

**West Berkshire Council**

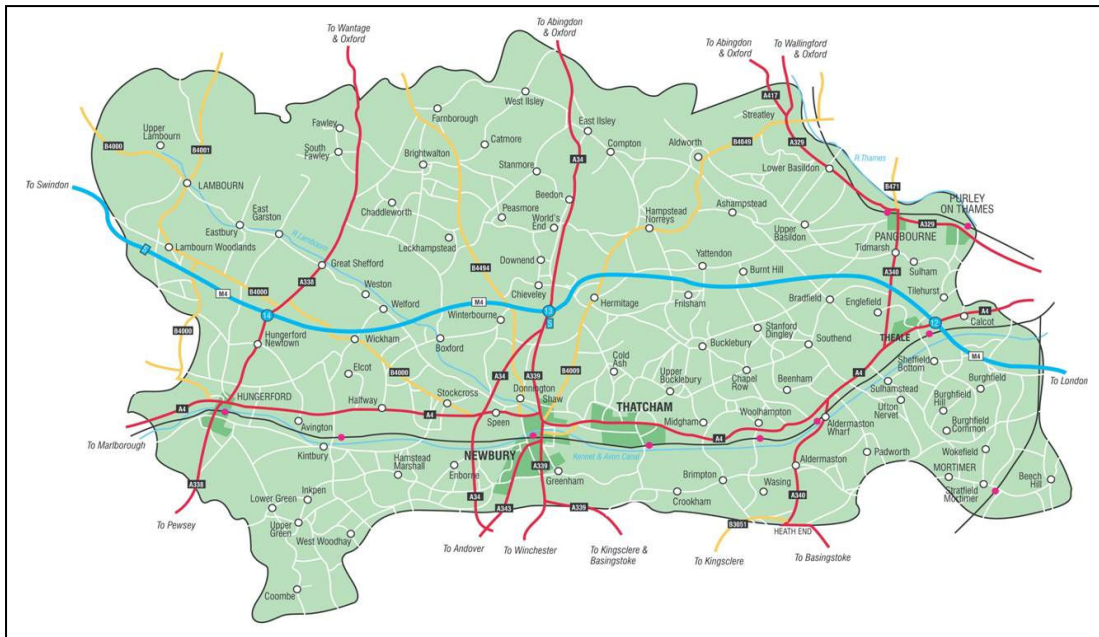
**Highway  
Asset Management Plan  
2012/13 – 2016/17**

**(First Edition – April 2012)**

**Highways and Transport  
West Berkshire Council  
Council Offices  
Market Street  
Newbury  
Berkshire  
RG14 5LD**



## Highway Asset Management Plan



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## **Executive Summary**

West Berkshire Council has a statutory duty to maintain and manage its highway network. A well-maintained network is not only a valuable asset to the community but is also fundamental to achieving the strategic objectives of the Council. It is also essential in order to deliver the transport goals of the Local Transport Plan.

Good transport is vital for a thriving economy, providing access to employment and education as well as to the services and supplies that people need. Maintenance of the highway network is essential to enable it to share the burden as a key part of the overall transport network.

This Highway Asset Management Plan (HAMP) provides guidance on the delivery of value for money highway maintenance services, consistent with the aims and ambitions of the Council Strategy 2012-2016 where 'Focus on carrying out essential highways maintenance' is defined as a key outcome under the 'Promoting a Vibrant District' priority. The HAMP seeks to do this by providing a safer highway network, improved travelling conditions for all highway users, and ensuring greater care of the local environment.

A 'sister' document – the Network Management Plan has also been developed to define the strategy for managing use of the road network. In combination with a detailed asset valuation of the road network and a Manual of Policies and Standards, this suite of documents will form the Council's Transport Asset Management Plan (TAMP).

The West Berkshire Road network is regularly inspected to assess its safety, serviceability and integrity as well as to ensure that all works are carried out within the prescribed regulatory standards. Dependent upon the degree of deficiency found, defined processes are then followed to provide effective solutions. In the selection of materials and treatments, the HAMP considers the key issues of environment, quality and value. This aims to maximise the contribution made by highway maintenance to sustaining West Berkshire's biodiversity and character.

The HAMP acknowledges that highway maintenance does not operate in isolation and that there are a number of related functions that could affect, and be affected by, highway maintenance activities.

