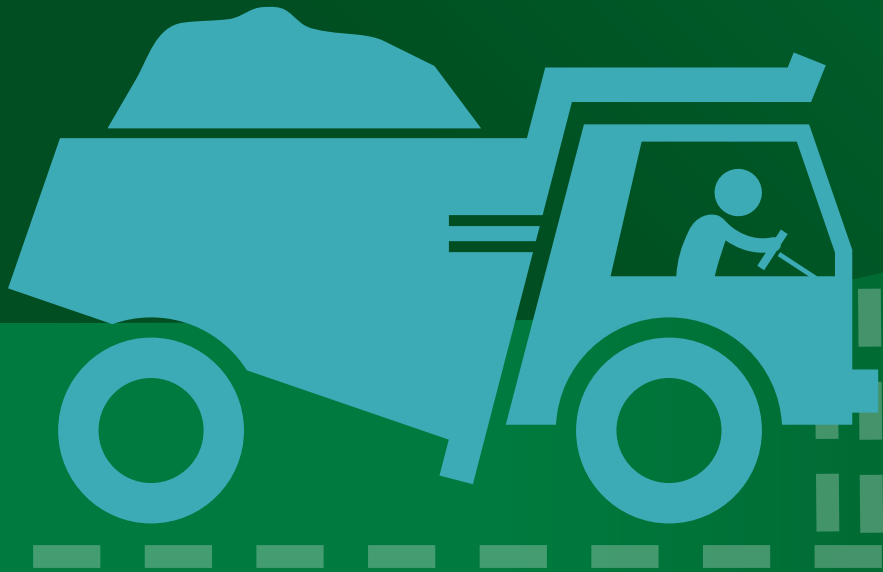


Highways Asset Management Policy (HAMP)



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Introduction

The County Council recognises the important role that the highway network plays in keeping people and places connected, especially in a rural county such as Leicestershire.

Keeping our highway network in good condition is important to support economic growth and a good quality of life for the residents, visitors and businesses of the county.

Providing a high-quality highway network that meets the needs of our customers is something that the County Council is committed to. The Authority has a statutory duty to maintain the highway and we face the challenge of achieving this against an uncertain economic situation and the ongoing impact of austerity, increasing levels of highway use and increasing pressures on other County Council services.

We are continuing to work to ensure a consistent and coordinated approach is taken during these challenging times, to achieve our aims and objectives.

The Highway Asset Management Policy (HAMP) and the Highway Asset Management Strategy (HAMS) have been developed to help us take account of these challenges.

The policy is designed to drive continuous improvement in the way that we maintain our highway network, ensuring that it continues to be safe, serviceable, and sustainable.

The HAMP sets out the high-level principles that will help to ensure that we develop and adopt a strategic approach, one that takes account of the expectations of stakeholders and customers and targets resources to deliver a network that supports the future prosperity and wellbeing of the people of Leicestershire.

Both the HAMP and HAMS conform to BS ISO 55001 standard (Asset management), which demonstrates a level of competence and good practice in asset management.



1. The Highway Asset Management Framework



- 1.1 The County Council has been applying the principles of a formalised approach to highway asset management for many years, implementing its first Transport Asset Management Plan (TAMP) in 2007.
- 1.2 More recently, the direction and principles which we have applied to asset management were set out in our Highways Infrastructure Asset Management (HIAMP), which was first approved in 2017.
- 1.3 The HIAMP was updated in March 2023 and supported by a number of other documents, including our:
 - Network Management Plan (NMP)
 - Winter Service Operational Plan
 - Carriageway - Skidding Resistance procedure
 - Highway Maintenance Operational Plan (HMOP).
- 1.4 The County Council continues to review its approach to highway asset management in light of the Highways Maintenance Efficiency Programme (HMEP) guidance and the UK Roads Leadership Group 'Well-managed Highway Infrastructure: A Code of Practice' (published October 2016).
- 1.5 This sets out the principle of applying a locally appropriate risk-based prioritisation and treatment of the highway network. As a result, we have developed a Highway Asset Management Framework, which brings together the core elements of asset management.
- 1.6 This framework places our approach in context, identifying the enablers that support asset management and the elements of asset management planning and delivery that contribute to our asset management approach.
- 1.7 Figure 1 below shows the Highway Asset Management Framework.

