

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

Report to:	<b>Councillor R G Davies, Executive Councillor for Highways, Transport and I.T.</b>
Date:	<b>31 October – 8 November 2022</b>
Subject:	<b>Highways Infrastructure Asset Management Plan 2022</b>
Decision Reference:	<b>I026604</b>
Key decision?	<b>Yes</b>

**Summary:**

This report sets out the proposed amendments to the Highways Infrastructure Asset Management Plan for 2022.

The report invites the Executive Councillor for Highways Transport and I.T. to approve the draft plan and its appendices.

**Recommendation(s):**

1. That the Executive Councillor approves the Highways Infrastructure Asset Management Plan 2022 in the form of the draft attached at Appendix A of this report.
2. That the new Highways Infrastructure Asset Management Strategy is published on [www.lincolnshire.gov.uk](http://www.lincolnshire.gov.uk)

**Alternatives Considered:**

- |    |                                                                                                                                                                                          |
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| 1. | Not to update the Highways Infrastructure Asset Management Plan - continuing to operate on the 2021 version would be a failure of our commitment to good practice through annual review. |
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**Reasons for Recommendation:**

Approval of the proposed update to the plan evidences our continual review and improvement of the Highways Infrastructure Asset Management Plan in the interest of the service and of achieving maximum funding through the Department for Transport (DFT) self-assessment fund.

## **1. Background**

Lincolnshire County Council's Highways Infrastructure Asset Management Plan (HIAMP) sets out policies and standards around highways maintenance. It is reviewed annually to ensure that agreement is in place around the direction of the highways service.

Asset Management, with regards to highways can be defined as "a systematic approach to meeting the strategic need for the management and maintenance of highways 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 suitable manner".

Commitment to this approach through 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 of Transport for Highways maintenance.

The Highways Infrastructure Asset Management Plan is the third level of a suite of documents that categorises and explains our approach to Highways Asset Management in line with best practice, as outlined by the Department for Transport. The first is the Asset Management Policy which outlines the overarching principles in line with the Council's vision and business plan. The second, the Asset Management Strategy which outlines our long-term strategies for maintaining the asset to maximum potential, through optimal lifecycle planning to achieve the principals set out in the Policy.

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 and Traffic Management Plan, which focuses more on network availability whilst the Asset Management Plan looks at the maintenance of the network.

"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.

"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 and encouraging highways 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.

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 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 the various ways we programme our maintenance regime, from reactive to planned works and future programmes.

From a programmed maintenance perspective, asset management as outlined within this Plan entails focusing on works such as resurfacing or surface dressing schemes using a 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. This methodology is used for all highway assets, as evidenced within the Plan throughout.

From a reactive maintenance perspective, dealing with potholes alongside several other safety defects across Highways, Structures and Street Lighting the asset management approach endeavours to provide for a first-time fix. Our response time matrix, as highlighted in Appendix B of the Highways Infrastructure Asset Management Plan, outlines how and when we respond to safety defects for carriageways, footways, obstructions, drainage, signs and lines and verges.

## **Highways Infrastructure Asset Management Plan 2022**

Continued annual review is necessary for the Highways Infrastructure Asset Management Plan as it relates more closely to operation of the service and demonstrates our continued efforts to align fully with an approach of Asset Management and best practice. This version been aligned to current operational processes and Volume 4 – Street Lighting has been aligned with the street lighting policy as approved in April 2022. Therefore, the Highways Infrastructure Asset Management Plan 2022 does contain a number of policy changes, however these have no operational impact. There are a number of alterations throughout the plan which can be found in Appendix B – Highways Infrastructure Asset Management Plan 2022 - Summary of Changes.

## **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 Assessment (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 and Wellbeing 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 2022 attached as Appendix A with a summary of changes attached as Appendix B. The new Plan will then become operational following the decision.

### **4. Legal Comments:**

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

### **5. Resource Comments:**

The programme of works that results from the implementation of the Highways Infrastructure Asset Management Plan is budgeted for in the Council's Capital Programme and Revenue Budget which are both reviewed annually as part of the normal budget setting process.

Works of this nature are currently experiencing significant inflationary pressures which are being managed within the overall priorities of the Plan and by committing additional resources from reserves and underspends as and when they become available.

### **6. Consultation**

#### **a) Has Local Member Been Consulted?**

n/a

#### **b) Has Executive Councillor Been Consulted?**

Yes

#### **c) Scrutiny Comments**

The decision will be considered by the Highways and Transport Scrutiny Committee at its meeting on 24 October 2022 and the comments of the Committee will be reported to the Executive Councillor.

#### **d) 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 2022
Appendix B	Highways Infrastructure Asset Management Plan 2022 – Summary of Changes
Appendix C	Highways Infrastructure Asset Management Plan 2022 - Equality Impact Analysis

## 8. Background Papers

The following background papers as defined in the Local Government Act 1972 were relied upon in the writing of this report.

Document title	Where the document can be viewed
Well Managed Highways Infrastructure a Code of Practice	<a href="http://www.ukroadsliaisongroup.org/en/codes/">http://www.ukroadsliaisongroup.org/en/codes/</a>
Highways Infrastructure Asset Management Plan 2021	<a href="https://www.lincolnshire.gov.uk/directory-record/61685/highways-infrastructure-asset-management-plan">https://www.lincolnshire.gov.uk/directory-record/61685/highways-infrastructure-asset-management-plan</a>

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