

Highways Asset Management Plan

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Introduction

What is and why do we need Highway Asset Management?

1. Highway asset management is a way of running the 'business' of operating a highway network. The 780 km highway network (593 km of roads plus 187km of independent footpaths) in Halton comprises a number of diverse assets and all of these need managing (see Chapter 2 P.9 for more details on Halton's assets). An asset management approach will help the Council, as local highway authority, to understand the value of the highway asset and the costs linked with maintaining that asset to avoid further deterioration and therefore further building up of maintenance backlogs.
2. Highways are by far the most valuable asset the Council has (the WGA Gross Replacement Cost of this asset was estimated as £1.484 billion in 2014-15), and as such, managing the maintenance of this asset is crucial. One of the keys to improving value for money in highways maintenance is knowing and understanding when and how to intervene. By applying asset management principles and considering an asset over a whole life cycle, it is possible to select the best time to intervene. This will maintain condition and preserve the asset in an economically viable way.
3. Good asset management is about making best use of available funds. It also provides a clear evidence base to justify the need for investment in highway maintenance. Applying the principles of asset management will help the Council achieve a more structured long term approach to maintaining the network and to resist expensive, short-term actions.
4. Some of the potential benefits of adopting asset management practices are that it:
 - Formalises and documents standards and processes.
 - Helps us provide an informed response to budget pressures.
 - Records what assets we have and what condition it is in
 - Allows us to understand how much infrastructure is aged and the risk associated with it.
 - Leads to consistency of practices.
 - Provides an audit trail.
 - Assists with managing public expectations.
 - Acknowledges that future spending requirements are not always the same as historical ones.

What is a Highway Asset Management Plan (HAMP)?

A Highway Asset Management Plan (HAMP) identifies the current assets and develops a **framework for asset management** to enhance existing good practices and improve the management of the network. A HAMP is a guidance document used by the service in managing the highway network as an asset and addressing maintenance challenges moving forward. In addition, the HAMP provides information regarding the highway asset base, its implications and identifies the need for funding that could be utilised in addressing maintenance issues. The HAMP also demonstrates to stakeholders how the Council manages highway assets and proposes to face the challenges of managing these assets in the future.

Introduction

Why do we need a Highway Asset Management Plan?

1. The Highway Asset Management Plan (HAMP) supports an evidence based approach to maintaining the highway network and sets out how it can be maintained strategically and efficiently in order to protect the assets and provide the best possible service with the resources available. The purpose of the HAMP is to identify and set out the maintenance requirements for the highway network within Halton in a clear and consistent nationally recognised framework.
2. The All Party Parliamentary Report into Highways published in October 2013 recommended that it should be mandatory for each Local Highway Authority to produce a Highway Asset Management Plan in order to receive funding from Central Government. The Department for Transport (DfT) subsequently held roadshows in 2014 outlining how Central Government's **Highway Maintenance Funding** (through the DfT and the DCLG) is likely to be distributed in the future. It has now become clear that unless each LHA is actively committed to Asset Management and other Highways Maintenance Efficiency Programme (HMEP) principles then they could expect a cut in future funding, of up to 15.5% by 2020/21 through what is known as the 'incentive element and funding formula'. This demonstrates more clearly than anything how important it is for the Council to develop and sustain its highway asset management capability.

Where we are and where we want to be

1. The Council published its first 'Transport Asset Management Plan' (TAMP) in 2007 at the Central Government's initiative and funding. This **TAMP** provided an overview of the authority's highway asset inventories, a gap analysis detailing what further data was required and an action plan for moving the authority towards a more asset management based approach to the delivery of highway services. This is now outdated. The decision to review, revise and publish a more up to date **HAMP** reflects the Council's recognition of the importance of a more robust asset management approach and processes that need to be adopted as well as the need to integrate various significant improvements made over the last eight years.
2. This revised document has been condensed to include highway assets only (carriageways, footways, structures, street lighting, drainage etc.). The **Transportation** functions such as bus stop infrastructure, bus stations etc. are excluded at this stage whilst discussions continue as to whether these will be carried out under a joint arrangement within the recently formed Combined Authority (CA) which incorporates all six of the Merseyside Authorities (Liverpool City Region CA). If necessary, the transportation assets can be added to the Plan at a later date. This new HAMP document has been constructed around current "HMEP" guidance on asset management and has evolved from our previous TAMP based on the County Surveyor's Society's (now renamed ADEPT) original framework document for Highway Asset Management on what should be included in a highways asset management plan. It follows recommendations set out in the Audit Commission report (*Going the distance, Achieving better value for money in road maintenance*, May 2011). It also reflects the most current standards set out in the highway codes of practice as well as taking into account local needs.

