

Title of meeting: Cabinet Member for Traffic and Transportation Decision Meeting

Date of meeting: 26 January 2017

Subject: Highways Asset Management Policy and Strategy

Report by: Alan Cufley, Director of Transport, Environment and Business Support

Wards affected: All

Key decision: No

Full Council decision: No

1. Purpose of report

- 1.1 The purpose of this report is to seek the formal adoption of both the Highways Asset Management Policy and the Highways Asset Management Strategy as attached at:
- Appendix A: Highways Asset Management Policy
Appendix B: Highways Asset Management Strategy

2. Recommendations

- 2.1 That the Cabinet Member adopts both the Highways Asset Management Policy and the Highways Asset Management Strategy.**

3. Background

- 3.1 A good transport network enabling the safe and efficient movement of people and goods is essential to Portsmouth's economy, and the quality of life of its residents. The council is committed to good management of highways infrastructure both now and in the future.
- 3.2 Portsmouth's road network provides access to employment, education and training, as well as key services such as health care, retail and leisure. Effective highways asset management is a key factor in maintaining and improving this access.
- 3.3 Highways Asset Management in Portsmouth's has three levels:
- An overarching policy document which sets the overall direction and aims of Highways Asset Management within Portsmouth

- A strategy document which provides a high level overview of Portsmouth's approach to Highways Asset Management.
- The Highways Asset Management Plan which details Portsmouth's Highways Asset Management delivery.

3.4 The Highways Asset Management Plan is currently under review with the Private Finance Contractors.

4. Reasons for recommendations

4.1 To ensure continued, effective highways asset management, both a policy and strategy need to be in place.

5. Equality Impact Assessment

5.1 An equality impact assessment is not required as the recommendations do not have a disproportionate negative impact on any of the specific protected characteristics as described in the Equality Act 2010 for the following reasons:

- This is a strategy that covers all the highway assets and is strategic rather than an operational document. An EIA could not be conducted on the whole scheme due to the broad nature of the subject and various items that could impact differently on various equality strands that could have different issues.
- The PFI contract covers the majority of assets on the city's highways network and is in place until 2030. Our service partner, Ensign, has to ensure they meet standards with relevant guidance and legislation identified by PCC and these do not impact directly on specific protected characteristics.
- However, there are also some assets which are not covered by the PFI contract and remain the responsibility of Portsmouth City Council that will, by adhering to DFT guidance and other legislation, ensure these assets do not disproportionately impact on the specific equality strands. When required, PCC will consult with the relevant equality groups on individual projects to gain feedback from people before installing any of these assets for example bus shelters, street architecture vehicle cross overs.
- Through this strategy and various action plans, activities will occur which, in turn, will require Equality impact assessments to be completed after consulting with the pertinent groups on these projects/actions. Because of the nature of the document the main protected characteristics that tend to be impacted on positively or negatively are disability, age and pregnancy and maternity.

6. Legal Implications

6.1 The Network Management Duty and the requirement for all highway authorities to appoint a Traffic Manager were both established by the Traffic Management Act 2004. This is a strategy which falls within the responsibilities of the Traffic and Network

Manager whose role it is to provide technical advice and leadership on all proposed and planned works, schemes, strategies and developments on the city's transport network. The Traffic and Network Manager is to oversee the implementation of the strategy and will ensure that it operates as effective as possible and in accordance with the Traffic Management Act 2004.

- 6.2 The Road Traffic Regulation Act 1984 sets out a range of obligations and core duties which a Highway Authority are required to adhere to. Section 122 provides the Highway Authority to exercise its function conferred upon them by the abovementioned Act as to secure the *'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway'*.
- 6.3 In accordance with Section 122(2) the Highway Authority must have specific regard to:
- a) the desirability of securing and maintaining reasonable access to premises;
 - b) the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - d) any other matters appearing to the local authority to be relevant'
- 6.4 There are no legal implications arising directly as a result of this report. However, it is recommended that the Traffic and Network Manager continue to assess the strategy as it develops in order to ensure that it does not contravene those legislative powers which have been conferred upon the local authority.

7. Director of Finance's comments

- 7.1 The City Council entered into a Highways Maintenance PFI Contract in 2004 with Ensign Highways (the Service Company). This Contract provided investment in the Highways Network during the Core Investment Period (CIP) between 2004 and 2009. Since the CIP, the Service Company have been responsible for maintaining the Network to a pre-determined level of Condition, continuing until 2029, when the Network is effectively handed back to the city council.
- 7.2 The PFI contract provides the delivery mechanism for our Highways Asset Management Strategy, Policy and Plan. Therefore there are no direct financial implications of approving the recommendation within this report.

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Signed by:
Alan Cufley
Director of Transport, Environment and Business Support

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
Highways Infrastructure Asset Management Guidance Document, May 2013	http://www.highwayefficiency.org.uk/efficiency-resources/asset-management/highway-infrastructure-asset-management-guidance.html

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

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Signed by:
Councillor Jim Fleming
Cabinet Member for Traffic and Transportation

(End of report)