

	<p style="text-align: center;">Environment and Climate Change Committee</p> <p style="text-align: center;">06 September 2022</p>
<p style="text-align: right;">Title</p>	<p>Highway Infrastructure Asset Management Plan (HIAMP) 2022</p>
<p style="text-align: right;">Report of</p>	<p>Chair of Environment and Climate Change Committee</p>
<p style="text-align: right;">Wards</p>	<p>All</p>
<p style="text-align: right;">Status</p>	<p>Public</p>
<p style="text-align: right;">Urgent</p>	<p>No</p>
<p style="text-align: right;">Key</p>	<p>No</p>
<p style="text-align: right;">Enclosures</p>	<p>Appendix 1 – Highway Infrastructure Asset Management Plan (HIAMP) 2022</p> <p>Appendix 2 – Well Managed Highway Infrastructure-Recommendations</p>
<p style="text-align: right;">Officer Contact Details</p>	<p>Ian Edser, Director of Highways and Transportation ian.edser@barnet.gov.uk</p> <p>Ali Ataie, Interim Strategic Lead Commissioner, Highways ali.ataie@barnet.gov.uk</p>

Summary

This report seeks the Committee's approval, of the **Highway Infrastructure Asset Management Plan (HIAMP) 2022**. This document updates and supersedes the LBB Highway Asset Management Plan (HAMP) 2012.

The updated plan support's the new administration's commitment to sustainability and the better repairs of roads and pavements.

The HIAMP is a policy document required by all Highway Authorities (HA) to support best practice asset management. The primary objective and outcome of the HIAMP is to ensure a safe and strategically well managed highway infrastructure network (long term). The

HIAMP sets out the HA's approach to effective management and maintenance of highway assets based on best practice technical guidance applying needs-based value for money asset life cycle prioritisation.

Best practice guidance is the latest 2016 Well-Managed Highway Infrastructure A Code of Practice and detailed asset management guidance in the UK Roads Liaison Group (UKRLG) Highway Infrastructure Asset Management Guidance Document.

The 2022 HIAMP incorporates this guidance which has developed to be fully integrated across all asset types and applies risk-based standards of local service delivery determined by each Highway Authority and approved through authorities' executive processes.

The HIAMP requires a planned maintenance works delivery programme for the Authority's highway infrastructure assets. This includes footways (pavements) and all cycling infrastructure. The LBB planned maintenance programme is the Network Recovery Plan (NRP) – Approved by the Environment Committee on 13 January 2022.

Officer's Recommendations

- 1. That the Committee approves the updated 2022 LBB Highway Infrastructure Asset Management Plan (HIAMP) as part of the Authority's overall Highway Infrastructure Asset Management system.**
- 2. That the Committee delegate authority to the Director of Highways and Transportation, Customer and Place to finalise the Plan as required and publish on council's website.**

1. WHY THIS REPORT IS NEEDED

- 1.1 This report is needed to evidence that the London Borough of Barnet (LBB)(as Highway Authority-HA) has in place a reviewed, approved, and published **Highway Infrastructure Asset Management Plan (HIAMP)**.

Sustainability

- 1.2 The update of the HIAMP ensures that important environmental and sustainability aims are embedded in the long-term management of LBB highway infrastructure assets. This includes:
 - Adapting to climate change by risk assessing the effects of extreme weather on highways and identifying ways to mitigate the highest risks.
 - Considering the impact of highway infrastructure maintenance on whole life carbon costs when determining appropriate interventions, materials and treatments.
 - Appraising materials, products and treatments for highway infrastructure maintenance for their impact on the environment and sustainability.

- Managing highway verges, trees and landscaped areas with regard to their nature conservation value and biodiversity principles.

