



EXECUTIVE MEMBER DECISION

REPORT OF:	Executive Member for Regeneration
LEAD OFFICERS:	Director of Environment and Operations
DATE:	15/10/2018

PORTFOLIO/S AFFECTED:	Regeneration	Regeneration
WARD/S AFFECTED:	All	

SUBJECT: Highways Asset Management Strategy

1. EXECUTIVE SUMMARY

The data management section of the existing strategy has been extensively revised to reflect the authority's commitment and focus on data driven management of the highway network. Approval of this document will allow and require the authority to continue to improve the manner in which it manages the maintenance of the Borough's adopted highway network. The existing policy remains unchanged at this time.

2. RECOMMENDATIONS

That the Executive Member:

1. Approves the Highways Asset Management Strategy.
2. Authorises its publication on the authority's website.
3. Authorises that the strategy and the policy are reviewed and updated, if necessary, within 24 months.
4. Requests that the highway management monthly briefings continue.

3. BACKGROUND

The Highways Asset Management Strategy continues to provide direction and drive the Council's approach to the maintenance of the highways of the Borough.

Knowledge and understanding of the extent, condition and longevity of the highway asset is increasingly seen as being vital to efficient, effective management of the network. Understanding which components of each of the major asset groups are approaching failure is essential to minimising the costs of maintenance.

The Council continues its extensive programme of work targeted at extending the effective life of sections of highway that are approaching failure as well as repairing sections of highway that have failed.

4. KEY ISSUES & RISKS

This updated asset management strategy emphasises the benefits to be gained from a thorough and exhaustive knowledge of the composition and condition of all aspects of the highways network.

The strategy also emphasises the benefits of making appropriate data available to relevant staff and to elected members and members of the public. There is an analysis of the gaps in available data together with a plan of action to address this shortfall, which includes indicative costs.

The format of the strategy remains the same, namely nine parts, comprising:

- Part 1: Overall Strategy.
- Part 2: Investment and Delivery Strategy.
- Part 3: Communications Strategy.
- Part 4: Asset Management Framework.
- Part 5: Data Management Strategy.
- Part 6: Performance Management.
- Part 7: Risk management.
- Part 8: Benchmarking.
- Part 9: Annual Report.

Highway structures, incorporating bridges, culverts and retaining walls, are the main area that lacks current condition information; officers continue to work with our strategic partners to address the backlog in this area. In future, maintaining current information of this major asset group, to the standards prescribed in the relevant Codes of Practice is estimated to cost in the region £324,000 pa.

Generally the 'Design Manual for Roads and Bridges' requires structures to undergo a principal inspection every six years. The timing of subsequent principal re-inspections of individual structures will be based on the perceived risks posed by the individual structure determined through an assessment, which should be fully documented, during the course of the current inspection. The interval may be extended to a maximum of twelve years but, may be reduced if problems are anticipated. The manual also requires structures to undergo a general inspection every two years; there is no facility in the code to vary this interval.

It is recommended that a contingency fund is established to resolve any deficiencies that are identified by these inspections. Such a fund could be used to support a bid for Challenge Funding, possibly as early as February/March 2019 for works to commence in 2019/20.

This updated strategy compliments the recently approved, risk based, Safety Defect Inspection Procedure.

5. POLICY IMPLICATIONS

The strategy continues to complement the existing highway management policy and allows improvements to the Council's management of the adopted highway network.

6. FINANCIAL IMPLICATIONS

Whilst there are no direct financial implications of this updated strategy, reducing the backlog of structural inspections will exert pressure on existing maintenance budgets in the short and medium terms. The resolution of deficiencies highlighted by structural inspections may exert pressure on the capital maintenance budgets.

A contingency fund will be established from within the existing LTP monies to support a Challenge Fund bid for construction work commencing in 2019/20.

7. LEGAL IMPLICATIONS

The Council has a duty under section 41 of the Highways Act 1980 to maintain the public highway network in a condition that is safe for users. This includes all roads, footways, footpaths and verges for which the highway authority has responsibility.

The Act does not define what comprises maintenance nor does it set specific or minimum standards. Risk based asset management is considered good practice by the UK Roads Liaison Group and HMEP and is recommended by DfT.

8. RESOURCE IMPLICATIONS

No additional internal resources are required to comply with the strategy, however the inspection of structures will necessitate additional engineering resource engaged through a suitable procurement process.

9. EQUALITY AND HEALTH IMPLICATIONS

Please select one of the options below. Where appropriate please include the hyperlink to the EIA.

Option 1 Equality Impact Assessment (EIA) not required – the EIA checklist has been completed.

Option 2 In determining this matter the Executive Member needs to consider the EIA associated with this item in advance of making the decision. <http://www.blackburn.gov.uk/Pages/environment-eias.aspx>

Option 3 In determining this matter the Executive Board Members need to consider the EIA associated with this item in advance of making the decision. *(insert EIA attachment)*

10. CONSULTATIONS

Consultation with residents takes place through local ward meetings with councillors or officers. Complaints and concerns are logged and investigated and progress is fed back to residents

Consultations have taken place with the Director of Environment & Operations and the Executive Member for Regeneration.

The Director of Environment & Operations meets regularly with the Executive members and Lead members of all political parties.

11. STATEMENT OF COMPLIANCE

The recommendations are made further to advice from the Monitoring Officer and the Section 151 Officer has confirmed that they do not incur unlawful expenditure. They are also compliant with equality legislation and an equality analysis and impact assessment has been considered. The recommendations reflect the core principles of good governance set out in the Council's Code of Corporate Governance.

12. DECLARATION OF INTEREST

All Declarations of Interest of any Executive Member consulted and note of any dispensation granted by the Chief Executive will be recorded and published if applicable.

VERSION:	1
-----------------	----------

CONTACT OFFICER:	Matthew Joyce
-------------------------	----------------------

DATE:	15 th October 2018
--------------	-------------------------------

