

**HAMPSHIRE COUNTY COUNCIL****Executive Decision Record**

<b>Decision Maker:</b>	Executive Member for Environment and Transport
<b>Date:</b>	12 March 2019
<b>Title:</b>	Highway Network Hierarchy
<b>Report From:</b>	Director of Economy, Transport and Environment

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**1. The decision:**

- 1.1. That the Executive Member for Environment and Transport approves the revised carriageway and footway hierarchies, (Appendices 2 and 3 of the supporting report), to underpin the amended inspection frequencies, and notes that the wider range of asset hierarchies will be reviewed with the objective of developing a single integrated network hierarchy.
- 1.2. That the Executive Member for Environment and Transport approves the new recommended frequencies for walked and driven highway safety inspections, shown in Appendix 4 of the supporting report.
- 1.3. That the Executive Member for Environment and Transport approves the implementation of the revised hierarchies and highway safety inspections frequencies from 1 April 2019.
- 1.4. That authority is delegated to the Director of Economy, Transport and Environment in consultation with the Executive Member for Environment and Transport to approve future minor revisions to the hierarchies and highway safety inspection frequencies.

**2. Reason for the decision:**

- 2.1. The new Well Managed Highway Infrastructure: A Code of Practice (COP) requires Local Authorities to adopt a risk-based approach for all aspects of highway maintenance policy. It emphasises that a well-defined network hierarchy that reflects the needs, priorities and use of the asset is fundamental to implementing a risk based strategy.
- 2.2. To ensure compliance with the new COP a major review of Hampshire County Council's highway network hierarchies was undertaken and new risk based carriageway and footway hierarchies developed. Highway safety inspection frequencies were also reviewed and aligned to the new hierarchies.
- 2.3. The review not only ensured compliance with the new COP but will also improve processes and drive efficiencies across the highway service. A risk based hierarchy aligns the network more closely with local needs and priorities

and can be used to influence budget decisions, build programmes of work and prioritise routine and planned operations more effectively. Further efficiencies are gained through robust, evidenced and more targeted highway safety inspections.

**3. Other options considered and rejected:**

3.1. The option to retain the existing carriageway and footway hierarchies and highway safety inspection frequencies was considered. These align with the old Well Maintained Highways Code of Practice (2005) and have served Hampshire County Council well since their implementation. However, to ensure compliance with the new COP and adopt the recommended risk based approach this option was not considered feasible and was rejected.

**4. Conflicts of interest:**

4.1. Conflicts of interest declared by the decision-maker:

4.2. Conflicts of interest declared by other Executive Members consulted:

**5. Dispensation granted by the Conduct Advisory Panel: none.**

**6. Reason(s) for the matter being dealt with if urgent: not applicable.**

**7. Statement from the Decision Maker:**

**Approved by:**

**Date:**

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**12 March 2019**

**Executive Member for Environment and Transport  
Councillor Rob Humby**