

**Report to the Cabinet Member for Highways and Transport**  
**Report submitted by: Director of Corporate Commissioning**  
**Date Monday, 13 March 2017**

**Part I**

Electoral Division affected:  
(All Divisions);

**Highway Asset Information Strategy**  
(Appendix 'A' refers)

Contact for further information:  
Paul Binks, Tel: 01772 532210, Highway Asset Manager,  
paul.binks@lancashire.gov.uk

**Executive Summary**

A Highways Asset Information Strategy has been developed in line with the Highway Asset Management Framework to ensure reliable information on the type, number and condition of assets. This is required to ensure sufficient quality data for lifecycle planning and maintenance options, scheme selection and works prioritisation.

**Recommendation**

The Cabinet Member for Highways and Transport is requested to approve the adoption of the Highway Asset Information Strategy as set out in the report and at Appendix 'A'.

**Background and Advice**

The Highways Asset Management Framework (HAMF) is the overarching document that provides a framework for highway asset management in Lancashire and was adopted by the Cabinet Member for Highways and Transport in December 2016. The Framework stresses the importance of having up to date and reliable information about the number and type of assets on the vehicular highway network and their condition so that the asset location, condition where they are in their lifecycle is known. This is required to make sound judgements with regards budget planning, maintenance options, scheme selection and works prioritisation.

This Highway Asset Information Strategy is the first step in setting out how inventory data is collected, managed and periodically refreshed. Data collection will be prioritised between the assets based on the relative importance that each asset group contributes towards our goal of delivering an effective transport system. This

is crucial in order to realise the key strategic priorities and achieve the broader economic, social and environmental goals as set out in the Transport Asset Management Plan (TAMP) covering the period 2015/16 to 2029/30

The data will be collected, updated and managed in line with the guidance contained in the Highway Maintenance Efficiency Programme (HMEP). The data will be used to value the assets in line with the Whole of Government Accounts procedure and to support performance management. Progress will be reported annually as part of the TAMP data refresh reporting procedures.

## **Consultations**

The Highway Infrastructure Asset Management Board has approved the strategy

## **Implications:**

This item has the following implications, as indicated:

## **Risk management**

## **Financial**

Without relevant up to date data on the number, location and condition of the highway assets it is not possible to undertake lifecycle planning for the different asset types. Without this approach it is not possible to provide effective preventative treatments and there would be a reliance on expensive reactive interventions. It is proposed that the estimated cost of data collection (£0.350 million) is funded from the 2017/18 ABC, unclassified and footway capital allocations as follows;

<b>2017/18 Capital Allocation</b>	<b>£</b>
ABC	248,586
Rural Unclassified	39,398
Urban Unclassified	28,031
Footways	33,985

## **Legal**

The authority is under a duty to maintain the fabric of publicly maintainable highways and various structure which are on the highway under highway powers by the authority (there are others which will be for others to maintain). Whether certain culverts or bridges or retaining walls are part of the maintainable highway is important. Changes to the records needs to be on good evidence. The authority requires up to date data on the number, location and condition of the highway assets in order that it can assess the risk and take appropriate action.

**List of Background Papers**

Paper	Date	Contact/Tel
Transport Asset Management Plan	July 14	Paul Binks 01772 532210
Highways Asset Management Framework	December 16	Paul Binks 01772 532210

Reason for inclusion in Part II, if appropriate

N/A