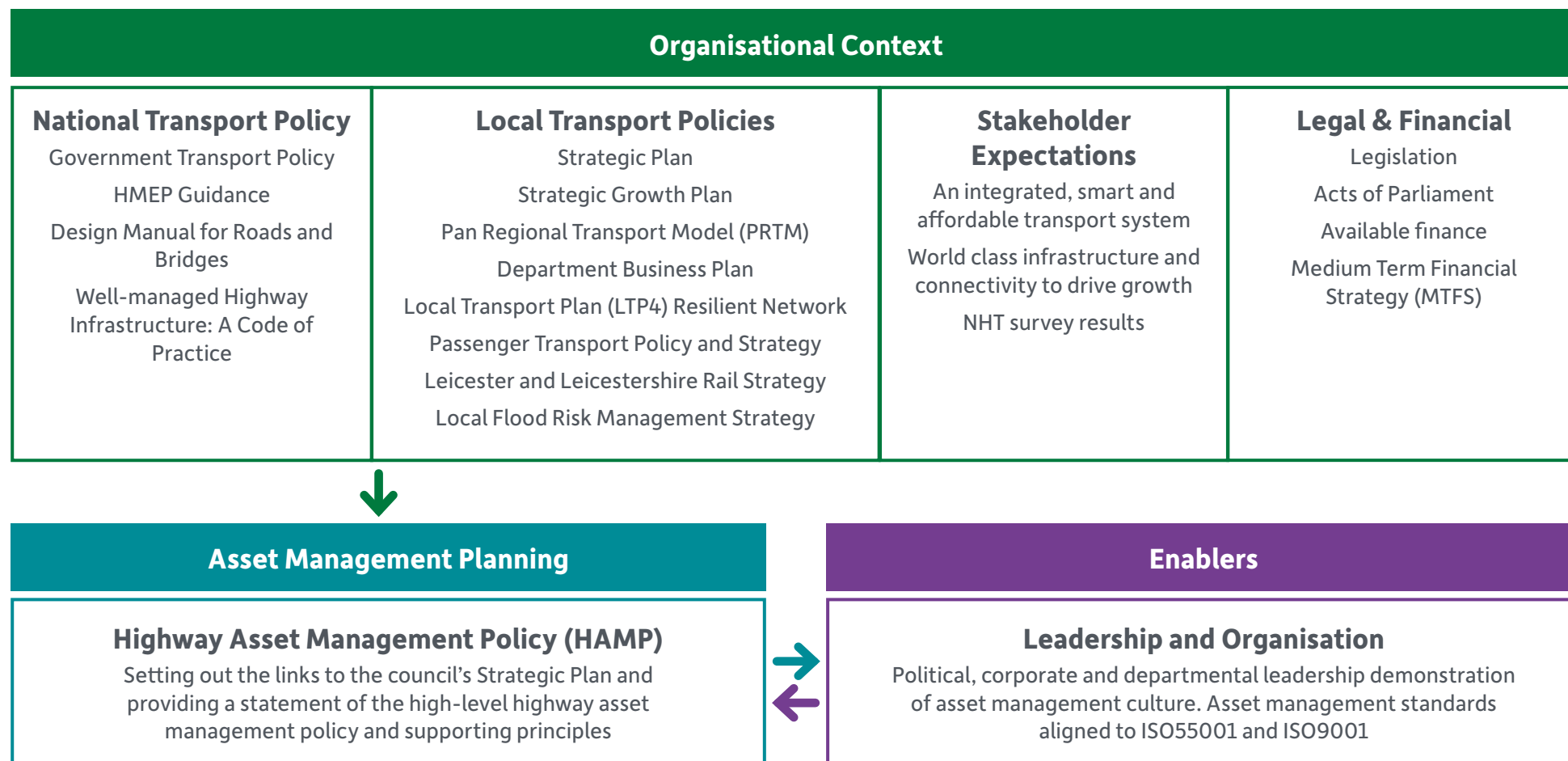