The HAMP's foundation strategy utilises a logical and systematic approach in accordance with 'value for money' and 'asset management principles', and continuous improvement. Essential elements include statutory obligations, responsiveness to needs of the community and maintaining asset value. Regard is given to the relevance of condition standards and the key issues of Safety, Serviceability and Sustainability. HAMP policies, objectives and standards have been formulated for each maintenance activity and will be reviewed regularly to ensure that they remain compliant with national objectives and respond to changes brought about by new legislation and technology.

The HAMP defines the key elements of the highway asset describing appropriate levels of service depending on the position in the network hierarchy and the understanding and management of the impact of risk. This enables priority for maintenance within the available budget to be established.

The funding of an appropriate highway maintenance service is made possible by the Council's Medium Term Financial Strategy, whilst larger scale highway improvement projects are funded through the Capital Programme and Policy. These essential forward planning documents have enabled the Highway and Transport Service to develop a Three Year Highway Improvement Programme which not only enables its proposals for a better road network to be well publicised in advance, thus helping to manage expectations, but which has also resulted in a gradual improvement in road condition across the network.

Regular monitoring will enable the effectiveness of the HAMP to be judged in achieving its stated aims and periodic reviews will be completed. This approach will provide a clear history of the development, evaluation and quality delivered as the Council seeks to provide continuous improvement in the management of the West Berkshire road network for all its users.

## **1. Introduction**

- 1.1 This is West Berkshire Council's first highway asset management plan, or HAMP. Proper asset management is essential and the Council has been following good practice in managing its transport assets for many years. However, this is the first truly systematic analysis, intended to identify the best maintenance practices to minimise whole-life costs of the assets and at the same time meet as far as is possible, the levels of service demanded by our customers within the funding likely to be available.
- 1.2 The data requirements for the production of the HAMP are complex, particularly gathering together data on the extent and condition of assets. This first version therefore details only the four largest asset groups of:
  - carriageways
  - footways
  - bridges
  - street-lighting
- 1.3. Later editions of the HAMP will add the Council's other transport assets:
  - highway drainage
  - cycleways
  - other highway structures
  - safety fences
  - traffic signals and signs
  - street furniture
  - public rights of way
  - highway verges and areas of soft landscaping
- 1.4 Later editions will also reflect the results of further work to improve the data and analysis set out in this document. Areas where further work is required are detailed in section 9.
- 1.5 The HAMP is a part of the Council's wider work on asset management and reflects input from many sources, including our own Local Transport Plan, the County Surveyors Society's 'Framework for Highway Asset Management' document, the Code of Practice – Well Maintained Highways and the recent CIPFA Code of Practice on Transport/Infrastructure Assets.

### **The Wider Context**

- 1.6 The HAMP fits into a wider corporate initiative on asset management planning, reflecting the increasing importance given to the effective management of all our assets. A corporate asset management plan for the Council has been produced, detailing the five-year planning cycle, and in its role as local education authority the Council also produces an asset management plan for capital expenditure on school buildings and sites.

1.7 Initiatives in asset management planning are themselves part of the wider work of the Council and are intended to help the authority respond effectively to the many service and financial pressures on it and in doing so to deliver:

- continuous performance
- focused and clearly defined projects
- reduced bureaucracy and waste
- maximised economies of scale
- clear benefits of investment.

### **The Objectives of the HAMP**

1.8 The HAMP builds on existing processes and systems, providing a continuous framework of review to help inform decisions on the optimisation of budgets and scheme programmes. The asset management approach is intended to produce:

- reduced whole-life costs, through better planning and review of techniques
- better customer satisfaction through defining and meeting levels of service
- better control of risks
- better informed, and more transparent, investment decision-making

1.9 In achieving this, the HAMP should be seen not as a stand-alone document but as a tactical plan which provides the linkage between the strategic goals of the Council and its detailed operational and service plans. For West Berkshire these include other key documents as follows:

- West Berkshire Sustainable Community Strategy
- West Berkshire Council Strategy
- West Berkshire Medium Term Financial Strategy
- Local Transport Plan
- departmental and local service plans

1.10 The HAMP objectives relate particularly to the local goals of the Local Transport Plan which are:

- to improve travel choice and encourage sustainable travel
- to support the economy and quality of life by minimising congestion and improving reliability on West Berkshire's transport networks
- to maintain, make best use of and improve West Berkshire's transport networks for all modes of travel
- to improve access to services and facilities
- to improve and promote opportunities for healthy and safe travel
- to minimise energy consumption and the impact of all forms of travel on the environment

