

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

Report to:	Councillor R G Davies, Executive Councillor for Highways, Transport and I.T.
Date:	22 March 2019
Subject:	Highways Infrastructure Asset Management Plan 2019
Decision Reference:	I017456
Key decision?	Yes

Summary:

This report sets out a proposed amended Highways Infrastructure Asset Management Plan (HIAMP) and invites the Executive Councillor for Highways, Transport and I.T. to approve the draft plan attached to the report as Appendix A.

Recommendation(s):

That the Executive Councillor approves the Highways Infrastructure Asset Management Plan 2019 in the form of the draft attached as Appendix A to this report.

Alternatives Considered:

1. Not to update the Highways Infrastructure Asset Management Plan and continue to operate the version dated October 2018. The revision to the plan and maintenance frequencies are not adopted. As budget has been set based on increased maintenance frequencies for grass cutting and drainage cleansing this allocation will need to be re-assessed.

Reasons for Recommendation:

Approving the proposed revisions to the Highways Infrastructure Asset Management will allow the County Council's operational plan and Policy to align with the maintenance frequencies agreed during budget setting.

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. Legal Issues:

Equality Act 2010

Under section 149 of the Equality Act 2010, the Council must, in the exercise of its functions, have due regard to the need to:

- * Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act
- * Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- * Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The relevant protected characteristics are age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; and sexual orientation

Having due regard to the need to advance equality of opportunity involves having due regard, in particular, to the need to:

- * Remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic
- * Take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it
- * Encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low

The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities

Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to tackle prejudice, and promote understanding

Compliance with the duties in section 149 may involve treating some persons more favourably than others

The duty cannot be delegated and must be discharged by the decision-maker. To discharge the statutory duty the decision-maker must analyse all the relevant material with the specific statutory obligations in mind. If a risk of adverse impact is identified consideration must be given to measures to avoid that impact as part of the decision making process

This review of the Highways Infrastructure Asset Management Plan is considered to have no impact, as the strategy is at a high level of generality and is neutral in its impact on people with a protected characteristic when compared with people who do not share that characteristic.

Joint Strategic Needs Analysis (JSNA and the Joint Health and Wellbeing Strategy (JHWS)

The Council must have regard to the Joint Strategic Needs Assessment (JSNA) and the Joint Health & Well Being Strategy (JHWS) in coming to a decision

The effect of revisions to the Highways Infrastructure Asset Management Plan on the JSNA and JHWS has been considered and deemed to have no direct impact.

Crime and Disorder

Under section 17 of the Crime and Disorder Act 1998, the Council must exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all that it reasonably can to prevent crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment), the misuse of drugs, alcohol and other substances in its area and re-offending in its area

The duties under section 17 of the Crime and Disorder Act 1988 have been considered and it is deemed that the proposed changes to the Highways Infrastructure Asset Management Plan will have no direct impact.

3. Conclusion

Following consideration of the report, the Executive Councillor is requested to consider whether to approve the changes implemented in the Highways Infrastructure Asset Management Plan 2019 attached as Appendix A, with a summary of the changes attached as Appendix B. The new Plan will then become operational from the 1st of April 2019.

4. Legal Comments:

The Council has the power to adopt the Plan in the form recommended. The decision is consistent with the Policy Framework and within the remit of the Executive Councillor.

5. Resource Comments:

On 22nd February 2019, the Council approved changes to the revenue budget for 2019/20 which included funding cost pressures to enable additional highway maintenance relating to weed spraying, safety grass cutting and gully cleansing. These changes are reflected in the Highways Infrastructure Asset Management Plan 2019. Approving the plan as recommended will instigate these changes, which will be met from the approved budget.

6. Consultation

a) Has Local Member Been Consulted?

No

b) Has Executive Councillor Been Consulted?

Yes

c) Scrutiny Comments

The report will be considered by the Highways and Transport Scrutiny Committee at its meeting on 11 March 2019. Any comments from the Committee will be presented to the Executive Councillor for Highways, Transport and I.T.

d) Have Risks and Impact Analysis been carried out?

Yes

e) Risks and Impact Analysis

Attached as Appendix C.

7. Appendices

These are listed below and attached at the back of the report	
Appendix A	Highways Infrastructure Asset Management Plan 2019 <i>(Please note that owing to the size of this document, it is available to view electronically at:</i> http://lincolnshire.moderngov.co.uk/ieListDocuments.aspx?CId=492&MId=5343&Ver=4 <i>A hard copy of this report is also available on request from Democratic Services.)</i>
Appendix B	Highways Infrastructure Asset Management Plan 2019 - Summary of Changes
Appendix C	Highways Infrastructure Asset Management Plan 2019 - Equality Impact Analysis

8. 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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