

**HIGHWAYS MANAGEMENT & MAINTENANCE PLAN (HMMP) 2020**

**Director of Place, Planning and Regeneration**

**1 PURPOSE OF DECISION**

- 1.1 To approve a revised Highways Management & Maintenance Plan (HMMP) and its implementation as set out in the body of the report and Annexes 1 and 2.

**2 RECOMMENDATION**

- 2.1 **That the HMMP 2020 (Annex 1) is approved, noting the key variations from the current plan (Annex 2);**
- 2.2 **That the operational date for the HMMP 2020 is determined by the Head of Highways and Transport to ensure that adequate transitional arrangements are in place.**

**3 REASONS FOR RECOMMENDATION**

- 3.1 The UK Roads Liaison Group have published the Well Managed Highway Infrastructure (WMHI) code of practice for the public sector. This approach is endorsed by the Department for Transport and considered as a benchmark for Local Authorities when developing a risk management approach to highway maintenance. The Council's current HMMP has been reviewed and revised to reflect this code of practice. Additionally, the plan has been updated to better reflect the wide range of highway maintenance functions delivered by the Highways and Transport Division.

**4 ALTERNATIVE OPTIONS CONSIDERED**

- 4.1 Failure to approve the HMMP 2020 would prevent the effective delivery of the Council's statutory obligations as a Highway Authority and would be contrary to the position set out in the Council's adopted Transport Policy (LPT3).

**5 SUPPORTING INFORMATION**

- 5.1 The HMMP 2020 (**Annex 1**) seeks to ensure that the Council maintains the highway network in as good a condition as resources allow, giving due regard to public safety. It also supports key objectives within the Council's adopted LTP3. The HMMP continues to focus on the integrity of a wide range of highway assets including carriageways, footways, verges, highway structures, drainage, street lighting and highway trees. The document sets out the Council's routine highway maintenance actions relating to these assets and also the anticipated response to unplanned highway maintenance issues which typically occur.
- 5.2 Given the ongoing pressures upon Local Authority funding for highway maintenance, action must often be targeted according to an assessment of need based upon a number of factors including the condition of assets, local circumstances and the risk to public safety. The HMMP 2020 endeavours to strike this balance through a logical and consistent approach to managing the Council's highway assets responsibly yet efficiently.

- 5.3 **Annex 2** summarises the proposed key changes from the current HMMP.
- 5.4 The highway maintenance actions resulting from the HMMP 2020 would be funded through existing revenue and capital budget allocations for highway maintenance which are approved annually as part of the Council's overall budget setting process.
- 5.5 Currently, operational impacts resulting from the COVID19 pandemic have required an adjustment to some highway maintenance practices in order to accommodate PHE social distancing requirements. It is anticipated that these arrangements will need to continue alongside introduction of the revised HMMP 2020 with a transition back to normal operations at the earliest opportunity.

## **6 ADVICE RECEIVED FROM STATUTORY AND OTHER OFFICERS**

### Borough Solicitor

- 6.1 The Council is the Highway Authority for its administrative area and has a duty under Section 41 of the Highways Act 1980 to maintain the highways for which it is responsible within the Borough.

Breach of this duty can render the Council liable to pay compensation if anyone is injured as a result of failure to maintain the highways.

Section 62 of the Highways Act also confers upon the Council a power to improve highways.

### Director: Finance

- 6.2 There are no financial implications arising from the report.

### Equalities Impact Assessment

- 6.3 An Equalities Impact Assessment was undertaken in preparation for the formal adoption of the LTP3. The current plan includes the overarching policy and objectives relating to highway and transport asset management (TP19). There are no direct negative equality/diversity impacts arising from the works proposed in this report.

## **7 CONSULTATION**

- 7.1 The LTP3 was subject to extensive public consultation prior to adoption and includes the overarching policy and objectives relating to highway and transport asset management (TP19).

### Contacts for further information

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