

Annex 2

Highways Asset Management Plan & Strategy

Introduction

1. Oxfordshire's current Highways Asset Management Plan (HAMP) 2014-1019, which sets the strategy on how the authority maintains its network expired this year and is due for review and update.
2. Previous plans have always been developed with Councillor input and this is good practice that should and will continue. For the review officers considered; Highways Deep Dive Report, the Level 3 requirements of the DfT Incentive Fund, any new relevant Policy and Strategy documents and the recommendations within the new Code of Practice: [Well-managed highway infrastructure](#) (2016).
3. As a result of the initial review officers changed the format and structure of the Asset Management Suite of documents:
 - a) A new Asset Management Policy was endorsed by Members on the 11th September 2019 CAG.
 - b) A new dedicated Asset Management Strategy (AMS) has been developed
 - c) A new Highways Asset Management Plan (HAMP), which takes a more balanced approach to maintaining all assets, as opposed to focussing on carriageways
 - d) Individual Life-cycle Plans (LCPs) for each asset developed to support the AMS and HAMP
4. Initial drafts of the HAMP and AMS were provided to internal stakeholders and presented to the Cabinet Advisory Group on the 11th September 2019 for review and comment. A number of comments were received from stakeholders and members with the key changes outlined below;
 - A stronger focus on cycling, walking and sustainable transport
 - Better links to the PROW Management Plan
 - Stronger emphasis on innovation
 - A reference to the authorities Climate Emergency's statement
 - Minor changes to text and language.
 - Identifying improvement actions to the way we manage specific assets, including cycleways

The Asset Management Suite of documents

5. Below is a summary of the new Asset Management documents and how they will be used in practice.

- Highways Asset Management Strategy

The Highway Asset Management Strategy (AMS) sets out, at a high-level, how highway infrastructure asset management will be delivered in Oxfordshire to meet the long-term corporate goals and objectives of the Authority as detailed in the Local Transport Plan (currently LTP4).

- Highways Asset Management Plan

The Highway Asset Management Plan (HAMP) details our approach and defines the targets to delivering the Asset Management Strategy over the next five years. It defines the process for managing and maintaining the county's highway infrastructure to deliver operational efficiencies and value for money in a risk-based approach. Our approach to asset management planning is based on two fundamental principles; determining Whole Life Cost (WLC) and risk-base. Where inventory data is insufficient to make an accurate estimation of WLC or risk, the HAMP outlines the required improvement actions needed to achieve this.

- Life-cycle Plans

Life-cycle plans (LCPs) set out the particulars of an asset grouping; average age, condition, maintenance costs and uses this information to determine whole-life maintenance options. LCPs are a key input in the collaborative planning process, which are used to determine; maintenance priorities, highway budgets, asset condition targets and to develop the forward programme.

The Collaborative Planning Process

6. As part of Oxfordshire's new approach to delivering its Asset Management Strategy, we propose a series of Member and Officer workshops, as detailed below, which will aim to balance the objectives of the Asset Plan alongside the needs of members, parishes/town and local community groups.

- **Initial Member Consultation workshop**

A forum for officers to consult with members on the new Asset Management approach and capture member needs and priorities.

Outcome: Officers to agree with members; maintenance priorities and agree governance.

- **Asset Strategy Workshop (Escape Room Session)**

Workshop with officers to consider member priorities alongside LCPs and asset data to determine: budgets, service levels and resource requirements

Outcome: Set future years budgets (2021-2026), Service levels and Asset Targets. Officers will then have to ensure that their programmes meet the outcomes and objectives set in this and the previous Member workshop

- **Programme Development Workshop (Escape Room Session)**
Purpose

Workshop to ensure asset programmes meet the outcomes and objectives set in previous workshops, compare programmes (asset, improvement and growth) to identify opportunities for collaborative working, in terms of delivery. Officers will need to Identify risks, highlight lessons learnt and identify key stakeholders.

Outcome: A set of factors and considerations to apply to the forward programme. Officers will have to rework their programmes based upon this outcome to present to members.

- **Member review and sign-off of the Asset Maintenance Prioritised (Locality Meetings)**

To give members a final opportunity to review, comment and make recommendations to amend the forward programme.

Output: A programme which has been prioritised to meet the objectives set out in the HAMP and meets member needs/priorities.

7. An update on progress of the documents will be provided to the Transport Cabinet Advisory Group on 14th November 2019, before wider member engagement takes place with the aim to take to February Cabinet for adoption.