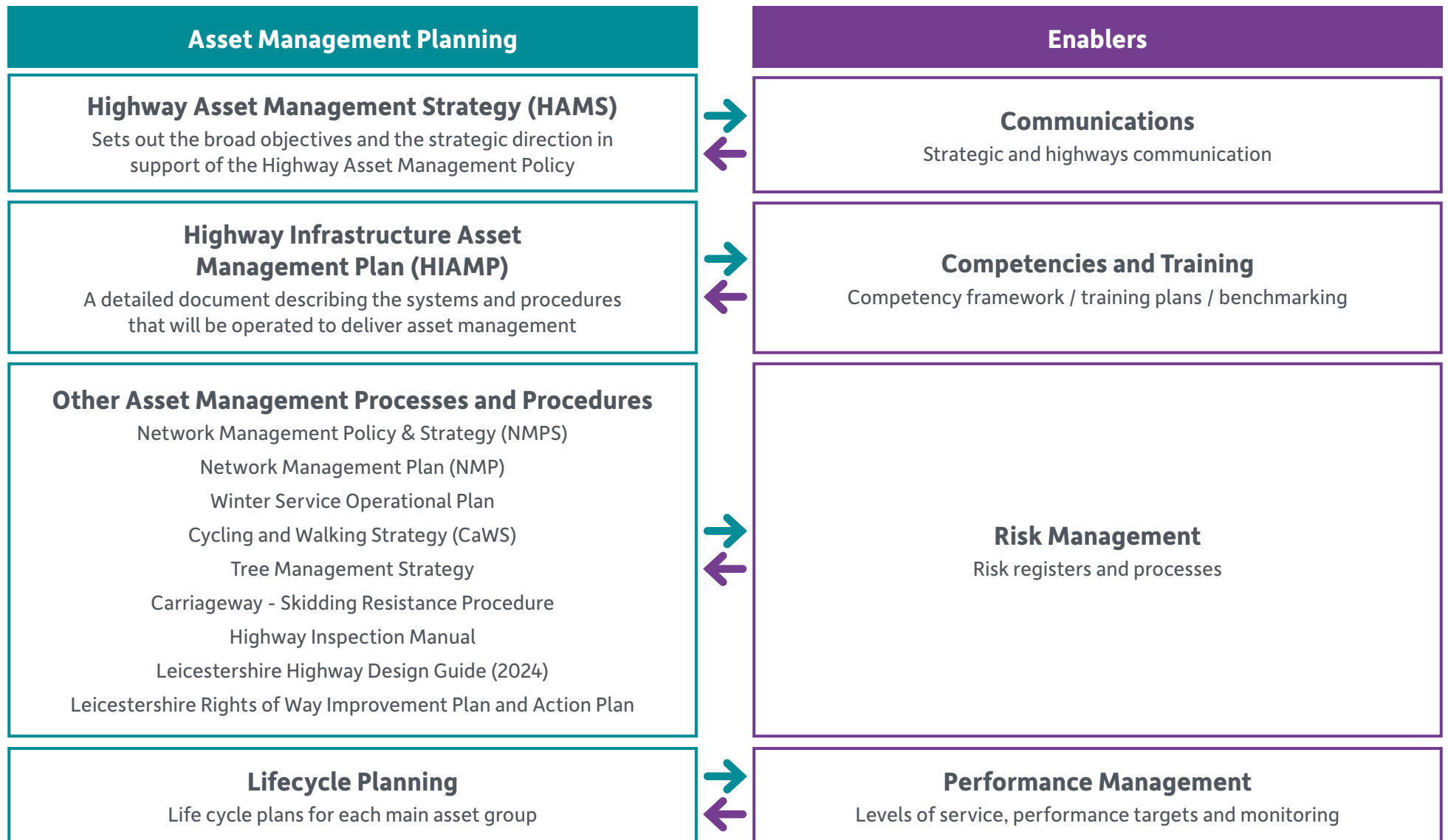