## **Stakeholders**

### 1.11 Stakeholders include:

- all road users, motorised and non motorised
- organisations representing different users, for example the West Berkshire cycle forum, Newbury Town Centre Partnership, Chambers of Commerce, Sovereign Housing.
- public transport operators
- road haulage companies
- Members of the Council and Parish and Town Councils
- local residents

## **Layout of the Document**

- 1.12 Sections 2 to 4 act as an introduction to the core part of the document and the lifecycle plans for individual asset groups. Section 2 introduces the concept of levels of service to determine the required 'output' from the asset. Section 3 describes the funding available for asset maintenance and Section 4 examines how our assets are valued, with the initial asset valuation detailed in Appendix E. Section 5 introduces the lifecycle plans which are set out for the four asset groups covered in this first version of the HAMP in Appendices A to D.
- 1.13 The lifecycle plans describe the asset, assess the required levels of service, and analyse best practice maintenance techniques. They then define options for future investment to meet HAMP objectives, depending on future funding levels and taking note of predicted future changes affecting the quantity of the asset or the demand on it. Total funding must be balanced between the asset groups to ensure that overall performance across all assets is optimised.
- 1.14 Section 6 summarises the expenditure and expected outcomes for the four asset groups. Any changes to approaches or techniques revealed through the lifecycle plans are also summarised and together this forms the Asset Management Strategy. Section 7 summarises the risk analysis for the plan, which is set out initially in the lifecycle plans, and Section 8 describes the performance measurement regime put in place to ensure the implementation of the HAMP can be properly monitored. Section 9 details the improvement work which will be carried out to develop the second version of the HAMP for summer 2015, as well as indicating the frequency of updating for all sections of the document.



## 2. Levels of Service

- 2.1 Levels of service describe both what the customer wants from the asset and what is necessary to ensure that a proper maintenance regime is in place. A clear understanding of customer views is therefore fundamental in defining them, as is a comprehensively planned maintenance regime. Both aspects will be influenced further by legislative requirements, the Council's objectives and policies, national best practice and more critically, funding.
- 2.2 Within this HAMP, the following four dimensions are used to define levels of service, where the first three dimensions reflect the requirements of the customer.
- safety
  - availability
  - serviceability
  - condition
- 2.3 Safety describes the risk to the customer in using the asset and will in all cases be required to meet high standards. Road safety on the other hand depends substantially on the behaviour of road users, and in the wider context is not, therefore, covered by this dimension.
- 2.4 Availability is largely self-explanatory and will vary according to the asset and location. For example, a single street light not working is clearly unavailable, however, the fact that it is unavailable is only likely to cause a minor nuisance to road users and residents. Conversely, a shut bridge on an 'A' road closed due to structural weakness will result in major issues on the network.
- 2.5 The serviceability dimension describes whether the asset actually delivers what service users and the Council require of it. For example, a road surface may be perfectly safe, available for use at all times and in good condition, but the fact that it is of concrete construction could be causing significant noise nuisance to people living nearby. The serviceability dimension also has the potential to bring into play much wider attributes of the asset, for example is the road congested, is the footway surface appropriate for the local environment, is the street lighting provided to adequate standards for local needs?
- 2.6 The condition dimension is judged relative to minimising the long-term cost of maintaining the asset and not relative to customer requirements. For example, a rusting steel lamp column may be safe, working and acceptable in appearance to customers. The fact that it is in rusty condition is, in these circumstances, only of concern if the optimum maintenance regime to minimise whole-life costs would have had it repainted before rust appeared. Such an optimum maintenance regime will, for many assets, include periodic preventative maintenance before more extensive maintenance, or full replacement, is undertaken. A maintenance regime which involves little investment over many years followed by major renewals may be more expensive overall than a 'little and often' regime which applies regular preventative maintenance; hence the emphasis given to minimising whole-life cost.

- 2.7 Environmental sustainability is growing rapidly in importance and the Council already takes many steps to minimise the environmental impact caused by its management of highway assets. It is likely that this will be added as a specific additional dimension of levels of service in future editions of the HAMP.
- 2.8 All aspects of level of service include elements of risk. As examples, the collapse of a bridge immediately makes the service unavailable; inadequate monitoring of skid resistance may increase the risk of road accidents. The analysis of levels of service needs to take such risks into consideration.