2. REASONS FOR RECOMMENDATIONS

- 2.1 Barnett's highway network is our largest, most valuable and most visible community asset and is probably the most used of all our services, by nearly all residents daily. It is vital to the economic, social and environmental well-being of our community.
- 2.2 The Highways Act 1980 ("**HA 1980**") sets out the main duties of highway authorities in England and Wales. Highway maintenance policy is set within a legal framework. Section 41 of the HA 1980 imposes a duty to maintain highways which are maintainable at public expense. The HA 1980 sits within a much broader legislative framework specifying powers, duties and standards for highway maintenance.
- 2.3 The Council has a duty to ensure that the statutory functions and responsibilities in relation to those highways for which the local authority is responsible are discharged. The Council also has a duty to ensure a safe passage for the highway user through the effective implementation of the legislation available to it, principally the HA 1980 and, in particular, Section 41 of the HA 1980 (noted above).
- 2.4 The current best practice guidance is the **2016 Well-Managed Highway Infrastructure A Code of Practice (COP)** and the integrated **UK Roads Liaison Group (UKRLG) Highway Infrastructure Asset Management Guidance Document**. They provide comprehensive information and directives for highway asset management. Best practice is summarised through 36 recommendations (as set out in Appendix 2 of this report) in the Code itself (which cross reference to 14 recommendations in the detailed asset management guidance).
- 2.5 The foundation for asset management best practice is the COP Recommendation No.3 (Asset Management Policy & Strategy):- *An asset management policy and a strategy should be developed and published. These should align with the corporate vision and demonstrate the contribution asset management makes towards achieving this vision*
- 2.6 LBB Strategic Asset Management Plan (2014) incorporates Highways and Parks Estates (Part 2 Section 5.1) within the overall approach to LBB's management of assets. It supports the implementation of the HIAMP and other supporting asset management documentation such as the Streetscape Design Guide (Developers Design Guide) to manage best practice for new highway infrastructure and public realm.
- 2.7 Code of Practice section A.2.1.2 summarises the role of asset management as follows:

“Asset management is widely accepted as a means to deliver a more efficient and effective approach to management of highway infrastructure assets through longer term planning and ensuring that levels of service are defined and achievable for available budgets. It supports making the case for funding, for better communication with stakeholders, and facilitates a greater understanding of the contribution highway infrastructure assets make to economic growth and social well-being of local communities.”

- 2.8 LBB has a Highway Asset Management Plan (HAMP) produced in 2012. The HAMP met the requirements at that point in time and the indexed elements of the Plan (as re-produced in Appendix 1 of this Report) remain largely relevant in terms of contents coverage but will be adapted in the 2022 update. Since 2012 new updated best practice guidance has been introduced. The 2022 HIAMP adopts a contemporary format approach to document electronic links to key information contained elsewhere in other strategic documents. This avoids replicating the information in the HIAMP.

- 2.9 The Asset Management Policy Statement proposed is:

“In the management and maintenance of the roads and footways, bridges, lighting, drainage and other assets that form the London Borough of Barnet highway network, we aim to provide a high quality service. This includes an emphasis on sustainability and a better environment, while meeting the needs of residents, businesses and other stakeholders. By adopting a sustainable strategic approach and good asset management techniques, we evaluate all costs over the whole service life of our roads, footways, bridges, lighting and other assets. Through the use of a preventative approach to maintenance treatments, we aim to minimise impact on the environment, and to maximise value and ensure a sustainable future, whilst providing a high quality cost effective service.”

- 2.10 Since 2012 the most significant change has been the establishment of the **LBB Network Recovery Plan (NRP)** which is an operational document supplement to the HIAMP and separately considered and approved by this Committee. The NRP addresses the key best practice recommendation for a systematic approach to forward planning and long term planned works programmes. LBB has an effective planned programme managed through the NRP. The works programme has been primarily developed based on a visual condition assessment survey and deterioration modelling. Schemes have been identified and prioritised using an asset management approach across the borough, using whole life costing and good asset management principles to ensure that investment is focussed in a timely manner where it is most needed.
- 2.11 Most recently LBB has changed the operational electronic Maintenance Management System (MMS) to the CONFIRM system. The MMS is a key part of the implementation of the HIAMP. The MMS manages the whole asset inventory information system. The 2022 HIAMP will address this change.

