

Cabinet Member for City Services

29th July 2019

Name of Cabinet Member:

Cabinet Member for City Services – Councillor P Hetherton

Director Approving Submission of the report:

Deputy Chief Executive (Place)

Ward(s) affected:

All

Title:

Highway Infrastructure Asset Management Plan

Is this a key decision?

No

Executive Summary:

A Highway Infrastructure Asset Management Plan (HIAMP) has been developed using the national guidance provided by the Government's Highway Maintenance Efficiency Programme (HMEP). The HIAMP follows the HMEP principles which the highways team will apply when managing the Authority's highway assets.

This report brings forward the updated HIAMP which now also reflects the recommendations of the 2016 Well Managed Highway Infrastructure: A Code of Practice. The changes to the HIAMP include the formal adoption of a risk based approach to highway maintenance, a review and update of the road hierarchy, and the defining of Coventry's resilient highway network.

The HIAMP will help the Authority secure the highest band (band 3) under the Government's Department for Transport (DfT) Incentive Fund scheme and it is increasingly being required as part of other funding bids. Its adoption therefore has financial benefits for the Authority.

The purpose of this report is to advise the Cabinet Member of the updated HIAMP and to seek approval of this version of the plan for implementation.

Recommendations:

The Cabinet Member for City Services is requested to approve:

- 1) The Highway Infrastructure Asset Management Plan appended as Appendix 1 to the report.
- 2) That the Head of Highways, following consultation with the Cabinet Member for City Services, be authorised to make minor amendments to the Highway Infrastructure Asset Management Plan as are considered necessary to ensure it remains current and conforms to legislation.

List of Appendices:

Appendix 1 – Coventry City Council Highway Infrastructure Asset Management Plan

Appendix 2 - Equality & Human Rights Impact Assessment (EHRIA)

Appendix 3 – Coventry City Council Asset Management Policy – available at http://www.coventry.gov.uk/downloads/file/21583/asset_management_policy

Appendix 4 – Coventry City Council Asset Management Strategy – available at http://www.coventry.gov.uk/downloads/file/21584/asset_management_strategy

Other useful background papers:

None

Has it been or will it be considered by Scrutiny?

Yes – The matter has been considered by the Communities and Neighbourhoods Scrutiny Board (4) at their meeting on 11th July 2019

Has it been or will it be considered by any other Council Committee, Advisory Panel or other body?

No

Will this report go to Council?

No

Report title: Highway Infrastructure Asset Management Plan

1 Context (or background)

- 1.1 Cabinet approved the Coventry City Council Highway Asset Management Policy & Strategy in November 2015, these set out the Authority's long-term asset management approach to highway maintenance. Following the publication of 2016 Well Managed Highway Infrastructure: A Code of Practice, the HIAMP has been revised and updated to ensure compliance with the new code.
- 1.2 Infrastructure asset management planning is an established and widely recommended approach in highways and other sectors both in the UK and internationally. Asset management has been widely accepted by central and local government as a means of delivering a more efficient and effective approach to the maintenance of existing infrastructure.
- 1.3 It enables best use of limited resources by taking a long-term view of how highways are managed, focusing on outcomes by ensuring that funds are spent on activities that prevent, as far as possible, expensive short-term repairs. This makes the best use of public money whilst minimising the risk involved in investing in highway maintenance.
- 1.4 The adoption of sound highway infrastructure asset management planning enables the Council to drive efficiency in service delivery; manage demand; use data and information to establish maintenance needs, match maintenance needs to available funding, and prioritise investment to get the best overall network outcomes.
- 1.5 The HIAMP will support the case for funding, enable effective communication with stakeholders, and enable a greater understanding of the contribution highway infrastructure assets make to economic prosperity and to local communities.

2 Options considered and recommended proposal

- 2.1 The national guidance issued by Highways Maintenance Efficiency Programme (HMEP) 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
 - The Highway Infrastructure Asset Management Strategy
 - The Highway Infrastructure Asset Management Plan
- 2.2 This hierarchy of documents should be read and referenced as a set, in order to understand the background and reasoning for Coventry's approach to asset management and to how this will be delivered by the Highway Service.
- 2.3 It is recommended that The Highway Infrastructure Asset Management Plan is approved and adopted for use by the Authority.
- 2.4 The Highway Infrastructure Asset Management Policy, Strategy and Plan are provided in Annexes 3, 4 and 1 respectively.

