

Wards Affected:

All Wards

ITEM 13**CABINET****9 NOVEMBER 2015****HIGHWAYS ASSET MANAGEMENT POLICY**

Responsible Cabinet Member: Councillor Legg, Cabinet member for Public Realm

Report Sponsor: Mike Hainge - Service Director, Public Realm Service Group

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Executive Summary:

The Highway infrastructure is the most valuable asset under the Council's control. The Highway infrastructure is key to achieving the future vision of Milton Keynes. In order to support this vision, the policy aligns the Council Plan and the Local Transport Plan to ensure we have a strategic approach to Asset Management across the borough.

1. Recommendation(s)

1.1 That the Highways Asset Management Policy be approved.

2. Issues

2.1 The Council's largest asset in value terms is contained in the highways infrastructure which consists of:

- 56,000 street lighting columns
- 14,000 illuminated signs and electrical units
- 1170 km carriageway
- 1800 km footways
- 791 bridges
- 300 km redways
- 115 structures (mainly retaining walls)

As well as this there are significant numbers of street nameplates; un-illuminated traffic signs, traffic signal junctions, bus shelters and highways drainage systems. Also the asset will continue to grow in size year on year with the planned population growth for the borough to 300,000 people between now and 2026.

A highway must be available in perpetuity, so the council as the highway authority cannot allow the network to deteriorate to a point where it becomes unsafe to use.

Like all assets that are subject to constant use by traffic of varying intensity from a young child pedestrian through to an abnormal load the asset suffers from wear and tear. It is also constantly exposed to the weather so suffers from UV degradation, rain water attack, and corrosion as a result of ground conditions and the use of rock salt. All of these things mean that the highway

network needs constant attention to maintain it in a satisfactory condition for its use by residents to safely pass and repass along it. Periodically more sustained attention is required than simply a 'patch up' and major interventions are either required to extend the life of the asset through preventative maintenance such as surface dressing (tar and chip) or major reconstruction.

The policy evidences and supports our focus on whole life costs for asset management and the links across the council and how it feeds in to the future vision of Milton Keynes. It provides the high level strategic links across the council.

2.2 Options

(a) Do not approve the Highways Asset Management Policy- this will result in a significant funding loss. As the money received from Government is based on having an Asset Management Strategy and a life cycle management approach. This would impact the prioritisation of future works.

(b) Approve the Highways Asset Management Policy

3. Implications

3.1 Policy

This Policy has direct links in to the Council corporate Plan and the Local Transport Plan for Milton Keynes. The Local Transport Plan builds upon the boroughs Sustainable Community Strategy.

3.2 Resources and Risk

The 25 year investment programme is directly linked to the Highways Asset Management strategy. By approving this strategy it ensures that we have a clear comprehensive asset management process, which will identify future schemes and programmes of work which will be published electronically.

Y	Capital	Y	Revenue	N	Accommodation
N	IT	Y	Medium Term Plan	Y	Asset Management

3.3 Carbon and Energy Management

With the implementation of this Policy to support the Strategy for Highways Asset Management it means that we will manage the whole life cost of the asset rather than purely be responsive. This will mean fewer visits to sites and road closures for repairs. This allows Milton Keynes to improve the asset before it becomes significantly defective. The better the road surface the less carbon emissions are emitted. This also supports our investment plan for all of our illuminated assets, which will have a significant energy reduction, therefore saving on revenue spend on energy.

3.4 Legal

Milton Keynes Council as the Highways Authority has a statutory duty under Section 41 of the Highways Act 1980, to maintain adopted highways in a safe condition for all users.

3.5 Other Implications

One of the objectives of the Highways Asset Management Policy (HAMP) is to consider sustainability in the context of minimising the whole life costs of the assets and also to maximise the value of the asset to the environment and community.

N	Equalities/Diversity	Y	Sustainability	N	Human Rights
N	E-Government	N	Stakeholders	N	Crime and Disorder

Background Papers:

Highways Infrastructure Asset Management- HMEP

Annex:

Highways Asset Management Policy