

Report subject	Highway Asset Management Policy and Strategy
Meeting date	14 April 2021
Status	Public Report
Executive summary	<p>Highway Asset Management principles enable informed decisions to be made about investment and maintenance funding; assist in the targeting of resources to where they can be most effective and enables the identification and management of the risks associated with our statutory duties to manage and maintain public infrastructure. It is a requirement of the Highway Infrastructure Asset Management Guidance and Well-Managed Highway Infrastructure produced by the Department for Transport (DfT), that highway authorities have an Asset Management Policy and Strategy. Each legacy authority had its own policy and strategy. In producing a new BCP Policy and Strategy for Highway Asset Management, we have reviewed these legacy documents against current best practice and produced a set of documents that can be adopted and will shape the way we deliver our highway maintenance programmes for the next 5 years in line with DfT requirements.</p>
Recommendations	<p>It is RECOMMENDED that:</p> <ul style="list-style-type: none"> (a) Cabinet approves adoption of the draft Highway Asset Management Policy and Strategy; and (b) Cabinet delegates authority to the Director for Growth and Infrastructure, in consultation with the Cabinet Member for Transport and Sustainability, to approve the subsequent Asset Management Plan and other associated operational documents that will be produced following the adoption of the Policy and Strategy.

Reason for recommendations	By adopting the principles set out in the Highway Asset Management Policy and Strategy, this would enable informed decisions to be made about investment and maintenance funding; assist in the targeting of resources to where they can be most effective and enable the identification and management of the risks associated with the Council's statutory duties to manage and maintain public infrastructure. This will be used to inform the proposed highway maintenance programme and ensure that BCP Council are able to fully utilise funding awarded.
Portfolio Holder(s):	Cllr Michael Greene
Corporate Director	Kate Ryan
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Wards	Council-wide
Classification	For Decision

Background.

1. It is a requirement of the Highway Infrastructure Asset Management Guidance and Well-Managed Highway Infrastructure Codes of Practice that highway authorities have an Asset Management Policy and Strategy. These documents were in place for the legacy authorities, specifically the Bournemouth Borough Council Highway Infrastructure Asset Management Policy and the Borough of Poole Highway Asset Management Policy. Dorset County Council would have operated its own policy in managing the network within the legacy Christchurch area.
2. Effective highway asset management is fundamental to the delivery of the Council's highway maintenance services and the delivery of its long-term vision and strategy for the benefit of the local community. Asset Management principles enable informed decisions to be made about investment and maintenance funding; assist in the targeting of resources to where they can be most effective and enables the identification and management of the risks associated with the Council's statutory duties to manage and maintain public infrastructure. The highways network asset plays a vital role in enabling BCP Council to prosper and achieve its objectives.
3. The local highway network is BCP Council's largest and most valuable publicly owned asset with a replacement value £2.7 billion. It is used every day by residents, businesses and visitors and provides a vital contribution towards the economic, social and environmental well-being of the area.
4. The objectives of the Asset Management Policy and Strategy documents are to:
 - Demonstrate commitment to adopting the principles of highway infrastructure asset management by senior decision makers.
 - Document the principles, concepts and approach adopted in delivering highway infrastructure asset management at a high level.

- Link with the local authority's policies and strategic objectives and demonstrate the contribution of the highway service in meeting these.
 - Facilitate communication with stakeholders of the approach adopted to managing highway infrastructure assets.
5. The Asset Management Policy (Appendix 1) describes the principles adopted in applying asset management to achieve the authority's strategic objectives.
 6. The Asset Management Strategy (Appendix 2) sets out how the asset management policy is to be achieved, how long-term objectives for managing the highway are to be met and how the strategy is to be implemented. It sets clear direction, provides links with other relevant documents, such as corporate plans, and sets out the benefits of investing in the highway infrastructure.

Summary of financial implications

7. The Highway Asset Management Policy and Strategy principles are used to formulate the future programme of capital works carried out by the Council. It is a requirement by the DfT that local highway authorities have and apply a policy and strategy, and in the absence of this, would potentially impact on the level of funding allocated by them to the Council for the Maintenance Block of our LTP Capital grant.
8. For 2021/2022 financial year, the BCP Council allocation for LTP Capital Programme – Maintenance Block is £4.29M.

Summary of legal implications

9. Section 41 of the Highways Act 1980 imposes a duty on the Highway Authority (BCP Council) to maintain those roads, footways and cycle tracks that are 'Highway maintainable at public expense'.
10. Section 58 of the Highways Act 1980 states that a statutory defence against third party claims is provided where the Highway Authority can establish that reasonable care has been taken to 'secure that the part of the highway to which the action relates' to a level commensurate with the volume of ordinary traffic such that it 'was not dangerous to traffic'.
11. By adopting the principles set out in the Highway Asset Management Policy and Strategy, the Council are better placed to be able to demonstrate that it is meeting its statutory duties as set out in the above legislation.

Summary of human resources implications

12. The programme of work proposed will be managed collaboratively by internal BCP Council resource with support from framework/ tendered contractors as appropriate.

Summary of sustainability impact

13. Refer to Appendix 3 – Decision Impact Assessment (DIA) Report

Summary of public health implications

14. Budget shortfalls could impact negatively on public health with reduced maintenance having an effect on more injuries resulting from crashes, trips and falls and could impact use of sustainable travel alternatives, particularly walking and cycling.

Summary of equality implications

15. The policy and strategy have been Equality Impact Assessment (EIA) screened and a full EIA is not required, refer to Appendix 4. Individual projects within the resultant maintenance programmes would need to be EIA screened and full EIAs completed should a need be identified during screening.

Summary of risk assessment

16. Inability to undertake sufficient planned and general preventative maintenance work will result in an increased depreciation of the highways asset. This will lead to increased deterioration and defects as a consequence.

Background papers

Well Managed Highways 2016;

[Published Work] <https://www.ciht.org.uk/ukrlg-home/code-of-practice/>

Highway Infrastructure Asset Management Guidance

<https://www.ciht.org.uk/ukrlg-home/guidance/transport-asset-management-guidance/>

Roads funding information pack

<https://www.gov.uk/government/publications/roads-funding-information-pack/roads-funding-information-pack>

Appendices

1. Appendix 1 – Draft Highway Asset Management Policy
2. Appendix 2 – Draft Highway Asset Management Strategy
3. Appendix 3 – Decision Impact Assessment (DIA) Report
4. Appendix 4 - Equality Impact Assessment: screening tool