The Highway Asset Management Framework

The Highway Asset Management Framework is based on BSI PAS 55: 2008 (BSI Publicly Available Specification) and organised in the following way:



Chapter 1 Organisational Strategy

Organisational Strategy

Vision, mission and values, stakeholder requirements and risk management

Halton is a place of ambition and enterprise. Together with our partners, we are successfully restructuring the local economy around a diverse range of sectors including science and research, transport and logistics, creative, media and advanced manufacturing. We see our strong economy and economic prosperity as our key focus, with the local population accessing and retaining employment to provide a clear route out of both poverty and poverty related poor health. Economic success gives our local people improved choice and control in the way they live their lives.

Our Vision:

Halton will be a thriving and vibrant Borough where people can learn and develop their skills; enjoy a good quality of life with good health; a high quality, modern urban environment; the opportunity for all to fulfil their potential; greater wealth and equality, sustained by a thriving business community; and safer, stronger and more attractive neighbourhoods.

Our mission and our guiding principles:

Halton Borough Council maintains the present high standards in the way it conducts its business. In implementing actions that flow from this plan, the Council will follow a set of guiding principles. In all that we do we aim to be:

- Community focused - ensuring that residents' concerns are of prime importance in defining how we deliver effective services. We must maintain our open and democratic processes that encourage local people to become involved in decisions that directly affect them and future generations, working within the emerging policy context such as the localism agenda in developing new models of customer engagement,
- Sustainable - improving the quality of life for today's Halton residents without jeopardising that of future generations whilst also enhancing the biodiversity of the area,
- Leaders - the Council's role is to give clear strategic leadership to the Borough and to agree roles, responsibilities and relationships that are fit for purpose and enable people to contribute and to make a difference,
- Fair and inclusive - promoting equal access to opportunities and facilities, and helping to ensure that everyone in the community can access the opportunities and progress being made in Halton,
- Good value – enabling and coordinating the delivery of services and ensuring that the community receives value for money services of high quality that are accessible, affordable and focused on local needs. It makes sense to invest in preventative activity that stops problems occurring rather than paying to fix things that go wrong,
- Collaborative - taking full advantage of the benefits for Halton from the

Chapter 1 Organisational Strategy

community, organisations and groups working constructively in partnership and sharing responsibility whilst also recognising the changing roles of some of our key partners and working with emerging new structures,

- Evidence-based – In making decisions and policy we will ensure that we learn from best practice elsewhere and making good use of research about what works in addressing the Borough's priorities. Halton's Corporate Plan is about focusing on the issues that matter the most and investing in priorities and approaches that are based on evidence.

Our Priorities and Our Goals:

Our Corporate Plan sets out what, within available resources, we plan to achieve over the next five years to improve lives within all the communities of Halton. It will guide the development of more detailed strategy and actions to be undertaken by the Council. Within this plan we explain the steps that need to be taken to deliver on the strategic priorities and key themes that are set out here and within Halton's fifteen year Sustainable Community Strategy 2011 – 2026. These are:

- A Healthy Halton
- Employment, Learning and Skills in Halton
- A Safer Halton
- Halton's Children and Young People
- Environment and Regeneration in Halton
- Corporate Effectiveness & Business Efficiency ⁽¹⁾

Chapter 2 Highway Asset Management Policy

Highway Asset Management Policy

Vision, mission and values, stakeholder requirements and risk management

Halton has a substantial highway and transport network that is constantly undergoing improvement. During the period of LTP1 and 2 (2001/02 to 2010/11) we made substantial progress in delivering integrated and sustainable transport for Halton. This included obtaining legal powers and initial funding for the prestigious Mersey Gateway Project that gained Ministerial approval in December 2010 following the public inquiry in 2009. There was also an announcement in June 2010 that the Government would provide £18.6 million of funding for the Silver Jubilee Bridge Major Maintenance Scheme. This has enabled much needed major maintenance work on the bridge and its complex of structures to be undertaken.

