

# Individual Executive Member Decision

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<b>Title of Report:</b>	<b>Highway Asset Management Plan 2012/13 - 2016/2017</b>
<b>Report to be considered by:</b>	Individual Executive Member Decision
<b>Date on which Decision is to be taken:</b>	26 March 2012
<b>Forward Plan Ref:</b>	ID2410

**Purpose of Report:** To formalise adoption of the Council's first Highway Asset Management Plan relating to the West Berkshire road network.

**Recommended Action:** To adopt the Highway Asset Management Plan.

**Reason for decision to be taken:** To formalise Highway Asset Management and comply with current national standards and guidelines with regards to Asset Management, Asset Valuation and Whole Government Accounts.

**Other options considered:** None.

**Key background documentation:** Code of Practice Transport/Infrastructure Assets  
County Surveyors Society's 'Framework for Highway Asset Management'  
Code of Practice - Well Maintained Roads

Portfolio Member Details	
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## Implications

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<b>Policy:</b>	Adoption of this plan will enable the Council to deliver highway asset management in accordance with national requirements and guidance.
<b>Financial:</b>	None arising from this report.
<b>Personnel:</b>	n/a
<b>Legal/Procurement:</b>	n/a
<b>Environmental:</b>	A well maintained road will contribute to an improved environment.
<b>Property:</b>	The public highway is an important and valuable asset. Failure to maintain it will devalue the asset and conflict with the Government's aim to implement Highway Asset Management and Whole Life Accounting.
<b>Risk Management:</b>	Failure to maintain the asset will affect availability, value, safety and the Council's ability to meet its legal duty to maintain a safe network under the Highways Act 1980.
<b>Equalities Impact Assessment:</b>	No impacts to consider. Stage 1 EIA attached as Appendix B.

## Consultation Responses

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<b>Members:</b>	
<b>Leader of Council:</b>	Councillor Graham Jones supports the report and the Officer's recommendation.
<b>Overview &amp; Scrutiny Management Commission Chairman:</b>	Councillor Brian Bedwell had no comment to make.
<b>Ward Members:</b>	All Members Consulted
<b>Opposition Spokesperson:</b>	Councillor Keith Woodhams had no comment to make.
<b>Local Stakeholders:</b>	Transport Policy Task Group, Resource Management Working Group.
<b>Officers Consulted:</b>	Mark Edwards, Paul Clements, Phil Crockford, Miles Roberts, Jon Winstanley, Alan Braisher
<b>Trade Union:</b>	n/a

<b>Is this item subject to call-in?</b>	Yes: <input checked="" type="checkbox"/>	No: <input type="checkbox"/>
If not subject to call-in please put a cross in the appropriate box:		
The item is due to be referred to Council for final approval		<input type="checkbox"/>
Delays in implementation could have serious financial implications for the Council		<input type="checkbox"/>
Delays in implementation could compromise the Council's position		<input type="checkbox"/>

Considered or reviewed by Overview and Scrutiny Management Commission or  
associated Task Groups within preceding six months  
Item is Urgent Key Decision  
Report is to note only

## Supporting Information

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### 1. Background

- 1.1 Managing and maintaining a transport network is a complex task and over time Highway Authorities have developed and evolved practices for dealing with this. Some of these practices are common across authorities whilst others are localised.
- 1.2 The advent of asset management has grown out of maintenance management, and in particular the awareness and recognition at Government level has highlighted the need for all highway authorities to embrace the ethos and embed the practices of asset management into their operations.
- 1.3 Local Highway Authorities are under increasing pressure to adopt asset management as a means of demonstrating the need for funding, providing efficiencies, measuring performance and compliance, and driving continual improvement.
- 1.4 A wide range of relevant documents exist that describe asset management, including some specifically published for the highways industry:
  - County Surveyors Society (CSS) Framework for Highway Asset Management
  - Maintenance Codes of Practice (for Highways, Structures and Lighting)
  - Chartered Institute of Public Finance & Accountancy (CIPFA) Code of Practice on Transport/Infrastructure Assets.
- 1.5 Whilst the Highway Asset Management Plan (HAMP) as a document is due to be published in April 2012, asset management and the development and implementation of its principles have been in place for many years in West Berkshire in supporting and delivering the Local Transport Plan, Three Year Highway Improvement Programme and other programmed improvements on the highway.

### 2. Consultation

- 2.1 The Highway Asset Management Plan has been developed over a period of time and was formally introduced at a Member's Development Session in November 2011. The draft was also considered by the Transport Policy Task Group on the 25 November 2011 with a view to having it formally adopted in April 2012 and the Resource Management Work Group on the 28 February 2012. Where appropriate, the comments/actions from both meetings have been incorporated within this report.
- 2.2 All Members were consulted during February and a copy of the Plan was made available in the Members Room.

### Proposal and Recommendations

- 2.3 It is recommended that the Executive Portfolio Member for Highways, Transport (Operational), ICT and Customer Services approves and formally adopts the Highways Asset Management Plan as Council Policy.

