**LEICESTERSHIRE COUNTY COUNCIL
HIGHWAYS FORUM FOR OADBY & WIGSTON**

7TH FEBRUARY 2017

CHAIRMAN'S UPDATE

HIGHWAY MAINTENANCE STRATEGY AND POLICY REVIEW

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

Purpose of the Update

1. To update the Forum regarding the review of the County Council's Highway Maintenance Strategy and Policy and Transport Asset Management Plan (TAMP). Including the proposed public consultation that will support this review.

Background

2. The previous report "A-Roads to Zebras – A Comprehensive Maintenance Review", presented to the Forum on 4th July 2016 (Agenda Item 12) outlined the need to review and update current highway maintenance policy and strategy, including a replacement of the authorities Transport Asset Management Plan.

3. The review is necessary in order to;

   - Align maintenance policy and strategy with the current asset management guidance endorsed by the Department for Transport (DfT).

   - Align maintenance policy and strategy with a new national code of practice "Well Managed Highway Infrastructure" published October 2016.

   - Take account of the anticipated reduction in highway maintenance budgets over the period of the current Medium Term Financial Strategy

   - Support the Council's aim of achieving the highest level of performance required to secure the maximum financial allocation available from the DfT's Incentive Fund from 2018/19 onwards.
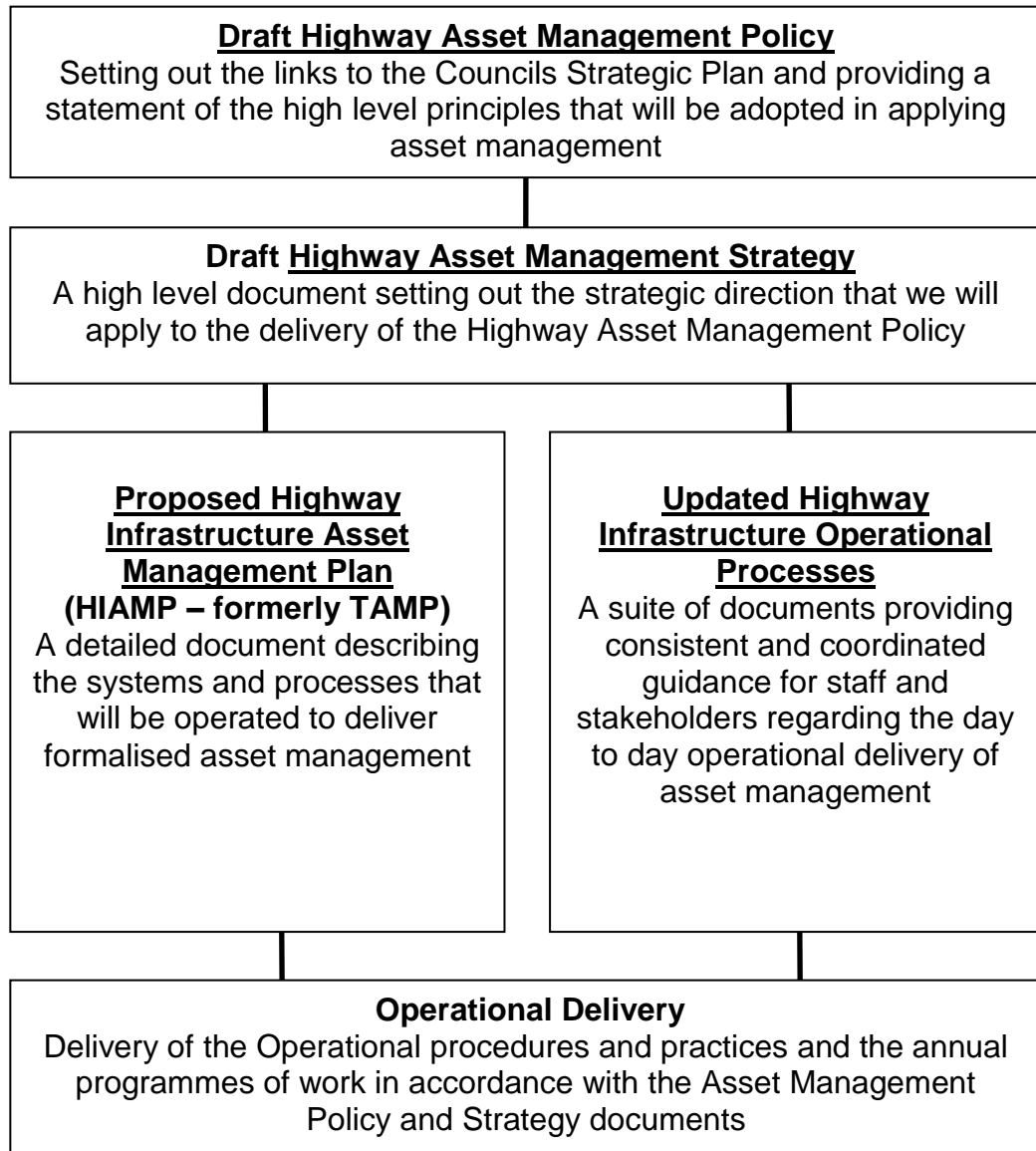
Consultation

4.   An initial consultation exercise was carried out between 5th July and 25th September to ensure that the development of the maintenance strategy and policy takes account of stakeholder views.