A large measure of our success was due to the support of our many stakeholders and partners. Our collective ability to deliver improvements was acknowledged by the Government through the Department for Transport (DfT), which recognised Halton as 'excellent' in the quality of delivery of transport as well as in our forward planning. We are now seeking to deliver LTP3 to the same high standard. ⁽²⁾

Halton Borough Council has joined with neighbouring Merseyside authorities including Merseytravel, to form a **Combined Authority (CA)**. In doing so, Halton transferred all its local transport authority powers to the CA. This merger of ideas and values was brought about on 1 April 2014. From now on this combine of **Transport Functions** shall be carried out under the name of the new authority; named in the Order presented to Parliament as the "Halton, Knowsley, Liverpool, St Helens, Sefton and Wirral Combined Authority". Earlier on 21 February 2014, it was decided that the authority will use the public name of Liverpool City Region Combined Authority.

The six authorities have combined to deal with strategic policy areas such as economic growth, transport, tourism, culture, housing, and physical infrastructure. The authority creates a **legal entity** officially taking over the role of **Merseytravel** and expanding its area of formal jurisdiction, as well as formalizing the existing informal arrangements between the city region's constituent councils. The region's economic development is supported by the Liverpool City Region Local Enterprise Partnership (LEP), established in 2010 as the private sector led board comprising political and business leaders from around the city region. ⁽³⁾

The remit of the CA does not, at this stage, include responsibility for the highway network or highway maintenance, although consideration is being given to the adoption of a Strategic Highway Network and the carrying out of certain functions on that network. The CA's Transport Protocol also requires that a review of the way both Integrated Transport and Highway Maintenance Block allocations should be distributed in future years, the main emphasis being on deciding whether money should continue to be allocated according to the current formulae basis or whether it should be on prioritised need as determined by the CA. As of June 2015, these reviews are ongoing.

The Liverpool City Region currently has two Local Transport Plans for its area. The 'Merseyside Local Transport Plan 3' and its associated documents came into force on 1 April 2011 and form the transport policy framework for Merseyside. 'Halton' has its own Local Transport Plan 3 which is closely aligned to that of Merseyside.

Chapter 2 Highway Asset Management Policy

Halton's LTP3, which runs from 2011, presents itself in two parts. The first sets out a strategy for Halton until 2026. The second part lies beneath the long term strategy and it is an Implementation Plan, which set out in detail how the strategy was to be delivered in the first four years (2011-2015).

Both LTPs came to the end of these implementation plans in March 2015. However, on 1st April 2015, the Transport Plan for Growth (TPfG) was produced. This sets out a Joint Strategic Transport Framework for the LCR CA, together with a 6 year Investment Plan. This doesn't replace the existing LTPs, which will continue through to 2024 (Merseyside) and 2026 (Halton), but it updates what has happened since the LTPs original preparation in 2010. The TPfG emphasises how important transport is as an enabler of growth and the role it can play in achieving economic growth across the LCR. ⁽⁴⁾

Transport planning cannot be considered in isolation as its purpose is to serve society. LTP3 and the TPfG therefore, have been built upon wider policy documents such as the Sustainable Community Strategy.

We know, despite our extensive successes, there is much more to be done. The circumstances in which we find ourselves are very different to those of even a relatively short while ago. There will be much less public finance available, but we must ensure that Halton and the Liverpool City Region's aspirations for regeneration and growth continue to be supported by a high quality, low carbon and efficient transport network.