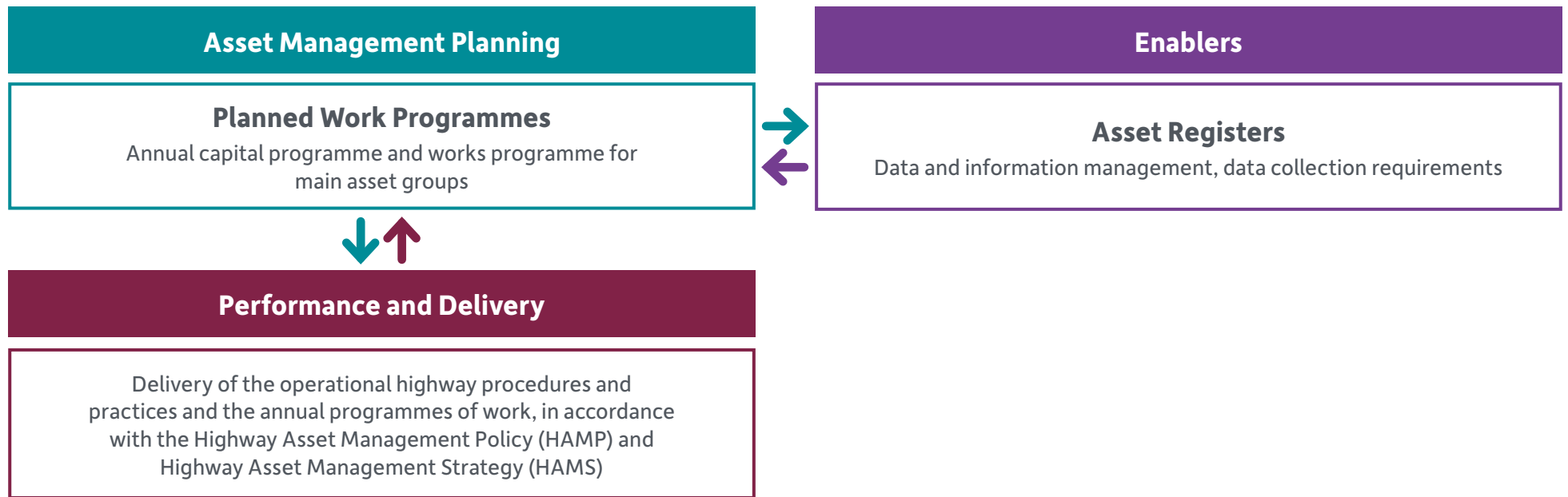


