

## PLYMOUTH CITY COUNCIL

**Subject:** Highways Asset Management  
**Committee:** Cabinet  
**Date:** 15 January 2018  
**Cabinet Member:** Cllr Sue Dann, Cabinet Member for Environment and Street Scene  
**CMT Member:** Anthony Payne, Strategic Director for Place  
**Author:** Chris Watkins, Group Manager – Highways & Traffic Management  
**Contact:** chris.watkins@plymouth.gov.uk  
**Ref:**  
**Key Decision:** Yes  
**Part:** I

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### **Purpose of the report:**

Highway Maintenance is a statutory duty of the City Council as Local Highway Authority and is set out in the Highways Act 1980.

The proposed documents will replace the existing Highway Asset Policy, Highway Asset Strategy and Transport Asset Management Plan (which will be known as Highway Infrastructure Asset Management Plan (HIAMP) going forward).

There is a need to review and approve an updated suite of documents to take account of the revised Council strategic plan, the latest national guidance and the new code of practice, adopting emerging best practice, as well as to enable Plymouth to continue to be recognised as a responsible practitioner. These documents have been written in close consultation with the new Highways Term Maintenance Contractor South West Highways to ensure that all parties are clear and subscribed to a clear rational to delivery of the service.

The national guidance issued by Highways Maintenance Efficiency Programme (HMEP) and Well Managed Highways Infrastructure: A Codes of Practice promotes a joined up approach to determining how all highway infrastructure assets such as roads, bridges, streetlights etc. are managed. A suite of documents has been developed to reflect this. The documents are:

- The Highway Infrastructure Asset Management Policy (Annex 1);
- The Highway Infrastructure Asset Management Strategy (Annex 2); The Highway Infrastructure Asset Management Plan (Annex 3).

This hierarchy of documents should be read and referenced as a set in order to understand the background and reasoning for Plymouths approach to asset management and to how this will be delivered in the Highway Service.

The framework of documents have been developed as living documents recognising the asset management journey the Council is on and the need to continue to develop the plan as well as to adapt to changes in legislation and guidance. Enabling the Head of Plymouth Highways, in consultation with the Cabinet Member for Environment and Street Scene, to make minor amendments to the documents will allow for the flexibility needed to ensure it can continue to develop.

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## **Council's corporate plan 2016 - 19:**

The proposals within this report support the Council in achieving our vision to be 'One of Europe's most vibrant waterfront cities, where an outstanding quality of life can be enjoyed by everyone'. The proposals within this report support the Council's priorities as a **Growing City** and a **Caring Council** through maintaining an efficient transport network, supporting economic growth that benefits the local community and ensures Plymouth is a welcoming, accessible city.

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## **Implications for Medium Term Financial Plan and Resource Implications: Including finance, human, IT and land**

The asset management approach enables the Plymouth City Council to demonstrate it has a clear methodology for valuing highway infrastructure assets and determining their condition.

Applying this approach to establish maintenance needs, illustrates that there is a clear understanding of what can be delivered through the capital maintenance funding provided by DfT and the resulting gap as assessed through detailed condition surveys.

Asset management and strategic modelling will enable the Council to address priority assets so they can be maintained in an acceptable condition to meet economic and social needs, whilst managing risk for lower priority assets. Hence the condition of some lower priority assets will deteriorate in future years. These lower priority assets, like some minor roads, may only benefit from safety related reactive maintenance interventions.

It is unavoidable that asset deterioration will lead to increased costs regarding reactive repairs and to increased future planned maintenance costs. Balancing Capital investment against ongoing revenue maintenance will be crucial with regard to the MTFP, this suite of documents will inform the process.

By adopting good asset management practice the above impacts will be minimised.

There is no direct revenue implication arising from adoption of this report

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## **Other Implications: e.g. Child Poverty, Community Safety, Health and Safety, Risk Management and Equality, Diversity and Community Cohesion:**

See attached Equality Impact Assessment

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## **Recommendations & Reasons for recommended action:**

That Cabinet –

1. Approve the revised Highway Infrastructure Asset Management Policy, Strategy and Plan and they are adopted;
2. To authorise the Head of Plymouth Highways, in consultation with the Cabinet Member for Environment & Street Scene, to make minor amendments to the documents and continue the development of the Highway Infrastructure Asset Management Plan Annexes. Any proposed changes to Council policy will continue to be dealt with in accordance with the constitution.

