

## Report to the Cabinet

Meeting to be held on Thursday, 11 October 2018

## Report of the Head of Service Asset Management

**Part I**

Electoral Division affected:  
(All Divisions);

## Highways Management Plan

Contact for further information:

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### Executive Summary

The current Highway Maintenance Plan was approved in 2009. Since then there have been many changes within the highway sector; including changes to the level of available finance and changes to the way the highway assets are maintained, with a move towards a risk based prioritisation approach.

Changes to policies and codes of practice have previously been reported to and approved by Cabinet or Cabinet Member and the Highway Maintenance Plan, to be renamed Highways Management Plan, is proposed to be updated to consolidate these changes.

It is therefore proposed to update, rename and publish the plan to reflect the changes already approved by Cabinet to individual policies and codes of practice and reflect new industry standards and the 'Well-Managed Highway Infrastructure: A Code of Practice'. It is proposed that this be delegated to the Director of Property Services in consultation with the Cabinet Member for Highways and Transport. Where there are any additional policy or code of practice changes with significant implications for the county council these will be brought to Cabinet for approval and published separately as part of the Highways Management Plan.

### Recommendation

Cabinet is asked to:

- (i) Approve the approach outlined above.
- (ii) Authorise the Director of Property Services, in consultation with the Cabinet Member for Highways and Transport, to update, rename and publish the updated Highways Management Plan on the county council's Highways Asset Management Webpage.

## Background and Advice

In May 2009, the Cabinet Member for Sustainable Development approved the updated Highways Maintenance Plan which set out the operational standards for highway maintenance on the vehicular highway network across Lancashire.

Whilst these standards have broadly remained the same since 2009, the introduction of the 'Well-Managed Highway Infrastructure: A Code of Practice' in October 2016 (see below), which promoted a risk-based approach together with changes in funding levels and the introduction of new codes of practice has required a review of the Highway Maintenance Plan and the adoption of the principles in the "Code of Practice".

Whilst the 'Well-Managed Highway Infrastructure: A Code of Practice' was published in 2016, it becomes effective from October 2018 and is one of a number of documents that the Department for Transport and the UK Roads Liaison Group have published in recent years to improve vehicular highway asset management competencies across the highway sector. The adoption of the principles contained in the 'Well-Managed Highway Infrastructure: A Code of Practice' is seen as an essential prerequisite towards retaining the county council's Band 3 status for the Department for Transport Self-Assessment; which will allow the county council to receive maximum Highway Maintenance Capital Grant monies.

The highway maintenance activities of the county council are about managing the publically maintainable vehicular highway network as a whole and making risk based and prioritised decisions to ensure the monies spent deliver the greatest benefit for the people of Lancashire. To reflect this it is proposed that the Highway Maintenance Plan be refreshed and renamed the Highways Management Plan which in addition to highway maintenance activities should now include sections relating to risk management activities, highway management activities and performance management.

The proposed Highways Management Plan consolidates into one place many of the changes that have previously been approved in relation to:-

- Transport Asset Management Plan
- Highway Asset Management Framework
- Flood Risk Strategy
- Gully Cleaning Code of Practice
- Lifecycle Plans relating to Street Lighting, Structures and Carriageways
- Resilient Road Network
- Skid Resistant Policy
- Trash Screen Code of Practice
- Vehicular Crossing Code of Practice
- Changes in Service Standards in response to funding constraints, e.g. road markings, grass cutting, road signs and street lighting repairs

It is proposed that where there are any future alterations or additional policy changes, or new codes of practice with significant implications for the county council,

these would be brought to Cabinet for approval and published separately as further parts of the Highways Management Plan.

The proposed Highways Management Plan will be a live document that seeks to establish standards and guides operational practice. In its entirety this will form a large body of work and so any codes of practice or changes to existing policies or codes of practice with significant implications for the county council will be brought to Cabinet for decision when and as appropriate. As such, on-going works in respect of Vehicle Restraint Systems and others, will be presented to Cabinet for consideration.

This approach will streamline the process for keeping the over-arching Plan up to date.

The proposed Highways Management Plan is endorsed by the Highways Infrastructure Asset Management Strategy Board. Once updated this document will be published on the Highways Asset Management webpage at:-

<http://www.lancashire.gov.uk/council/strategies-policies-plans/roads-parking-and-travel/highway-asset-management-in-lancashire/strategies/highway-management-plan/>

This will mean that the plan can be viewed by operational staff, county councillors, stakeholders and the general public at any time, providing an open and transparent insight into how the county council seeks to maintain its vehicular highway assets.

### **Consultations**

Various consultations as outlined in the report.

### **Implications:**

This item has the following implications, as indicated:

### **Risk management**

The county council may not retain its Band 3 status if the streamlined process set out above is not approved and the Highway Maintenance Plan is not able to be updated and published, and would receive a reduced Incentive Fund allocation as a result. The publicising of the Highways Management Plan will potentially increase risk of claims or complaints or queries with implications for resources and so care will be needed with the wording of the plan and responses.

## List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A