Figure 1 - Highway Asset Management Framework





2. The Document Framework

2.1 This Policy, along with the associated HAMS, has been developed in accordance with the principles set out in:

- the Highway Infrastructure Asset Management Guidance Document (published May 2013) and
- the Code of Practice Well-managed Highway Infrastructure (published October 2016), which came into force in October 2018.

2.2 Figure 2 below shows the framework within which these documents sit.

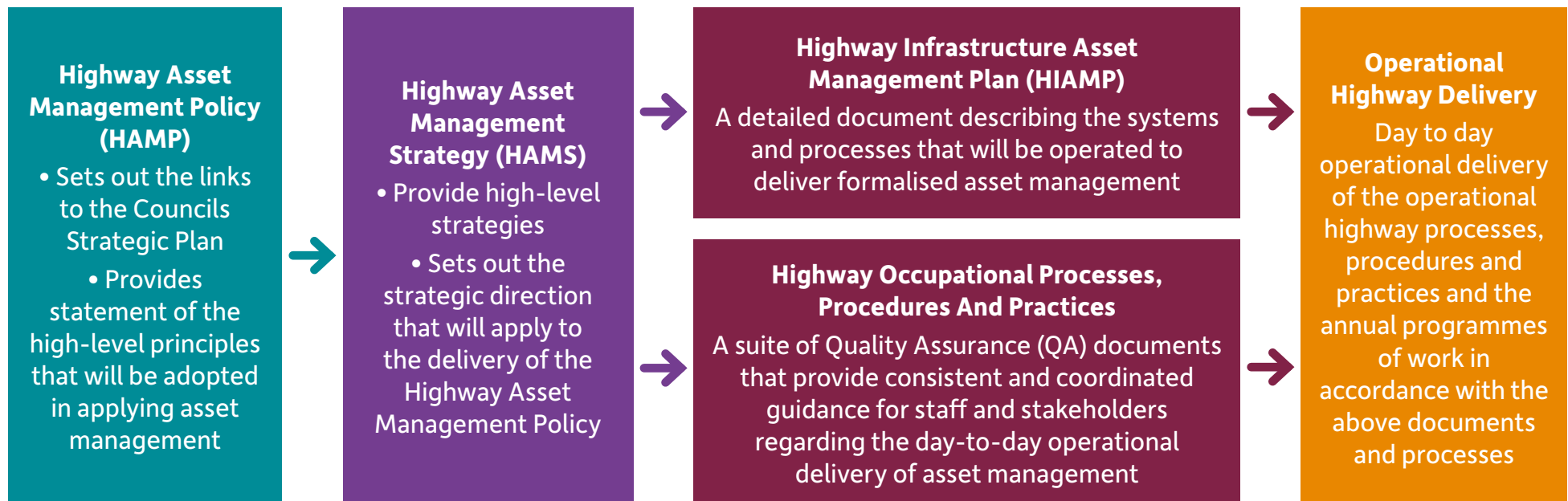
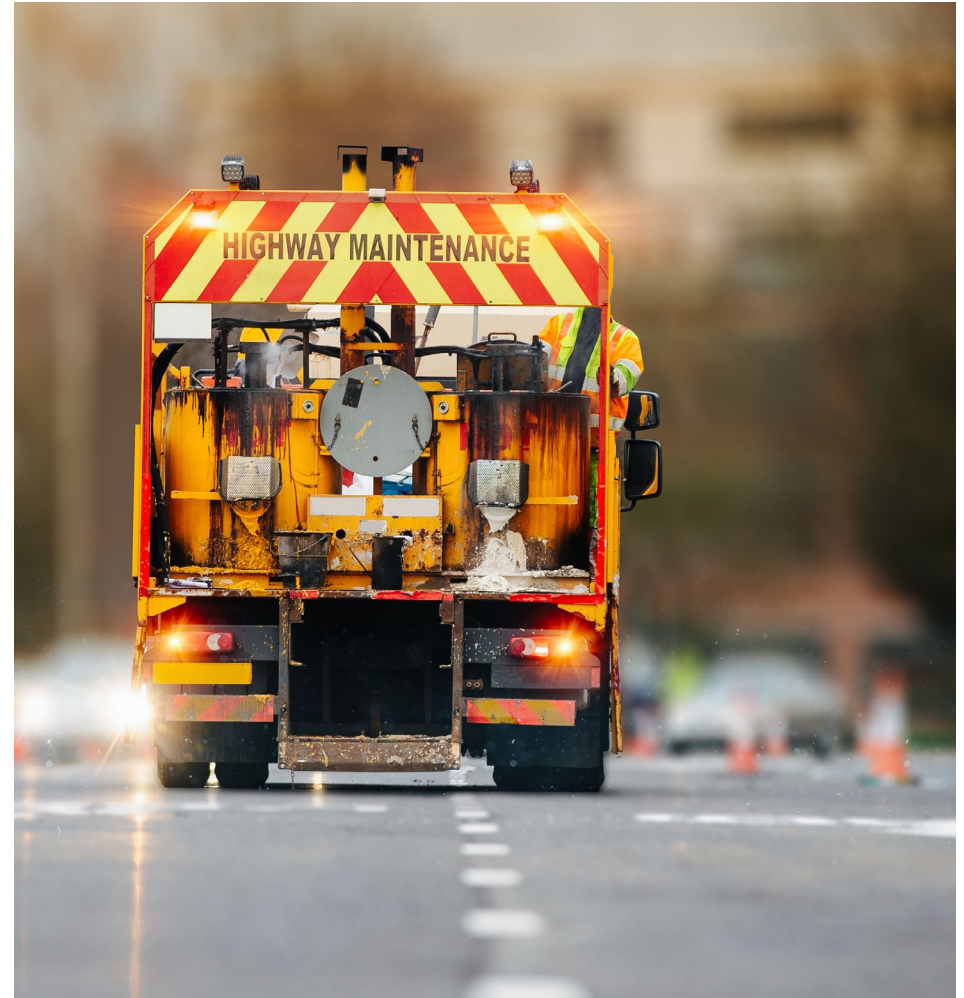