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**Alternative options considered and reasons for recommended action:**

Keeping the existing Highway Asset Policy, Highway Asset Strategy and Transport Asset Management Plan would jeopardize the Council's Incentive Funding self-assessment and compliance with the code of practice which would have an adverse effect, reducing the amount of DfT grant funding available for future years.

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**Background papers:**

None

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**Sign off:**

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Originating SMT Member – Lou Hayward											
Have you consulted the Cabinet Member(s) named on the report? Yes											

**1.1 Introduction**

- 1.1 This Highway Asset Management Framework has been drawn up as part of an ongoing development and review of the Council's overall Highways Infrastructure Asset Management processes.
- 1.2 The effective management of our public infrastructure forms a core task for the Service and this Strategy extends the principles and practice that have been developed in the management of highway assets and applies them to the wider transport infrastructure, the largest and most valuable public asset with the Council's control, with a gross value in excess of £2 billion.
- 1.3 An Asset Management platform is required to deliver clarity around standards, prioritisation and levels of service, making the best use of available resources.
- 1.4 The Asset Management Framework comprises 3 core components,
- 1.4.1 Highways Asset Management Policy,
  - 1.4.2 Highways Asset Management Strategy
  - 1.4.3 Highways Asset Management Plan:
- 1.5 An Asset Management Policy has been developed that defines how the implantation of asset management in a systematic, considered manner which will supply Plymouth City Council in delivering its corporate vision.

- 1.6 The Strategy sets out how the Council will best manage the Highway Network, taking into consideration customer needs, local priorities, asset condition and the best use of available resources balanced against risk of service failure and the likely future demand for services. It has been produced following the assessment of customer needs, local priorities and asset condition. It also ensures that both short and long term needs are appropriately considered, whilst delivering a minimum whole life cost approach to our Highway Assets.
- 1.7 This Strategy will be used to inform priorities in the Council's business planning process and will be used to support the continuous improvement of our highway asset management by capturing the outcomes of using the optimum treatments or interventions over the whole life cycle of the different asset groups. The Strategy will be used to inform the highway maintenance schemes that are to be implemented within our medium term forward programme and delivered in our Annual Plan.
- 1.8 The Highways Infrastructure Asset Management Plan is a detailed document looking at the Asset Register, Network Classification & Hierarchy, Condition Assessment, Service Levels & Performance Indicators, Risk Management, Treatment Strategies, Work Programmes, Asset Performance and Customer Satisfaction to deliver formalised asset management.

## **2. Asset Management Framework**

- 2.1 This Framework, forms a link between National and Local Transport Policy, the Council's Corporate Plan, key strategies such as the Local Transport Plan (LTP), Plymouth Plan, Stakeholder expectations, relevant guidance and legislation and operational activities.
- 2.2 It identifies the relationships between asset management, the influences of corporate and national drivers and internally the Council's Local Transport Strategy and Plan. Describing how the service continues to work towards implementing an asset management approach to the management of the Authority's highway infrastructure and network and delivery our corporate priorities through effective, informed and defensible decision making.
- 2.3 The framework has been produced following the Highway Maintenance Efficiency Programme (HMEP) – Highway Infrastructure Asset Management Guidance Document (published in May 2013). This guidance provides the basis for a consistent approach and understanding of the implementation and delivery of asset management benefits, it also is what the authority benchmarks itself against in order to derive funding and give assurance to DfT when applying for funding that we are a responsible asset management driven authority. This HIAMP explains how the City Council is adopting each of the 14 recommendations in the guidance document. In addition, "Well-Managed Highways Infrastructure: A Code of Practice" was published in October 2016, this HIAMP has been produced in accordance with the recommendations of this Code of Practice.
- 2.4 The Department for Transport asked that all Highway Authorities adopt the Code of Practice by October 2018, these documents form part of the structure required to deliver the CoP and evidence of Council compliance.