### **3. Asset Management Finance**

3.1 Funds for maintaining our assets are allocated from both the Local Transport Plan capital allocation and from the Council's revenue budget. The Council also receives external funding through infrastructure development, sponsorship and fees and charges. This section details the use of these funding sources.

#### **Local Transport Plan Capital Funding**

3.2 Local Transport Plan capital funding is used for:

- carriageway renewal and preventative maintenance schemes:
  - reconstruction
  - resurfacing
  - surface dressing
  - machine patching
  
- footway renewal schemes
  - reconstruction
  - resurfacing
  - block/slab replacement.
  
- bridge renewal and upgrading works
  - concrete repairs
  - waterproofing
  - deck replacement
  
- lighting column replacement.

3.3 West Berkshire Council manages its capital finance using an approach, called the Prudential Framework, which places emphasis on affordability. The Council decides how much it can afford to borrow, with the costs of this borrowing being met by its revenue provision.

3.4 Through its Prudential Framework the Council has decided that it can support from its own resources an Annual Capital Programme of £7.1 million per annum on average for the 5 year period 2012/13 to 2016/17, which will be supplemented by external funding. As a result the Council's funded programme is currently expected to be in the region of £35.5 million over the same period.

3.5 The Government Spending Review of October 2010 included notional totals for future transport grants. Over the next four years of this Plan, as Table 1 overleaf illustrates, the Government has allocated the following levels of block capital funding for transport in West Berkshire, as set out in their settlement letter of 13 December 2010. This funding allocation indicates the anticipated levels of spend that the Government would expect to see spent on transport. It is provided as capital grant (not supported borrowing), but is not ring-fenced.

Table 1

	<b>2012/13 £000</b>	<b>2013/14* £000</b>	<b>2014/15* £000</b>
<b>Highways Capital Maintenance</b>	3,420	3,319	3,126
<b>Integrated Transport</b>	784	784	1,103
<b>Total</b>	<b>4,204</b>	<b>4,103</b>	<b>4,229</b>

*\*Funding allocations for 2013/14 and 2014/15 are indicative and are subject to change, for instance as a result of changes to the formulae or future data changes.*

- 3.6 It should be noted that the fall in indicative Maintenance allocations is in line with national projections. Therefore the Council, along with other local highway authorities, is expected to seek significant efficiency savings by using its purchasing power to drive down the costs of maintenance.
- 3.7 Historically, West Berkshire Council has spent up to and beyond the levels expected by Government. This has enabled the Council to deliver over and above the minimum scenario, resulting in consistent year on year improvement.
- 3.8 This good progress has been regularly commended in settlement letters from the DfT. In the LTP2 mid-term review progress letter, the DfT recognised the Council had demonstrated good progress through reducing the length of principal and non-principal roads requiring maintenance.
- 3.9 The Final and Indicative Funding Allocations have therefore been used to guide the Council in setting its Transport Budget for the next four years, as detailed in Table 2 below. This includes S106 and other known external funding.

Table 2

	<b>2012/13 £000</b>	<b>2013/14 £000</b>	<b>2014/15 £000</b>
<b>Total</b>	<b>6,366</b>	<b>6,991</b>	<b>7,335</b>

- 3.10 West Berkshire Council's investment programme is very much in line with that indicated by the DfT. However, the Council is planning to continue to spend over and above the indicative amount where funding permits. The difference between what has been set aside in the Capital Programme and the amount allocated by Government year on year is detailed in Table 3 below.

Table 3

	<b>2012/13 £000</b>	<b>2013/14 £000</b>	<b>2014/15 £000</b>
<b>Difference</b>	<b>2,162</b>	<b>2,888</b>	<b>3,106</b>

## Revenue Funding

3.11 The Medium Term Financial Strategy (MTFS) sets the Council's approach to managing its revenue budget. The MTFS is set in the context of the Government's Spending Review and its resulting implication for local government. The Comprehensive Spending Review (CSR) announced in late 2010 set out the funding envelope for local Government over the period 2011-15. A further, more detailed review was completed in December 2010 and this set out the amount of funding that individual Councils would receive in the period 2011-13.

3.12 The aim of the MTFS is to:

- summarise the financial context within which the Council is working;
- provide a stable financial framework for the Council over the period of the Plan, taking into account the need to address new statutory requirements, known financial pressures, and new Government initiatives;
- within that framework, ensure through a variety of means, that financial resources are made available to deliver the Council's Strategic Priorities as set out in the Council's Strategy 2012 – 16.