# Executive Report

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## 1. Introduction

1.1 The Framework for Highway Asset Management was published by the County Surveyor's Society in July 2004 which formally detailed the concept of asset management with respect to managing highway infrastructure. The County Surveyors Society (CSS), together with the Local Authority Technical Advisors Group (TAG) produced the framework to facilitate the meaningful exchange of knowledge and experience on the subject and:

- introduce the concept of asset management as it applies to UK road networks
- provide a reference for authorities who wish to introduce an asset management approach to their business processes and
- assist with the preparation of asset management plans

1.2 This framework was strengthened in 2005 with the publication of the Code of Practice for Highways Maintenance and Management and government guidance where local authorities in England were encouraged to draw up Highway Asset Management Plans (HAMP) as part of the second round of LTP preparation consistent with the advice contained in the CSS Framework document

1.3 The Council's approach to highway maintenance and asset management is described in the Local Transport Plan 2011 – 2026 (LTP). Highway maintenance and improvement is one of the six local transport goals set out in the LTP. The LTP also shows how this goal and the Council's sustainable approach helps to address other key issues identified in the plan such as safer travel, minimising the impact on the environment and improving accessibility. The LTP confirms that the Council will continue to operate a rolling highway improvement programme refreshed annually through its supporting Implementation Plan.

1.4 The concepts of asset management are already being implemented in West Berkshire, although it has only recently been possible to finalise the contents of the Highways Asset Management Plan (HAMP). The HAMP seeks to reflect best practice and current guidance and formally sets out a plan for managing the highway asset in West Berkshire.

1.5 The features that characterise the asset management approach are as follows:

- considers the whole asset together, rather than individual asset components
- couples sound engineering with sound business and economic practice
- focuses on the delivery of specific levels of service to customers
- promotes informed decision making, based on an assessment of the implications of current and future service provision and cost of various options
- promotes continuous improvement
- requires an appropriate level of data and knowledge of the extent, and specification, of our highway assets, and their condition and performance.

- 1.6 A 'sister' document – the Network Management Plan has also been published to define the strategy for managing use of the road network. In combination with a detailed asset valuation of the road network and a manual of policies and standards, this suite of documents will form the Council's Transport Asset Management Plan (TAMP).

## **2. Draft Highway Asset Management Plan**

- 2.1 The draft HAMP is attached as Appendix 1 and is divided into distinct sections. Sections 2 to 4 act as an introduction to the core part of the document, the lifecycle plans for individual asset groups. Section 2 introduces the concept of levels of service to determine the required 'output' from the asset. Section 3 describes the funding available for asset maintenance before Section 4 examines how our assets are valued, with the initial asset valuation detailed in Appendix E of the plan. Section 5 introduces the lifecycle plans which are set out for the four asset groups covered in this first version of the HAMP in Appendices A to D.
- 2.2 The lifecycle plans describe the asset, assess the required levels of service, and analyse best practice maintenance techniques. They then define options for future investment to meet HAMP objectives, depending on future funding levels and taking note of predicted future changes affecting the quantity of the asset or the demand on it. Total funding must be balanced between the asset groups to ensure that overall performance across all assets is optimised.
- 2.3 Section 6 summarises the expenditure and expected outcomes for the four asset groups. Any changes to approaches or techniques revealed through the lifecycle plans are also summarised, and the whole forms the Asset Management Strategy.
- 2.4 Section 7 summarises the risk analysis for the plan, which is set out initially in the lifecycle plans, and Section 8 describes the performance measurement regime put in place to ensure that the implementation of the HAMP can be properly monitored. Section 9 details the improvement work which will be carried out to develop the second version of the HAMP for summer 2016, as well as indicating the frequency of updating for all sections of the document.
- 2.5 It should be noted that the HAMP is a 'live' document and will be regularly updated and developed by the Highways and Transport Service as described in Chapter 4.

## **3. Finance**

- 3.1 In accordance with the Code of Practice on Transport, Infrastructure Assets, the Council has developed and adopted an evidence-based asset management approach to determine maintenance needs on the network which deliver efficiency savings, sustainable service delivery and robust capital planning and operation of the Prudential Code.
- 3.2 The local highway network and other local infrastructure assets together represent by far the biggest capital asset that the Council holds. Transport networks are vital to the economic prosperity (not only locally but also nationally) and quality of life in terms of comfort, safety and appearance. The current estimated gross replacement cost of West Berkshire's local highway network is £1,352 million.

3.3 Deterioration modelling of the District's highway network has established that to maintain the condition of the network at their current levels (service levels), requires an annual investment of £4.3m where the current service levels have been set at 5% on A roads, 9% on B & C roads and 12% on the unclassified roads. The % reflects the length of road requiring urgent maintenance.

#### **4. Recommendation**

4.1 It is recommended that the Executive Portfolio Member for Highways, Transport (Operational), ICT and Customer Services approves and formally adopts the Highways Asset Management Plan as Council Policy.

#### **Appendices**

Appendix A – Draft Highway Asset Management Plan 2012/13 – 2016/17

Appendix B - Equality Impact Assessment – Stage 1