3 Results of consultation undertaken

- 3.1 The development of the HIAMP has been informed by consultations undertaken during the development of the Highway Asset Management Policy and the Highway Asset Management Strategy. Internal consultation has also been carried out with the authorities legal, finance, and operations groups. Scrutiny Board 4 has also reviewed this proposal.
- 3.2 As the HIAMP is an operational document, which delivers the Highway Asset Management Policy and Strategy, no separate consultation is required.
- 3.3 Timetable for implementing this decision – Upon approval from the Cabinet Member for City Services, the HIAMP will be effective from 1st September 2019.

4 Comments from the Director of Finance and Corporate Services

Financial implications

- 4.1 The asset management approach enables the Council to demonstrate it has a clear methodology for valuing highway infrastructure assets and determining their condition.
- 4.2 The HIAMP supports Sections 58 of the Highways Act 1980 defence which will continue to be used to support claims against the authority, reducing the financial burden on the authority.
- 4.3 It is not envisaged that this revised HIAMP will lead to increased expenditure requiring additional funding; maintenance expenditure will continue to be managed within existing capital and revenue budgets. It also contributes towards the Council's evidence of good practice that supports the Department for Transport Incentive Fund assessment process; thus allowing the authority to secure the maximum capital maintenance funding through this process.

Legal implications

- 4.4 Much of highway maintenance activity is based upon statutory powers and duties contained in legislation and precedents developed over time as a result of case law, highway authorities have a general duty of care to users and the community to maintain the highway in a condition fit for purpose, as far as is reasonably practicable.
- 4.5 In addition to the duty of care there is legislation which provide the basis for powers and duties relating to highway maintenance that are worthy of specific reference:

Highways Act 1980

- Section 41 – imposes a duty to maintain a highway which is maintainable at public expense.
- Section 41 (1A) – imposes a duty to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.
- Section 58 – provides for a defence against action relating to alleged failure to maintain on grounds that the authority has taken such care as in all the circumstances was reasonably required to secure that the part of the highway in question was not dangerous for traffic.

The HIAMP supports both Sections 41 and 58 of the Highways Act 1980.

5 Other implications

5.1 How will this contribute to the Council Plan?

Highway maintenance is part of Coventry's vision for better pavements and roads which is a key Council Plan objective. Ensuring the Council works to current policies and standards in relation to Highways maintenance contributes to this objective.

5.2 How is risk being managed?

Whilst our current practices are based on risk determination, the revised HIAMP supports a more defined risk based approach to managing highway infrastructure as recommended by the 2016 Well Managed Highway Infrastructure – A Code of Practice.

Adoption of this approach strengthens the Council's defence under the Highways Act.

5.3 What is the impact on the organisation?

The work would be delivered using existing resources and within existing budgets. The HIAMP will enable maintenance budgets to be used to effectively reduce to a minimum the overall rate of network deterioration and to maintain a safe network that provides the optimum service with available resources.

5.4 Equalities / EHRIA

Where relevant to the decision, the Equality Act 2010 requires decision makers to give due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other prohibited conduct;
- advance equality by encouraging participation, removing disadvantage, taking account of disabilities and meeting people's needs; and
- foster good relations between people by tackling prejudice and promoting understanding.

In progressing this particular proposal, an Equality & Human Rights Impact Assessment has been prepared which can be found in Appendix 2 of this report.

5.5 Implications for (or impact on) the environment

The updated HIAMP supports a number of environmental benefits, including preserving natural resources as a consequence of extending the serviceable life of highway assets before renewal, reducing the impact of congestion on communities.

The Plan directs the service to consider deploying preventative treatment strategies to reduce deterioration in the asset, using recycled materials or the use of low temperature asphalt to minimise carbon emission, collaborating with the supply chain to reduce emissions arising from the transport of materials and scheduling work to minimise congestion as a result of maintenance interventions.

5.6 Implications for partner organisations?

None

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