- 2.12 Operational implementation and delivery of the HIAMP is through a suite of documentation including the Highway Infrastructure Safety Inspection Manual (HISIM) which defines the LBB standards for safety defect intervention action thresholds for carriageway and footway trips and potholes. HISIM was approved by the Environment Committee on 8 March 2022. HIAMP also takes into account the climate change agenda and sustainability. The Environment Committee on 8 March 2022 approved a report on Highway Material Palette, which takes into account the sustainability strategy in asset management.
- 2.13 Council's 2022/23 annual revenue maintenance budget to achieve the reactive safety defect policy standards is complemented by other revenue and HIAMP capital funds to maintain, improve and develop highway assets. The planned improvements are in line with the Council's long term transport strategy in support of walking and cycling within the borough as well as ensuring expeditious movement of traffic. A budget allocation of £13.1m (2022/23) supports the delivery of HIAMP Network Recovery Plan (NRP) and Community Infrastructure Levy (CIL) Work Programme, both of which are aligned with CO2 reduction and efficiency.
- 2.14 The 2022 HIAMP follows all best practice recommendations with no express or considered deviations from best practice guidance. LBB has in place all key operational components:
- *Electronic Maintenance Management system (CONFIRM)*
 - *Appropriately trained and competent delivery teams*
 - *Systems to collect asset condition data and report performance*
 - *A planned multi-year forward asset maintenance programme (NRP) and budget commitment*
 - *Key supporting documentation – Operational Network Hierarchy, Highway Infrastructure Safety Inspection Manual, Streetworks Manual and Winter Maintenance Plan*
- 2.15 The LBB Operational Network Hierarchy (ONH) is an integral part of whole approach to asset management. The ONH was approved by the Environment Committee on 8 March 2022. The ONH maintains a risk category for all parts of the network from which scheduled safety inspections are planned and undertaken to appropriate frequencies and planned asset maintenance is considered. ONH is regularly reviewed by officers to ensure compliance with national guidelines and updated accordingly to maintain a risk-based approach to highway inspections.

3. ALTERNATIVE OPTIONS CONSIDERED AND NOT RECOMMENDED

- 3.1 The development and publication of a Highway Infrastructure Asset Management Plan (HIAMP) by a Highway Authority is the foundation of best

practice management of the highway assets. No alternatives have been identified.

4. POST DECISION IMPLEMENTATION

- 4.1 Once the Committee approves the recommendations, the authority's managing agents (Re) will finalise and apply the HIAMP as a strategic document to support highway maintenance and improvement programmes. The Plan will be published on Council's website for public viewing.

5. IMPLICATIONS OF DECISION

5.1 Corporate Priorities and Performance

- 5.1.1 The Highway network is the Council's most valuable asset and is vital to the economic, social and environmental wellbeing of the Borough as well as the general image perception. It is a key element in the LBB Strategic Asset Management Plan. The Highways provide access for business and communities, as well as contribute to the area's local character and the resident's quality of life. Highways really do matter to people and often public opinion surveys continually highlight dissatisfaction with the condition of local roads and the way they are managed. Public pressure can often result in the need for reactive and emergency repairs such as potholes, for example, to ensure the infrastructure is safe for users and for planned maintenance and improvements to highway assets.
- 5.1.2 The Council's Corporate Plan – The Barnet Plan 2021-25 contains the strategic priority "Clean, Safe and Well Run". There is a commitment to invest in planned maintenance through the Network Recovery Programme to ensure roads and pavements can be used for safe, reliable travel in the long term. It is expected that the new Administration will develop a new corporate plan, consistent with the new administration's priorities.

The Highway Infrastructure Asset Management Plan does also contribute to the Council's Health and Wellbeing Strategy by making Barnet a safe and great place to live and enable the residents to keep well and independent.

5.2 Resources (Finance & Value for Money, Procurement, Staffing, IT, Property, Sustainability)

- 5.2.1 The HIAMP will ensure the effective financial management of the highways network within approved financial envelope through the implementation of a clear policy framework, optimising resources deployed and budget availability.
- 5.2.2 There are no additional staffing ICT or property implications. Existing organisational and system arrangements will continue.