Figure 2 - Highway Asset Management document framework

3. Purpose

- 3.1 The County Council believes that effective highway asset management is fundamental to the delivery of its services and the delivery of its long-term vision and strategy for the benefit of its stakeholders.
- 3.2 This document sets out how the Council will manage the condition of the county highway network. It does this through policy, key supporting principles, broad objectives, and an overarching structure that provides direction. This policy will:
- enable better informed decisions to be made about investment and maintenance funding
 - assist in the targeting of resources to where they can be most effective
 - enable the identification and management of the risks associated with its statutory duties to manage and maintain public infrastructure.
- 3.3 This policy sets out the principles that will ensure that we adopt and develop a strategic approach. This takes account of the expectations of our customers and targets resources to deliver a network that supports the future prosperity and well-being of our residents, as well as directly supporting the strategic aims of the County Council.
- 3.4 The policy also supports the County Council's statutory duty to maintain the highway, through compliance with section 41 of the Highways Act (1980).
- 3.5 Finally, this policy reflects the latest guidance on the application of asset management principles from the Code of Practice: Well Managed Highway Infrastructure, which was published in October 2016 by the UK Roads Liaison Group.



4. Scope

- 4.1 This policy is applicable to the entire infrastructure forming the highway network that is managed and maintained by Leicestershire County Council, apart from the public rights of way (PRoW) network.
- 4.2 Management of the PRoW network is dealt with in the Council's Rights of Way Improvement Plan (RoWIP).



5. The Highway Asset Management Policy and Supporting Principles

Asset Management Policy (AMP)

- AMP 1. The County Council will develop and operate a formalised asset management approach. This will support the optimal use and direction of the County Council's resources in maintaining the county's highway assets for the benefit of current and future stakeholders.
- AMP 2. The County Council will prioritise available resources for maintenance interventions and treatment choices using a risk-based approach, taking account of the safety of stakeholders, the prevailing budget environment, network hierarchy, levels of use, network condition, social and environmental impact, and customer expectations.



