

# Road Asset Management Strategy 2015-2045

## Part 2 Policy and principles

Blackpool Council



# Blackpool Road Asset Management Strategy

## Part 2 Policy and Principles

### 2.1 Scope

2.1.1 This policy covers the management of the following road infrastructure assets:

- Carriageways (excluding motorways), footways and Public Rights of Way,
- Drainage from the road,
- Bridges and other highway structures,
- Signs, bollards and other street furniture.

2.1.2 Street Lighting and Traffic Management assets are managed through a Private Finance Initiative (PFI) contract but are also included within the scope as they relate to our long term sustainability objectives.

### 2.2 Policy statement

2.2.1 Effective asset management will be at the heart of the Council's approach to managing Blackpool's road infrastructure and ensuring that it meets the needs and aspirations of present and future generations. Blackpool Council wishes to be recognised as a Council that listens and reacts to the views of its residents and businesses and this principle will also drive the way that we manage our roads. Our approach will also focus on supporting the priorities within the Council Plan:

#### **The economy: Maximising growth and opportunity across Blackpool**

- By improving and maintaining the reliability and resilience of the highway network
- By underpinning efforts to improve and regenerate key attractions with a high quality of public realm
- Supporting the Enterprise Zone at Blackpool Airport
- Use of local contractors.

#### **Communities: Creating stronger communities and increasing resilience**

- By maintaining a safe and accessible network that encourages people of ages and abilities to get out and about and live independent lives,
- Improving access to community activities,
- We recognise the central role that maintenance and renewal of the public realm plays in regenerating areas where people live and reducing fear of crime and anti-social behaviour,
- We believe Highways services can live within its means through good asset management practises and will not leave a financial legacy for the next generation.

## Blackpool Road Asset Management Strategy

2.2.2 We will adopt a Road Asset Management Framework to achieve these aims and we will remain committed to continually improving our asset management processes. This will enable us to learn from our past performance to guide our decisions. As we do this we will also continue to fulfil our obligations contained in relevant legislation and other requirements relating to the management of our road infrastructure.

### 2.3 Principles

Below are the principles that will guide our strategy for Road Asset Management.

1. Our first priority will be to minimise risks to the safety of people living, working or travelling in Blackpool. We will keep our operational maintenance policies under regular review to ensure that they reflect evidence from local data and best practice in risk assessment and management.
2. We will prioritise maintenance options that minimise disruption to traffic, residents and businesses over the whole life of our highway infrastructure.
3. We will prioritise maintenance options 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. We will prepare and review 5 year rolling programmes of work every year (RAMP) covering all our Highway Assets. We will maintain accountability in developing our programmes by regularly reviewing and publishing the criteria for approving scheme proposals. We will also ensure that critical infrastructure risks to safety, the economy, the environment and local communities are prioritised and addressed through our programmes.
5. We will adopt the principle that our decisions on short and medium term budgets should not result in unaffordable costs being deferred to future generations.
6. We will prepare and continually review budget forecasts for our infrastructure assets of at least 30 years to enable us to assess and manage long term risks and guide us towards minimising costs over the life cycle of our infrastructure. Investment options will be considered where they are very likely to achieve high value for money or where there is evidence of significant social benefits. However, we will also monitor and publish forecast shortfalls in future budgets as this is the only way to develop strategies to address them and to build the business cases needed to access external funding.
7. We will identify optimum levels of service using appropriate methods to assess the changing needs of our local population and businesses and balance these with the need to minimise costs over the life of our assets.
8. We will continue to develop relations with partners and contractors to draw on their expertise and research and development in identifying new solutions that will reduce whole life costs and help us to meet growing demands across all portfolios. We will seek to disseminate our own innovation and best practice in asset management through the Local Council's Road Investment Group also proactively participate in other Local Authority alliances to draw on and share best practice.

## Blackpool Road Asset Management Strategy

9. We will establish appropriate targets to reduce levels of waste, use of raw materials and emissions of carbon incurred by our infrastructure maintenance operations.
10. We will establish all necessary protocols to ensure that our asset information and systems are fit for the purposes of supporting the principles listed above and in doing so have regard to current and emerging standards for asset information management. We will also ensure that our suppliers and contractors provide all appropriate information to support our asset management system.