

**Open Report on behalf of Andy Gutherson,
Interim Executive Director for Place**

Report to:	Highways and Transport Scrutiny Committee
Date:	11 March 2019
Subject:	Highways Infrastructure Asset Management Plan 2019

Summary:

This item invites the Highways and Transport Scrutiny Committee to consider an Executive Councillor report regarding proposed amended Highways Infrastructure Asset Management Plan (HIAMP), to take account of changes to maintenance frequencies to grass cutting and drainage cleansing as agreed during the setting of the budget for financial year 2019/20. This report is due to be considered by the Executive Councillor for Highways, Transport and I.T between 22 March 2019 and 29 March 2019.

The views of the Scrutiny Committee will be reported to the Executive Councillor for Highways, Transport and I.T as part of his consideration of this item. A copy of the proposed amended Highways Infrastructure Asset Management Plan, along with a summary of changes from the previous version, is attached for consideration.

Actions Required:

- 1) To consider the attached report and to determine whether the Committee supports the recommendations to Executive Councillor for Highways, Transport and I.T.
- 2) To agree any additional comments to be passed to the Executive Councillor for Highways, Transport and I.T in relation to this item.

1. Background

- 1.1. Lincolnshire County Council's Highways Infrastructure Asset Management Plan (HIAMP) sets out the policies and standards around Highways Maintenance. It is reviewed annually to ensure that agreement is in place around the direction of the Service in terms of Asset Management.
- 1.2. Asset Management, in a Highways context, can be defined as "a systematic approach to meeting the strategic need for the management and maintenance of highway infrastructure assets through long term planning and optimal allocation of resources in order to manage risk and meet the

performance requirements of the authority in the most efficient and sustainable manner”.

- 1.3. A robust Asset Management Plan is instrumental towards aligning ourselves to the requirements set out by Central Government, and achieving the aim of maintaining our Band 3 status. This status allows us as an Authority to receive maximum funding from the Department for Transport for Highways Maintenance.
- 1.4. The Highways Infrastructure Asset Management Plan is the third tier of how to accurately categorise and explain Highways Asset Management in line with Best Practice, as outlined by the Department for Transport. The first element of Asset Management is the Highways Asset Management Policy, which outlines the overarching principles of our approach to Asset Management. The second tier of describing our methods is the Highways Asset Management Strategy, which outlines our long-term strategies for maintaining the assets to its maximum potential, thereby achieving optimum lifecycle planning and aligning ourselves to the overarching principles set out in the Policy.
- 1.5. The Highways Infrastructure Asset Management Plan can be defined as the document which outlines our operational approach towards achieving both sets of goals explained in the Policy and Strategy through fixed policy requirements and standards. For information, the document runs alongside the Network Management Plan, which focuses more on network availability whilst the Asset Management Plan looks at the maintenance of the network.
- 1.6. "Well Managed Highway Infrastructure: A Code of Practice" was published in October 2016 to provide local authorities with guidance on how to develop a highway maintenance policy based on best practice. The document prescribes standards and suggested service levels. The Code of Practice is regularly referred to during highways claims against local authorities, who are expected to explain any deviation from the code. The HIAMP is therefore usually used as a reference point during legal claims.
- 1.7. "Well Managed Highway Infrastructure: A Code of Practice" is entirely risk based, moving away from a prescriptive document to a system of guidance that encourages authorities to develop their own standards and levels of service based on evidence-based risk assessment. Many of the prescribed standards which were in the previous code have now been removed entirely, empowering highway authorities to adopt a risk-based maintenance plan. The Highways Infrastructure Asset Management Plan has traditionally highlighted any local deviations from the Code of Practice.
- 1.8. The Highways Infrastructure Asset Management Plan outlines the Council's approach to maintaining our highway assets through a variety of methods. The document is structured in three key Asset Groups: Highways, Structures and Street Lighting. Firstly, it shows our approach to the accurate recording of all of our assets through our Asset Management system. Secondly, the document highlights our approach to maintaining the

condition of all individual assets in extensive detail. Thirdly, it demonstrates our method of inspection for all assets. Finally, the document outlines all possible ways of programming our maintenance regime, from reactive to planned programming.

- 1.9. From a programmed maintenance perspective, asset management as outlined within this Plan entails focusing on resurfacing and surface dressing schemes in a more structured preventative approach, allowing for a more proactive maintenance method. These schemes are prioritised based on need, utilising data and engineering methodology to determine priority, and are collated in an annual works programme. Similar methods are in place for other assets, as evidenced within the Plan throughout.
- 1.10. From a reactive maintenance perspective, dealing with potholes alongside a number of other surface defects, the asset management approach allows for a first-time fix approach. This allows for permanent repairs to be taken place, increasing the viability of the asset. The risk-based element of reactive maintenance is demonstrated within our response time matrix highlighted in Appendix B of the Highways Infrastructure Asset Management Plan, outlining how and when we respond to defects.
- 1.11. Following the budget setting process for 2019/20, the Highways Infrastructure Asset Management Plan is in need of review to align the maintenance frequencies it sets out with increased frequencies of grass cutting and drainage cleansing.

2. Conclusion

The Committee are requested to consider the attached report and to determine whether the Committee supports the recommendations to Executive Councillor for Highways, Transport and I.T.

3. Consultation

a) Have Risks and Impact Analysis been carried out?

Yes

b) Risks and Impact Analysis

Attached to Executive Councillor Report

4. Appendices

These are listed below and attached at the back of the report	
Appendix 1	Decision Report I017456 Highways Infrastructure Asset Management Plan 2019

5. Background Papers

Document title	Where the document can be viewed
Well Managed Highway Infrastructure: A Code of Practice	http://www.ukroadsliaisongroup.org/en/codes/
Highways Infrastructure Asset Management Plan (Current, dated October 2018)	https://www.lincolnshire.gov.uk/transport-and-roads/strategy-and-policy/documents/131314.article

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