Supporting Principles

- SP1. The County Council will consult with stakeholders, where appropriate, to support the identification of treatment priorities, levels of service, the management of risk, and promoting understanding of the service to help manage public expectations.
- SP2. The County Council will aim to extend the operational life of highway assets using appropriately timed preventative and restorative treatments to maintain safety and serviceability whilst minimising reactive repairs and environmental impact and mitigating risks to service users and the Authority.
- SP3. The County Council will develop 'life-cycle models' for all key assets to forecast the consequences of maintenance strategies on budget, and network condition (both short and long-term) and environmental impact. We will use these models to inform our decisions about treatment strategy, budget requirements and priorities and maximise operational life for optimum whole life costs.
- SP4. The County Council will publish an annual programme of planned works affecting key assets, as well as an annual schedule of our key service levels and performance indicators which are reportable, where appropriate.
- SP5. The County Council will review the benefits of non-statutory, low-priority assets against the cost of maintenance. Where we identify redundancy or high cost linked to minimal benefits, we will seek to rationalise the asset by devolving, decommissioning, or reducing the asset or its service levels. Rationalisation will be subject to an assessment of risk and consideration of the views of stakeholders.

- SP6. The County Council will use the output from our asset management processes to support measures that will focus on improving assets that encourage walking, wheeling, cycling and the use of public transport, such as active sustainable travel.
- SP7. The County Council will take account of the environmental impact and sustainability of our maintenance treatments and services and, where feasible, either reduce or mitigate these impacts.
- SP8. The County Council will work with regional partners, such as Midlands Connect, to review and coordinate maintenance and management strategies on the Major Route Network (MRN) for the Midlands.
- SP9. The County Council will review the resilience of our highway network against disruptive events, identifying the strategically critical links and recording these on the Resilient Network. We will prioritise the management and maintenance of this network to minimise the impact that adverse weather and other disruptive events would have on economic activity and maintaining access to key services.
- SP10. The County Council will continue to ensure that, as far as possible, our Priority 1 and Priority 2 routes on the winter maintenance network, used for precautionary gritting, is treated in advance of forecast snow or ice.
- SP11. The County Council will collaborate with others and take account of their needs, particularly our supply chain, local communities and neighbouring authorities, to increase efficiency, reduce costs and sustain local service levels.
- SP12. The County Council will continually review and develop our asset management approach across all service areas to ensure we meet these principles and will continue to improve our service by continually challenging established working practices and embracing new methods, ideas and products.



6. How this Policy Supports the County Council's Strategic Aims

- 6.1 The Council's vision and priorities for the county and organisation, set out in the council's Strategic Plan 2024-26, has been developed by focusing on the things that will make life better for people in Leicestershire, including the partnerships needed to make these improvements happen.
- 6.2 The Strategic Plan sets out the Council's long-term vision and priorities for Leicestershire. It also outlines how the council will transform its operations in response to key drivers such as the impact of adverse weather, financial pressures and changing customer expectations. The Plan is based on five strategic outcomes which describe the Council's vision for Leicestershire.
- **Clean and Green:** The need to protect and enhance the environment and tackle climate change.
 - **Great Communities:** Leicestershire to have active and inclusive communities in which people support each other and participate in service design and delivery.
 - **Improved Opportunities:** All children and young people get the best start for life and have the opportunities they need to fulfil their potential, regardless of their circumstances.
 - **Strong Economy, Transport, and Infrastructure:** Use local innovation and skills to build a productive, inclusive, and sustainable economy at the forefront of science, technology, and engineering.
 - **Safe and Well:** Ensuring that people are safe and protected from harm, live in a healthy environment, have the opportunities and support they need to live active, independent, and fulfilling lives.

- 6.3 The effective functioning of Leicestershire's transport system is vital to day-to-day life and the area's future population and economic growth. The HAMP will contribute to supporting all the Strategic Plan's five outcomes and will directly contribute to supporting four of these strategic priorities:

Strong Economy, Transport and Infrastructure

The County Council recognises that well-managed highways are a key enabler of this outcome and will directly benefit economic growth by enabling the efficient movement of people and goods. An efficient transport network, in good condition, where disruption and delay are kept to a minimum and where journey times are predictable and reliable, is essential to attract and support growth. Developing our asset management approach will ensure that we can make better informed strategic decisions to ensure that we make the best use of reducing resources to support this outcome. The highway infrastructure will also help sustainable growth and is an attractive place where businesses are supported to flourish.

