

TO: THE EXECUTIVE
DATE: 15 March 2022

HIGHWAY INFRASTRUCTURE ASSET MANAGEMENT PLAN 2022
Executive Director of Place, Planning and Regeneration

1 PURPOSE OF DECISION

To approve a revised Highway Infrastructure Asset Management Plan (HIAMP) and its implementation.

2 RECOMMENDATION

2.1 That the HIAMP 2022 (Annex 1) is approved for implementation.

3 REASONS FOR RECOMMENDATION

The HIAMP requires periodic review to ensure appropriate asset management systems are in place to manage long-term and planned highway maintenance activities.

4 ALTERNATIVE OPTIONS CONSIDERED

Failure to review the HIAMP would compromise the long-term effectiveness and integrity of highway assets due to changing conditions and demands. Alternative options are therefore discounted.

5 SUPPORTING INFORMATION

5.1 The HIAMP 2022 (**Annex 1**) sets out the Council's strategic approach to managing the long-term maintenance of its highway assets and supports key objectives within the adopted Local Transport Plan (LTP3). The Department for Transport (DfT) and leading highway industry bodies consider HIAMPs to be the benchmark for demonstrating an efficient and responsible approach to managing planned highway maintenance.

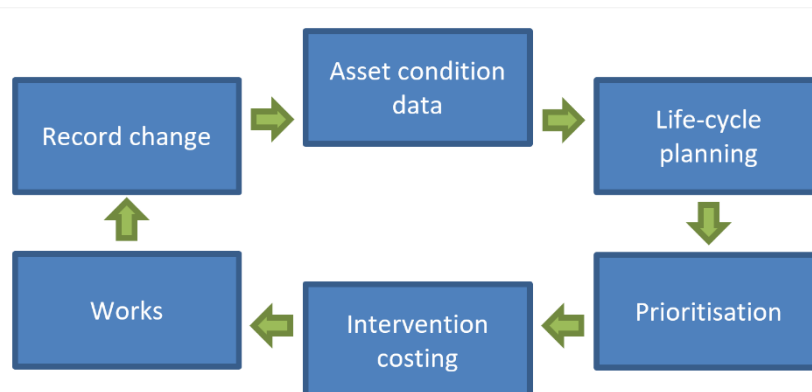
5.2 In addition to the preservation of the highway network with the best use of resources, the HIAMP sets out an approach to deliver responsible management of highway assets for the benefit of residents and highway users. The presence of a HIAMP is also key to eligibility for additional highway maintenance funding from the DfT.

5.3 The HIAMP addresses long-term maintenance needs and considerations for highway assets including carriageways (460km), footways and cycleways (534km), highway structures (193), drainage networks (inc. 21,598 gullies), lighting/electrical equipment and street furniture (inc. 14,138 lamp columns and 20km of railing). It does not address short-term 'day to day' reactive maintenance functions as these are covered by the Highway Management and Maintenance Plan (which can be viewed via this link [road repairs and issues](#)).

5.4 An asset management approach ensures that the Council is committed to an objective, consistent and proactive method of investment to prolong the life of its entire highway infrastructure network. This approach seeks to make the most efficient use of maintenance funding by prioritising timely interventions and targeting further funding opportunities where available.

5.5 To deliver an asset management approach, with associated business processes and systems, it is essential to have a thorough and up-to date knowledge of the assets involved. Information about the quality and condition of each asset component is key, alongside the historical life-cycle of the assets including their age and anticipated deterioration path to replacement. It is key that asset data for the network is collected, stored and analysed within management information systems which enable efficient and responsible long-term maintenance decisions to be made.

5.6 The continuous asset management process can be simplified as below:



5.7 Nationally, the ongoing financial pressures upon highway maintenance due to increasing asset scale and competing demands for Government and Local Authority funding provide specific challenges to maintaining network performance. As a result, all Highway Authorities are managing long-term network deterioration. Within Bracknell Forest, the Council faces an additional challenge in managing large scale asset maintenance and replacement within 'new town' areas where significant elements of highway infrastructure reach intervention points at around the same time and can be up to 60 years old.

5.8 Adopting the principles of a HIAMP enables local authorities to quantify future funding requirements for the varying highway assets. In the context of general network deterioration, this provides a basis upon which to consider the impacts of allocating additional local funding and supports bid opportunities to DfT when they arise.

5.9 Alongside the integrity, availability and safety of highway assets there is importance in supporting and responding to the changing demands placed upon them, including impacts from Climate Change and developing themes such as Active Travel. Objectives for carbon reduction will also require changes to the methods and materials used for the preservation or replacement of highway assets. The Council's

adoption of asset management principles provides an evidence based approach to these challenges and opportunities.

- 5.10 The HIAMP provides the framework from which the annual Highway Maintenance Capital Programme is developed for consideration by The Executive. This programme comprises the DfT Highway Maintenance Grant and is supplemented by Borough capital funding. The capital expenditure on planned highway maintenance in the financial year 2021/22 totalled £2.48m.

6 ADVICE RECEIVED FROM STATUTORY AND OTHER OFFICERS

Borough Solicitor

The Highway Infrastructure Asset Management Plan requires updating to ensure that the Council continues to meet its statutory obligations as Highway Authority and to comply with the relevant highway legislation.

This includes i) the Highways Act 1980 which sets out the duty of care to maintain the highway in a safe condition and to protect the rights of the travelling public; ii) the Traffic Management Act 2004 with its requirement to facilitate and secure the efficient movement of traffic on the highway network; and iii) The New Roads & Street Works Act 1991 which requires the highway authority to co-ordinate road works and to protect and make best use of the existing network.

Director: Finance

There are no new financial implications arising from the report. The HIAMP relates to capital schemes and by having robust plans, such as the one presented, the Council have been successful in securing DfT funding to support its capital programme over many years.

7 EQUALITIES IMPACT ASSESSMENT

The HIAMP reflects Policy TP19 with the current LTP3 which was subject to an Equalities Impact Assessment. There are no direct negative equality/diversity impacts arising from the actions proposed in this report as the HIAMP seeks to improve highway network accessibility for all users.

8 STRATEGIC RISK MANAGEMENT ISSUES

The asset management principles established by the HIAMP contribute positively to Council's strategic responsibilities for public safety in respect of its duties and services.

9 CLIMATE CHANGE IMPLICATIONS

The HIAMP seeks to increase the use of low carbon materials and treatments within asset maintenance alongside the application of low voltage or solar energy. In turn, this provides opportunities for a reduction in CO2 during the life-cycle of highway assets.

10 HEALTH IN ALL POLICIES

Highway and transport infrastructure plays a key role in supporting public health through contributions towards air quality, active travel, social connectivity and mobility. Encouraging more people to walk and cycle requires a well maintained network which the HIAMP seeks to deliver. It improves access to education, employment, healthcare and other amenities and can reduce the risk of social isolation.

11 CONSULTATION

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

Background papers

None.

Contacts for further information

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