In January 2011, the Government's Transport White Paper 'Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen' was published. The White Paper States:

'The Government will be targeting investment in new projects that can help build the dynamic low carbon economy that is essential for our economic prosperity. The White Paper is about providing the early reduction in carbon emissions that local action is best placed to deliver, whilst facilitating the access to local jobs that will boost economic growth.'

Halton recognises the Government's main transport objectives of creating economic growth and reducing carbon emissions. In addition to these, Halton set out its own transport goals in LTP3. These were:

- Ensure transport network resilience with particular regard to enhancing cross Mersey linkages, by the implementation of the Mersey Gateway project and the Mersey Gateway Sustainable Transport Strategy,
- Ensure the transport system supports the priorities of the Halton's Local Strategic Partnership (LSP), the Local Enterprise Partnership (LEP) and Liverpool City Region (LCR),
- Provide and promote a clean and low carbon transport system,
- Ensure the transport system promotes and enables improved health and wellbeing,
- Ensure the transport system allows people to connect easily with employment, services and social activities,
- Ensure the transport network supports the economic success of Halton and the LCR by the efficient movement of people and goods.
- Maintain our transport and highway assets to a high standard. ⁽²⁾

Chapter 2 Highway Asset Management Policy

Policy: Highway Asset Management

1. Purpose: Why do we have a highway asset management policy?

A highway asset management policy guides how the Council:-

- develops and maintains its highway infrastructure
- selects maintenance options to achieve the most efficient and cost effective treatments in relation to whole life costing
- uses existing available resources in an efficient, cost effective way
- selects partnering options to support the delivery of the maintenance service
- seeks to minimise the impact on the environment of maintenance activities.

In managing our assets well, we provide accountability to the Elected Members for the use of both departmental capital and revenue funding.

2. Scope

This policy applies to all highway inventory assets purchased, constructed/installed and maintained on the adopted highway network within the authority's boundaries.

(As at June 2015)

Carriageways:	593 Km
Footways, Footpaths, Cycleways & Rear Alleys:	784 Km
Structures:	339
Street Lighting:	20,060
Illuminated Road Signs & Lit Bollards:	1,850
Traffic Signals:	
• 59 traffic signal controlled junctions	
• 20 Puffin Pedestrian Crossings	
• 5 Toucan (Pedestrian and Cycle) Crossings	
• 18 Zebra crossings	
Variable Message Signs	13
Automatic Number Plate Recognition	6
CCTV	9
Speed Activated Signs	47

Chapter 2 Highway Asset Management Policy

3. Policy statement: Our commitment

Halton Borough Council – Policy for Highway Asset Management

Halton Borough Council considers effective asset management to be one of the key factors to enable the delivery of the corporate priorities namely:

- **A Healthy Halton**
- **Employment, Learning and Skills in Halton**
- **A Safer Halton**
- **Halton's Children and Young People**
- **Environment and Regeneration in Halton**
- **Corporate Effectiveness & Business Efficiency**

It is recognised that a good transport network is essential for a successful economy and for the efficient and effective movement of people and goods in and through Halton. Our roads provide safe and reliable access to jobs, services, schools, get goods to the shops and allow us to make the most of our free time. **The highway network is the Council's biggest single asset by far and is used by or on behalf of every single member of the community, often many times a day.**

Provision of safe, reliable and accessible routes to all destinations by walking, cycling, road vehicles and public transport is vital to the future of Halton's economy and the quality of its environment. Highway asset management will help meet the Council's aims and objectives for shaping Halton's future.

Our aim is to retain and develop a safe, reliable, attractive, well-managed and maintained transportation network that is easy to use by all users and which:

- 1. is maintained in the most efficient and effective manner,**
- 2. reaches a steady state of maintenance in terms of overall condition that meets the expectations and aspirations of the users,**
- 3. has residents and users satisfied,**
- 4. Is achievable with available resources.**

Our priorities will be to:

Provide a safe, well managed, maintained and more resilient highway network for all that use it. We will make every effort to understand current and future requirements for the highway infrastructure. In order to deliver this we will continue to understand our stakeholders' needs, promote their desirable levels of service that can be expected and the maintenance priorities for our highways.

