

HAMPSHIRE COUNTY COUNCIL**Decision Report**

Decision Maker:	Executive Member – Environment and Transport
Date:	7 June 2011
Title:	Asset Management Policy and Strategy
Reference:	2878
Report From:	Director of Economy, Transport and Environment

Contact name: Clive Griffiths

Tel: 01962 872186

Email: clive.griffiths@hants.gov.uk

1. Executive Summary

- 1.1. The highway Asset Management Policy and Strategy documents identify the key objectives for delivering asset management within the Highway, Traffic and Transport Service Stream.
- 1.2. The Asset Management Policy (attached as Appendix 1) links Hampshire's corporate objectives with the Department's aims and in turn links these with the key elements of asset management. The Strategy document (attached as Appendix 2) identifies the key areas for development to meet the requirements of the Policy and aligns with other key documents, such as the Local Transport Plan, the Highway Management Maintenance Plan and the current Delivery Planning process in the Department.
- 1.3. This report seeks formal adoption of the documents which embed an asset management approach to deliver the highway maintenance service within the Highway Traffic and Transport Service Stream. The adoption of an asset management approach will support the process of informed, evidence based decision making. It will aid the long term investment decisions that are required to maximise resilience in the network for a range of funding scenarios. Such an approach also considers the needs of stakeholders, the environmental and aesthetic value of the road network (with attendant economic and quality of life impacts), and other influences on the asset and will allow the consideration of suitable whole life options.
- 1.4. These documents accord with national guidance and Codes of Practice endorsed by the Government
 - A Framework for Asset Management 2004;

- Code of Practice – Well Maintained Highways 2005;
- Code of Practice – Management of Highway Structures 2005;
- Maintaining a Vital Asset;
- Highway Risk and Liability Claims; and
- Code of Practice – Transport Infrastructure Assets – financial management and reporting 2010.

It is widely accepted that the development of robust asset management policy, strategy and procedures can produce long term efficiency savings by reducing the need for reactive maintenance whilst supporting and improving the overall performance and condition of the asset.

- 1.5. The Strategy proposes an annual review process where the continuous improvement and refinement of processes and procedures can reflect the needs of the asset and those who use it.

2. Contextual information

- 2.1. Highway Asset Management has been championed by the Department for Transport (DfT) for many years and in 2004 the DfT endorsed the Framework for Asset Management, a document which set the model for all Local Highway Authorities to use to develop their own Asset Management Plans.
- 2.2. Hampshire produced a draft Transport Asset Management Plan (TAMP) in 2005 which it appended to, and which formed, part of the second Local Transport Plan 2006-11. Since then developments at a national level have questioned the presence of a single document TAMP which duplicates other existing documentation, policies and procedures. Therefore individual Authorities have developed their own Asset Management models.
- 2.3. The production of the attached documents is the culmination of a learning and development process undertaken by the Asset Management Group over a number of years, taking into account national and regional direction in that period.

3. Finance

- 3.1. The Asset Management Policy and Strategy does not have a direct financial impact on the department's budget or commit the Authority to additional expenditure to maintain or enhance the performance of the asset. However the development of certain processes contained within an asset management approach may provide evidence of some potential shortfalls in future funding plans.

4. Performance

- 4.1. One of the key elements to a robust Asset Management Strategy is performance management, where realistic targets and measures need to be set. Such targets would be business led, measurable and accountable and demonstrate clear links to our corporate aims and objectives. Therefore performance, the development of robust, meaningful targets to measure performance and review actions are key elements of an asset management approach.

5. Other key issues

- 5.1. Asset Management has an influence on most areas of Service Stream business, from the systems we use, the schemes of work we undertake and the influence that new infrastructure and road users have on the network, all reviewed with an asset management perspective when change is considered.

6. Future direction

- 6.1. The Asset Management Strategy requires an annual review in order to align with the National direction of asset management and to reflect local decisions. Any changes to Hampshire County Council policy and/or Corporate aims may influence some areas of the strategy. Any changes required will only affect the detail, with the concepts of good asset management and its embedment in the Department's processes remaining unchanged.

7. Recommendation

- 7.1. That the Policy and Strategy documents contained in the Appendices be adopted, therefore giving primacy to the Asset management approach, linking with the Highway Management Maintenance Plan previously adopted.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	yes/⌘
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	yes/⌘
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	yes/⌘
Corporate Improvement plan link number (if appropriate):	

Other Significant Links

Links to previous Member decisions:		
<u>Title</u> Highway Maintenance Management Plan – Review of Policies	<u>Reference</u> Rpt/2004/s s	<u>Date</u> 14 Oct 2010
Direct links to specific legislation or Government Directives		
<u>Title</u>	<u>Date</u>	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

<u>Document</u>	<u>Location</u>
<u>Well Maintained Highways CoP 2005)</u>	<u>Environment Transport and Economy</u>
<u>Well lit highways CoP 2004</u>	<u>Dept Library</u>
<u>Management of Highway Structures 2005</u>	
<u>Transport Infrastructure Assets CoP 2010</u>	<u>Treasurers Dept Library</u>

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

- 1.1. The Asset Management Policy and Strategy have not been subject to an Equalities Impact Assessment. It is assumed that the adoption of these documents will not have any impact on existing equalities issues.

2. Impact on Crime and Disorder:

- 2.1. It is considered that the adoption of these documents will not have any impact on crime and disorder in the County.

3. Climate Change:

- a) How does what is being proposed impact on our carbon footprint / energy consumption?
- Asset management principles promote sustainable, long term solutions across all activities therefore supporting initiatives which reduce carbon footprint and energy consumption.
- b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?
- Asset management principles promote a holistic, whole life approach to maintaining all assets whilst promoting long term planning. These concepts will support issues such as climate change and the need to adapt.
 - A positive contribution towards the mitigation of adverse impacts from climate change can be achieved through appropriate management of highway assets such as the green infrastructure associated with road verges.