keen to investigate options. However, it is important to keep in mind that outside London DfT requires authorities to undertake a self-assessment, which is more onerous than practices in London, i.e. portal submissions, annual Status Report and BPRN condition survey.

At the moment, all Borough Principal Road and Bridge Strengthening work is funded by TfL, hence current allocations are made by TfL based on information provided by boroughs.

*How do we attract more young people, especially women into our industry? 👍 19*

Good examples of local initiatives were provided on the day by LoTAG members - e.g. Southwark has won awards for their apprenticeship scheme which attracted 50% females. All authorities should encourage apprenticeships and engage with local schools to get children interested in the profession when they are young.

We must also use the right language when advertising roles. It has been shown that the language in adverts can discourage certain groups from applying. Members should actively engage with their HR specialist to ensure the language in adverts will attract a broad diversity of applicants.

It is vital that we promote an inclusive culture – our behaviours must be of the highest standard and any that are not must be challenged.

*With the environmental challenges we face should boroughs be installing drinking fountains into their streets to reduce the use of single use plastic bottles? 👍 19*

The view of LoTAG is that drinking fountains are not the most appropriate solution, in particular due to their ongoing inspection, cleaning and maintenance costs. LoTAG advise that more cost effective solutions, such as Refill London which is supported by the Mayor (<https://www.refill.org.uk/refill-scheme/london/>) should be pursued by Boroughs.

Ultimately it is a local decision and boroughs can decide on the most appropriate mix of solutions for their area.

*Utilities are carrying out works and not reinstating the roads correctly. Should this be monitored more closely and penalties imposed for any remedial works? 👍 13*

Yes, all authorities should have appropriate monitoring practices in place to drive continual improvement in the quality of utility reinstatement, including inspections and sample coring as appropriate.

Section 12 of the *Specification for the Reinstatement of Openings in Highways* provides guidance.

<https://www.gov.uk/government/collections/street-works>

*Should principal road funding include footways? 👍 12*

There are a number of assets (including footways, non-principal roads, segregated cycle routes, lighting, drainage etc.) that are not covered by LIP funding. As part of the debate on future funding for highway maintenance in London, LoTAG will make the case for appropriate support for all highway assets.

*How do we manage the challenge of increased cycle infrastructure? 👍 10*

Management and maintenance practices typically relate to carriageways or footways, with cycle routes picked up as being part of these, e.g. inspections. The increase in cycling, and expected future increases, means cycle infrastructure will continue to grow – and that means we must have appropriate management regimes in place.

LoTAG is considering the need for pan-London guidance for the management of cycle infrastructure, in particular inspection regimes, service levels and skid resistance.

Going forward, LoTAG is also considering how the annual Status Report can evolve to reflect the growing cycle infrastructure and its associated maintenance challenges.

*How do boroughs meet the mayor's healthy street challenge of introducing more green infrastructure? 👍 10*

Each borough should identify what is appropriate for their area, in doing so they can consider:

- LIP improvement schemes – can these be used to introduce appropriate green infrastructure, and are current proposals/designs going far enough in terms of green infrastructure
- Developments – as above, what are their green estate proposals and can they do more
- Existing estate – are there changes that can be made the existing state to improve green infrastructure, starting with simple reviews, e.g. empty tree pits.

*What impact do you think the new code of practice will have on boroughs? 👍 7*

The new Code of Practice provides boroughs with greater flexibility in terms of management and maintenance practices. The impact will depend on the specific approach a borough wishes to take, for example:

- No/minimal change - use a risk based approach to demonstrate that current practices are adequate and robust;
- Comprehensive change – use a risk based approach to change inspection intervals, investigatory levels, maintenance strategies etc.

The important aspect is to clearly document and record the decisions made and to assure yourself they are robust – and that all relevant stakeholders have been consulted, e.g. asset managers, engineers, legal, insurance, senior management and members.

In reality it is likely to take a number of years for London, and the rest of the UK, to understand the impact the new Code.

*How can we recruit more graduate engineers to local government when the private sector offers such good incentives? 👍 8*

In the modern job market employees assess a wider range of factors – and increasingly it is about the work-life balance, the quality of the work environment and the policies of the organisation. So the question is - what is your borough offering that makes the role attractive? Furthermore, make sure you use the right language to promote the role, and that the language appeals to a wide diversity of groups.

It's also important to think wider than graduates – apprenticeships offer a great route to get young people into a borough and train them. Not everyone wants to go to college/university and this provides a great employment market we can tap into.

*Hostile vehicle measures – what are the long-term plans for aesthetically pleasing solutions? 👍 5*

There are already a wide range of measures available on the market – many of which are deemed to be aesthetically pleasing – but of course, beauty is always in the eye of the beholder.

Also, as demand grows it will stimulate the market into offering an appropriate range of measures. LoTAG and the sub-groups will consider the merits of inviting organisations that offer these measures to present at meetings/conferences.

*Where's the money coming from to sustain our existing infrastructure and asset base? Let alone some of the discussed advancements. 👍 4*

LoTAG recognises that investment is the biggest challenge for London's highways – and this is why LoTAG has championed the annual Status and State of the City Reports. We recognise that we must help make the case for investment and provide the supporting data.

At this time, we don't know where the money will come from and these are the vital discussions that must happen in the coming years. LoTAG, with your support, will work with

London Councils and Transport for London to make a compelling case for investing in highways.

*Does London need its own incentive fund model to stimulate better asset management?* 📌 2  
LoTAG has considered adopting the incentive fund approach as used by DfT. This has been put on hold due to the current financial position.

Provided a long term funding solution for London's highway can be found then LoTAG will consider the merits of an incentive fund approach.