5.   An online questionnaire received 454 user responses and a further 27 responses from parish councils. Three parish and town council workshops were attended by a total of 62 people while just one person from a cycling user group attended a general stakeholder workshop.

6.   The consultation has provided comprehensive customer feedback about the current satisfaction with maintenance standards, the priorities that apply to particular assets and opinions about the application of a risk based approach to dealing with critical defects. It also provides views on the options for rationalising particular highway assets as well as the challenges and level of support for further developing opportunities for community involvement.

7.   Detailed analysis of the responses is provided in the report presented to Cabinet on 13th December 2016

http://politics.leics.gov.uk/documents/s125088/Highways%20Maintenance%20Review%20FINAL.pdf .

Draft Highway Asset Management Policy and Strategy documents

8.   Draft Highway Asset Management Policy and Highway Asset Management Strategy documents have been developed taking account of the views expressed during the consultation. These documents support a risk-based, asset management led approach to maintenance, in accordance with the recommendations of the HMEP guidance document and the new Code of Practice for highway maintenance.

9.   Copies of these draft documents are appended to this report.

10. To support the draft Highway Asset Management Policy and Highway Asset Management Strategy documents it will be necessary to revise the TAMP and to update current operational processes and procedures. It is intended that the TAMP will be replaced with a new document, the Highway Infrastructure Asset Management Plan (HIAMP).

11. The following diagram presents the framework within which the draft documents would combine to guide the delivery of highway maintenance. This framework aligns with best practice guidance on asset management.

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┌─────────────────────────────────────────────────────────────────┐
│              Draft Highway Asset Management Policy                │
│   Setting out the links to the Councils Strategic Plan and        │
│   providing a statement of the high level principles that will    │
│   be adopted in applying asset management                         │
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┌─────────────────────────────────────────────────────────────────┐
│            Draft Highway Asset Management Strategy                 │
│   A high level document setting out the strategic direction that  │
│   we will apply to the delivery of the Highway Asset              │
│   Management Policy                                                │
└─────────────────────────────────────────────────────────────────┘
           │                                       │
┌──────────────────────────┐      ┌──────────────────────────┐
│   Proposed Highway        │      │   Updated Highway         │
│   Infrastructure Asset    │      │   Infrastructure          │
│   Management Plan         │      │   Operational Processes   │
│   (HIAMP – formerly TAMP) │      │   A suite of documents    │
│   A detailed document     │      │   providing consistent    │
│   describing the systems  │      │   and coordinated         │
│   and processes that will │      │   guidance for staff and  │
│   be operated to deliver  │      │   stakeholders regarding  │
│   formalised asset        │      │   the day to day          │
│   management              │      │   operational delivery of │
│                           │      │   asset management        │
└──────────────────────────┘      └──────────────────────────┘
           │                                       │
┌─────────────────────────────────────────────────────────────────┐
│                    Operational Delivery                           │
│   Delivery of the Operational procedures and practices and the    │
│   annual programmes of work in accordance with the Asset          │
│   Management Policy and Strategy documents                        │
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Next Steps

12. At its meeting on December 13th the County Council's Cabinet approved a full public consultation on the draft Highway Asset Management Policy and Highway Asset Management Strategy documents. This consultation will take place early in 2017 and is expected to run for a period of three months.

13. Cabinet also approved the development of a pilot scheme that would provide Parish Councils with the option of introducing Highway Warden/Lengthsman arrangements. It is proposed to run this as an initial pilot scheme to explore the benefits and costs for both Parish and County Councils.

14. A new HIAMP document, to replace the TAMP, will be developed in line with the outcomes of both consultations and national guidance.

15.   It is intended that the outcome of the further consultation and the development of the HIAMP will be reported to Cabinet during Summer 2017.

16.   It is intended that the pilot scheme for Parish Council's will be developed during 2017.

Recommendations

17.   It is recommended that the Highway Forum notes the content of this paper and is encouraged to participate in the forthcoming consolation early in 2017.

Officers to Contact

Phil Crossland - Director
Environment and Transport
Tel: (0116) 305 7000
Email: phil.crossland@leics.gov.uk

Ann Carruthers – Assistant Director
Environment and Transport
Tel: (0116) 305 7966
Email: ann.carruthers@leics.gov.uk

Ian Vears – Head of Service, Policy & Strategy
Environment and Transport
Tel: (0116) 305 7215
Email: ian.vears@leics.gov.uk