5.3 Social Value

- 5.3.1 The Public Services (Social Value) Act 2012 requires people who commission public services to think about how they can also secure wider social, economic and environmental benefits. This report does not relate to procurement of services contracts.

5.4 Legal and Constitutional References

- 5.4.1 The Council's Constitution Article 7 – Committees, Forums, Working Groups and Partnerships (Responsibility for Functions, 7.5) gives the Environment and Climate Change Committee responsibility for all borough-wide or cross-area matters relating to the local environment.

Highway Maintenance is a statutory duty under the Highways and Traffic Management Acts.

5.5 Risk Management

- 5.5.1 Effective management of risk is an integral part of asset management and the Council's Risk Management Framework has established strategic and departmental risk registers.

5.6 Equalities and Diversity

- 5.6.1 Good roads and pavements have benefits to all sectors of the community in removing barriers and assisting quick, efficient, and safe movement to schools, work and leisure. This is particularly important for older people, people caring for children and pushing buggies, those with mobility difficulties and sight impairments. The state of roads and pavements are amongst the top resident concerns and the Council is listening and responding to those concerns by the proposed planned highways maintenance programme.

- 5.6.2 The physical appearance and the condition of the roads and pavements have a significant impact on people's quality of life. A poor-quality street environment will give a negative impression of an area, impact on people's perceptions and attitudes as well as increasing feelings of insecurity. The Council's policy is focused on improving the overall street scene across the borough to a higher level and is consistent with creating an outcome where all communities are thriving and harmonious places where people are happy to live.

- 5.6.3 There are on-going assessments carried out on the conditions of the roads and pavements in the borough, which incorporates roads on which there were requests by letter, email, and phone-calls from users, Members and issues raised at meetings such as Area Committees. The improvements and repairs aim to ensure that all users have equal and safe access across the borough regardless of the method of travel. Surface defects considered dangerous are remedied to benefit general health and safety issues for all.

- 5.6.4 The Equality Act 2010 outlines the provisions of the Public Sector Equalities Duty which requires Public Bodies to have due regard to the need to:

a) Eliminate discrimination, harassment and victimisation and other contact

prohibited by the Equality Act 2010.

b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it.

c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

The broad purpose of this duty is to integrate considerations of equality into day to day business and keep them under review in decision making, the design policies and the delivery of services. There is an on-going process of regularisation and de-cluttering of street furniture and an updating of highway features to meet the latest statutory and technical expectations.

5.7 Corporate Parenting

5.7.1 This section of the report does not apply to this report.

5.8 Consultation and Engagement

5.8.1 No public consultation was undertaken as this is a statutory duty and the proposed changes do not have a significant impact on public expectations.

5.8.2 Council's Organisational Resilience, Assurance Group has been engaged in reviewing of the highway inspection manual and the risk assessment process.

5.9 Environmental Impact

5.9.1 Implementing the recommendations in the report will lead to a positive impact on the Council's carbon and ecology impact aligned to the council's emerging Sustainability Strategy in relation to supply chain operations and material selection including use of low carbon and recycled materials.

5.10 Insight

5.10.1 This section of the report does not apply to this report.

6. BACKGROUND PAPERS

6.1 LBB Highway Asset Management Plan (HAMP) 2012

6.2 LBB Strategic Asset Management Plan- September 2014. Highways (para 5.1, p20).

6.3 Environment Committee Report, Highway Network Recovery and Community Infrastructure Levy Programme 2022/23 – 13 January 2022

https://barnet.moderngov.co.uk/documents/s69487/Environment%20Committee%20Report%20NRP%20CIL%20Year%208%20040122%20Final_.pdf

Appendix 1:

LBB Highway Infrastructure Asset Management Plan (HIAMP)- June 2022

Appendix 2:

Well Managed Highway Infrastructure- Recommendations