Safe and Well

Included in its aims is the objective of making roads safer and protecting the environment.

Clean and Green

The HAMP aims to support measures that will focus on improving assets that encourage walking, cycling and the use of passenger transport, as well as maintaining and improving the highway network to reduce traffic congestion. It will also take account of the environmental impact of our maintenance treatments and services and, where feasible, either reduce or mitigate these impacts.

Great Communities

Recognises the need to change the way that we deliver services and to work more closely with communities and partners to preserve the vision through the current period of economic and social change. The HAMP will underpin the principle of working in partnership with communities to sustain the local highway environment. It will also provide a cornerstone for the commissioning and procurement of more efficient and appropriately focused highway maintenance services, which take account of the challenging economic pressures faced by the County Council and to ensure that Leicestershire communities are resilient to emergencies.

- 6.4 To support these priorities the County Council will need to make hard decisions about transforming existing services. We will need to reduce and replace some services whilst others will be more targeted. We will also need to explore new ways of commissioning services to improve value and quality. Decisions about these changes will be better informed by a formalised asset management approach.
- 6.5 The Strategic Plan acknowledges that to support these outcomes, it will be necessary for our declining revenue budgets to be increasingly focused on keeping roads in good repair and that we will continue to place a high priority on delivering a high level of precautionary winter salting and snow clearance.
- 6.6 The County Council recognises that a network in poor repair is likely to present increased risks to users. This HAMP will support the development of an analytical risk-based approach to asset management to ensure that, within the constraints of our budgets, treatments will be more effectively directed to optimise the condition of the network.
- 6.7 By developing an evidence-based approach to the management of all key assets we will minimise the frequency of repairs across the whole network and will extend the life of existing assets. This means less frequent renewal and thus reduced demand for natural resources and reduced carbon emissions, due to the processing and transport of materials.
- 6.8 Efficient maintenance of the network will result in less disruption and congestion, leading to reduced carbon emissions.
- 6.9 This policy supports a Resilient Network that will focus resources on sustaining a functioning core network during extreme weather events and during major incidents and disruption.

7. Supporting Environment and Transport's Business Plan and Local Transport Plan



- 7.1 The County Council recognises the environmental and economic challenges that it faces in delivering services in the current climate. The Medium-Term Financial Strategy (MTFS) sets out this challenge and identifies where the County Council intends to deliver efficiencies and savings in the medium term. To help support these changes the County Council has developed a Departmental Business Plan.
- 7.2 This HAMP supports the Environment and Transport Business Plan. It will do this by setting out an evidence-based approach for commissioning appropriate works programmes that will meet the management and maintenance needs of the highway network.
- 7.3 The County Council's fourth Local Transport Plan (LTP4) was approved by the Cabinet in November 2024. It has a vision for:

Delivering a safe, connected and integrated transport network which is resilient and well managed to support the ambitions and health of our growing communities, safeguards the environment whilst delivering economic prosperity.
- 7.4 Implementing our Local Transport Plan will provide an integrated transport system that maximises efficiencies / benefits over time, values to the community and environmental contribution, whilst keeping people healthy and supporting lower carbon transport choices. It will also integrate sustainable solutions and treatments, which minimise waste and landfill.

8. Policy Review

- 8.1 As part of the ISO 55001 and ISO 9001 certification checks, audits are carried out to ensure that we are making continual improvements and are following correct procedure and have documented evidence to demonstrate this.
- 8.2 This policy is closely aligned to other policy documents, particularly the Network Management Plan (NMP). Review and 'sense-checking' will take place to ensure that, where appropriate, they continue to align during any development of updated documents.
- 8.3 The policy will be reviewed at least every three years, or earlier if there are significant changes in national policy or guidance that affects asset management.
- 8.4 This policy will be managed and implemented by the Transport Strategy and Policy (TSAP) team.