Fully recognise the vital role that transport has to play in Halton's economic vitality and we will endeavour to maintain access to education, employment and services, as well as widen travel choice through public and community transport, supported by reliable and safe journeys on our highway network.

Chapter 2 Highway Asset Management Policy

How do we aim to achieve this?

Our adoption of an asset management strategy will take a long term view in making informed maintenance and investment decisions.

Halton Borough Council will manage Halton's highway network stock in accordance with the 'Highway Asset Management Framework' set out in the Introduction, which includes a 'Highway Asset Management Plan'. This strategic plan has been developed to provide the framework to ensure that Council's Highway assets are operated, maintained, renewed, upgraded, acquired and disposed of to ensure that the Levels of Service are achieved in the most cost effective and sustainable way. The Highway Asset Management Plan details some specific corporate objectives relating to the highway, a number of the key objectives are listed below:-

1. demonstrate responsible and sustainable stewardship of the Council's Highway asset.
2. define how the Council's Highways assets are and will be managed to achieve the defined Levels of Service.
3. assist the management of the environmental, financial and public risks related to the highway assets.
4. provide the basis for forward works programmes.
5. provide the basis for optimising whole-of-life costs.
6. support long term financial planning based on whole life costing.
7. ensure that all highway management practices comply with current applicable legislation.

Halton Borough Council is committed to the responsible management of its highway network asset and to being accountable for;

- The standards of maintenance of that asset.
- The way that maintenance works are identified and prioritised.
 - Using an asset management/ whole life costing approach to all highway maintenance activities.
- The commissioning of maintenance works by internal or external agencies.
- Identifying and using sustainable solutions to minimise waste and landfill wherever possible, for highway maintenance works.
- Maintaining the highway network to standards which will significantly reduce the number and costs of third party accident claims.
 - Implementing highway inspection regimes to support the Council's position.

4. Procedures

This policy will be reviewed in conjunction with the review of the Highway Asset Management Strategy and Highway Asset Management Plan.

- **Highway Asset Register:** Halton Borough Council will know the asset it owns or that it has legal responsibility for and will maintain an accurate computerised register developed around an asset hierarchy that supports advanced asset management functions,

Chapter 2 Highway Asset Management Policy

- **Condition Assessment:** Halton Borough Council will gather, record, store and analyse condition data using user friendly computerised systems, and design these systems to support high confidence level asset related decision making and to create a comprehensive condition index,
- **Highway Maintenance:** Halton Borough Council will retain a detailed highway maintenance strategy, and operate a user friendly, accurate and comprehensive enterprise asset management system (that includes a Computerised Maintenance Management System) to ensure that the assets, facilities, and systems perform to their design criteria and meet their design lives,
- **Information Technologies and Analysis and Evaluation:** Halton Borough Council will store and analyse its data and knowledge in integrated or interconnected, user friendly, efficient, and effective computerised business information systems that support total organization and asset management responsibilities, vision, and goals,
- **Levels of Service (LoS):** Halton Borough Council will thoroughly understand and record its current levels of service, including customer service demands and will report its performance in meeting these in its asset management plans. These plans will include service level options and costs and likely future LoS requirements necessary for sustained performance,
- **Highway Asset Risk Management:** Halton Borough Council will monitor, understand and manage the risks involved in its business activities and ensure that its policies, processes and practices reflect these commitments;
- **Financial Planning:** Halton Borough Council will understand the value and costs of its highway assets and the financial resources required to appropriately sustain these (short and long term). It will seek to make its decisions based on Total Whole Life Cycle costs and appropriate funding strategies that match its business needs and targeted levels of service. Halton Borough Council will link the condition index to customers' expectations, its financial capacity and its levels of service goals; (for example service levels for the high footfall pedestrianized town centres will have a higher rating than little used rural footpaths)

Preparation of budget estimates

- Highway Asset details will be used to prepare budget estimates for cyclic maintenance activities (gully cleaning, grass cutting, watercourse maintenance etc.)
- Condition data will be used to prepare priority lists and budget estimates in terms of
 - Carriageway/footway patching
 - Kerb repairs
 - Scheme works
 - Structural Maintenance
 - Street Lighting, Traffic Management and other Highway Electrical Assets

