

APPENDIX 1 – PROPOSED POLICY AND PRINCIPLES

1 Scope

1.1 This policy covers the management of highway infrastructure assets for which Southend on Sea Borough Council is the Highway Authority, including:

- Carriageways, footways and independent footways and associated drainage
- Bridges and other highway structures
- Street lighting and illuminated signs and bollards
- Traffic management (including traffic signals and pedestrian crossings)
- Signs, bollards and other street furniture

1.2 The focus of the Transport Asset Management Policy is on the high level principles guiding the overall management of these asset types.

2 Policy Statement

2.1 Effective asset management will be at the heart of the Council's approach to managing transport infrastructure and ensuring that it meets the needs and aspirations of both present and future generations. In particular the approach to asset management will support the following Corporate Priorities:

- **Achieving excellence:** continuing to deliver excellent services for highways and transportation and by making best use of intelligence and forecasting to identify investment options that are most cost effective in the long term and represent very good value for money.
- **Prosperous:** by delivering levels of service that will support vibrant retail and business centres in the Borough, including major growth areas on the A127 and London Southend Airport.
- **Increasing the life chances of people living in Southend:** by maintaining a safe and accessible network that encourages people of all ages and abilities to get out and about, live independent lives and take active travel
- **Minimising our impact on the environment:** by proactively pursuing innovative maintenance options that achieve significant reductions in waste and emissions of carbon and maintains or enhances the local natural environment.

2.2 The Council will adopt a Transport Asset Management Framework to achieve these aims and to continually improve the asset management processes. This will enable learning from past performance to guide decisions in the face of growing financial challenges and demands across all services. This will fulfil obligations contained in relevant legislation and other requirements relating to the management of Council owned transport infrastructure as detailed in relevant Codes of Practice.

3 Principles

Below are the principles that will guide the development of the strategy for transport asset management.

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1. The first priority will be to minimise risks to the safety of people living, working or travelling in the Borough. Operational maintenance policies will be kept under regular review to ensure that they reflect evidence from local data and best practice in risk assessment and management.
2. Maintenance options will be prioritised that minimise disruption to traffic, residents and businesses over the whole life of the highway infrastructure.
3. The maintenance options will be prioritised that improve the overall resilience and reliability of the network, particularly in the context of climate change and the growing frequency of extreme weather events.
4. A five year rolling programme of work will be developed and maintained covering the transport assets. The Council will maintain accountability in developing programmes by regularly reviewing, updating and publishing the criteria for approving scheme proposals. Critical infrastructure risks will be prioritised and addressed through the capital programmes by using a robust risk assessment process.
5. Decisions on short and medium term budgets will take account of the future year costs in terms of whole lifecycle planning.
6. Forward looking budget forecasts for the infrastructure assets will enable assessment and management of long term risks and guide support minimising costs over the life cycle of the infrastructure. Investment options will be prioritised where they are very likely to achieve high value for money or where there is evidence of significant social benefits.
7. Optimum levels of service will be consulted on with residents, businesses and stakeholders and using appropriate methods to assess the changing needs of the local population and businesses and balancing these with the need to minimise costs over the life of the assets.
8. Innovation will be a fundamental part of the strategy to reduce whole life costs without compromising safety or network reliability. Innovation will be critical to meeting the challenges that the Council faces in meeting growing demands on budgets across all Portfolios. Developing innovation with the supply chain to draw on their expertise and supporting Research and Development in identifying new solutions will be encouraged. Participation in Local Authority alliances and groupings to draw on and share best practice will be supported.
9. Appropriate targets to reduce levels of waste, use of raw materials and emissions of carbon incurred by our infrastructure maintenance operations will be set.
10. Asset information systems must be fit for the purposes of supporting all of the above principles and in doing so have regard to current and emerging standards for asset information management. Suppliers and contractors providing appropriate information to support the asset management systems

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are key to the information and knowledge base and will be encouraged to bring good practice and innovation.

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