Chapter 2 Highway Asset Management Policy

- **Capital Improvement Plan and Budget Funding Processes and Procedures:** Halton Borough Council will have uniform processes for the evaluation of investments in highway capital projects, maintenance and operations. These processes will include all costs and benefits, impacts on levels of service, and asset management decision making quality confidence levels. Halton Borough Council will make its decisions about individual projects when the impact of all proposed capital projects on levels of service, assets and service sustainability are known. Halton Borough Council will link its organisational goals to its investments and ultimate action plans;
- **Capital Improvement Planning:** Halton Borough Council Highways will approve capital investment for new assets or services with an understanding and commitment to the recurrent Operations and Maintenance funding necessary to sustain those. Halton Borough Council will plan its infrastructure and investments to meet current and forecast demands within the expected life of the assets subject to funding availability;
- **Highway Asset Management Reporting:** Halton Borough Council Highways will report its overall performance in financial, social, environmental and technical terms in reports to relevant Government bodies (DEFRA, DfT, EA) and via internal asset management reports;
- **Highway Asset Management Programme Management:** Halton Borough Council agrees that to undertake life cycle asset management efficiently and effectively, it needs to apply Best Appropriate Life Cycle Processes and Practices to its valuable community assets, acquire and maintain the necessary data and knowledge needed for these processes, store this data and knowledge in the most appropriate Highway Asset Management Information System and prepare Highway Asset Management Plans that are consistent with asset management strategies that meet stakeholders requirements;
- **Highway Asset Management Appropriate Practices and continual improvement:** Halton Borough Council believe that only when it can confidently claim that all the above facets of asset management are in use, will Best Appropriate Practices in asset management have been achieved for the benefit of its customers and stakeholders,
- **Communication of the Highway Asset Management Policy:** The Policy is part of the Highway Asset Management Framework which is embedded within the Council's practices. The Highways Asset Management Plan is a key corporate strategy and will be regularly reviewed and reported to the Council's Executive. ⁽⁵⁾

Chapter 3 Highway Asset Management Strategy

Highway Asset Management Strategy

Long term optimised and sustainable direction for the management of the highway assets, to assist in the organisational strategic plan and apply the highway asset management policy

Definition:

Strategy is a plan of action designed to achieve a particular long term aim. In terms of highways, the highway asset management plan provides detailed strategies to be used to achieve our aims outlined in the Policy, set out in Chapter 2 i.e. ***to retain and develop our safe, reliable, attractive, well-managed and maintained transportation network that is safe and easy to use by all.***

To achieve this, the highway network must be maintained and managed through a 'whole life cost' approach in terms of condition rating, treatment options (to address condition rating), treatment selection and timing of the works involved. This in turn supports the corporate aims and objectives outlined in Chapter 1.

When considering Highway Asset Management; the maintenance strategies detailed in the highway asset management plan use the pyramid shown below as the basic platform to achieve well managed overall lifecycle costs for the Council's highway assets.



Fig.1. Maintenance pyramid (*)

Chapter 3 Highway Asset Management Strategy

Outline of strategies contained within the highway asset management plan:

Highway condition – to plan and undertake regular highway inspections and condition surveys and upload the data.

Treatment options – these are assessed through linking known existing construction data to condition assessment/rating, traffic loading and age of asset.

Treatment selection – this is assessed through condition rating, age of asset, traffic loading, type and age of last treatment to achieve the asset lifecycle.

Treatment timing – looked at to achieve the overall benefit to the asset lifecycle approach to minimise long term costs.

Highway construction – gather, record and update existing construction data along with traffic loading/count data. This information is required for designing and selecting treatment options, which are in turn linked to deterioration modelling.

Highway maintenance – establish links between types of maintenance i.e. reactive, routine (including cyclic activities e.g. gully cleaning) and programmed.

All highway assets when constructed/installed have a design life. To achieve this design life and the level of service allowed for at the time of construction, various maintenance activities will need to be undertaken during the design life.

Maintenance is defined as ‘all actions necessary for retaining an asset as near as practicable to its original condition, but excluding renewal.’

The right maintenance options carried out at the right time in the asset’s lifecycle will slow down the deterioration and delays when renewal becomes necessary, thus achieving optimum whole lifecycle costs. The above strategies contained in the highway asset management plan support this.

There are a number of strategies contained within the highway asset management plan. To enable these strategies to be implemented, managed and linked it is essential to have in place a software programme which would enable various data streams to be obtained, held, updated and linked. This data is then processed in differing formats to enable condition ratings, treatment options, treatment estimates, timing of treatments, budget forecasts etc. to be obtained and used. This approach will enable the highway network to be managed/maintained with an asset lifecycle approach, which has the objective of achieving the lowest long-term cost (as opposed to short term saving) when making treatment choices and timings. The same system will be used to generate all the regulatory standard reports required by government bodies including the whole of government account. ⁽⁵⁾

Chapter 4 Highway Asset Management Objectives

Highway Asset Management Objectives

Specific and measurable outcomes required of highway assets, highway asset systems and the highway asset management system

In terms of highway asset management, the objective is to achieve a highway network that is fit for purpose, safe for all users and maintained using an asset management whole life cost approach.

To achieve this, there are number of functions that must be carried out. An example would be to undertake highway safety inspections, which has the aim of maintaining the highway network in a safe condition for users and to reduce the risk of accidents occurring.

The full range of functions is as follows;

1. Gather, record and update all highway inventories – **objective** - to know and be able to value the Council's highway asset. This objective is the essential foundation element i.e. you need to know what you have. This objective is also fundamental in the preparation of budget estimates for a number of routine (cyclic) maintenance activities e.g. gully cleaning, verge grass cutting etc.
2. Gather, record and update existing carriageway construction information – **objective** - to enable maintenance options to be analysed/designed, considered and selected
3. Gather, record and update traffic count data – **objective** – to support the design of treatment options for programmed maintenance schemes
4. Inspect the highway – **objective** - to identify defects that need to be repaired within defined timescales to keep the network safe for users and give outline support for 'condition surveys'
5. Undertake separate condition surveys of identified network lengths – **objective** – to identify road lengths that are requiring some form of maintenance treatment, enabling the type and timing of treatment options to be identified, designed, selected and programmed to support the whole life costing approach to highway maintenance

Chapter 4 Highway Asset Management Objectives

The 5 functions or objectives listed above contribute and support the preparation of cost estimates for reactive, routine and programmed maintenance, for all highway assets. This is essential when preparing annual budget estimate requirements.

It should be noted that the budget costs are the minimum funding required for statutory provision of these activities. ⁽⁵⁾

The next chapter on 'Highway Asset Maintenance Processes' deals with how the annual budget estimates are prepared (routine, reactive and programmed) for all highway assets for each of the objectives listed above. It includes sections on the following:

1. Carriageway maintenance
2. Footway and footpath maintenance
3. Highway drainage systems maintenance
4. Highway grass verge areas, planted areas, trees/hedges and side slopes maintenance
5. Highway non-illuminated traffic signs maintenance
6. Highway road markings maintenance
7. Public rights of way (PRoW) maintenance
8. Highway carriageway surface skid resistance maintenance
9. Highway safety barriers maintenance
10. Highway structures and bridges maintenance
11. Street lighting and illuminated traffic signs maintenance
12. Traffic signal maintenance
13. UTMC systems maintenance (including ANPR & VMS)
14. Controlled pedestrian crossing maintenance
15. CCTV maintenance

⁽¹⁾ *Extracts & Reference: Halton Borough Council Corporate Plan 2011-2016*

⁽²⁾ *Extracts & Reference: Halton Borough Council LTP3 2011/12-2025/26*

⁽³⁾ *Wikipedia*

⁽⁴⁾ *Extracts & Reference: LCR Response to Transport Resilience Review*

⁽⁵⁾ *Extracts & Reference: Blackpool Council Highway Asset Management Framework 2013*