3.13 Unlike in previous years, the short to medium term financing of Local Government is undergoing a significant amount of reform. The Local Government Resource Review in 2011 has confirmed the Government's intention to allow Local Government to retain certain levels of business rates. For West Berkshire Council this is likely to mean that the Council pays over a significant tariff to central Government, as the Council currently collects levels of business rates far in excess of the amount it receives back from Central Government. This has meant that predicting the medium term finances to the Council is more difficult until the scheme for financing using business rates is finalised. However, based on the proposed revenue savings for 2012/13 and the current forecasts, the anticipated revenue spend for highway maintenance for the next 3 years is detailed in Table 4 below.

Table 4

	<b>2012/13</b> <b>£000</b>	<b>2013/14</b> <b>£000</b>	<b>2014/15</b> <b>£000</b>
<b>Total</b>	<b>tbc</b>	<b>tbc</b>	<b>tbc</b>

## Funding and Delivery Programme

3.14 The Council also faces a number of pressures on its budget. Significant investment has been made in Adult Social Care over the previous five years, and to a lesser extent waste management. Going forward, this poses a significant challenge to West Berkshire Council in how it invests revenue resources into improving transportation. West Berkshire Council's programmed revenue expenditure for 2011-12 is currently budgeted at over £7m. This has significantly reduced compared to the previous year due to the capitalisation of £2m of highways expenditure in 2010-11

3.15 The allocation of budgets to different activities has been carried out on the basis of supporting the overall lifecycle planning described in the lifecycle plans and the need to undertake reactive maintenance repairs. The 2012/13 figures in Tables 5 and 6 below illustrate the way in which the budget is typically allocated:

Table 5 Capital Funding 2012/13

	<b>£000</b>
LTP Extended Maintenance	tbc
Surface Treatment	tbc
Machine Patching	tbc
Footways and Verges	tbc

Table 6 Revenue Funding 2012/13

	<b>£'s</b>
A339 De-trunking	tbc
Drainage	tbc
Footways and Verges	tbc
Rights of Way	tbc
Siding	tbc
Bridge Maintenance	tbc
Parish Watch	tbc
Safety Fences	tbc
Gulley Emptying & Jetting	tbc
Grip Cutting	tbc
Signs and Road Markings	tbc
Emergencies	tbc
Emergency Sweeping	tbc
Grass Cutting	tbc
Trees	tbc
Street Lighting Maintenance	tbc
<b>TOTAL</b>	tbc

## **External Funding and Other Savings**

3.16 The pressure on council budgets underlines the importance of exploring external funding and savings. Examples include:

- developer 'commuted sum' contributions to cover the extra future maintenance costs of unusual surfacing, lighting or other features of new development which will be adopted by the Council.
- Engagement with the Council's Term Maintenance Contractor to minimise whole life costs through early and effective management of risk, methods, materials and programme (early contractor involvement).
- The use of alternative cost effective materials, for example, upvc drainage systems and recycled materials.

## **The Role of the HAMP in Determining Future Funding Levels**

3.17 Future total funding seems likely still to be heavily constrained, both for the highways service and for the Council as a whole. Within that constraint, the HAMP has two specific functions:

- to provide evidence based information to help inform decisions on the allocation of funds to the Highway and Transport Service.
- to provide evidence based information to help allocate budgets which align with the set levels of service.

#### 4. Asset Valuation

- 4.1 Valuing roads, bridges and other transport assets is to some extent a theoretical exercise, given the nature of the assets, but it is an essential part of the management process and will be required under ‘whole -life government accounting’ rules. In terms of the HAMP, the asset valuation process can be used to measure the impact of alternative maintenance scenarios in terms of depreciated value and asset condition, allowing better informed decisions to be made on funding and allocations.
- 4.2 Calculating asset values can be a complex exercise. An initial ‘gross replacement cost’ approach has been calculated using the model detailed in the Code of Practice on Transport and Infrastructure Assets, where the gross replacement cost is the cost to provide a modern equivalent of the asset if it did not exist. The valuation framework will continue to be developed in line with national guidance and good practice.
- 4.3 The amount of service life of an asset that has been consumed is the depreciation and can be evaluated financially. This figure will be the expenditure required to return an asset to “as new” condition, if it can be repaired. Alternatively, it is the sum that should be set aside for the replacement of any asset that cannot be repaired. The current or net value of an asset is its gross replacement cost minus the financial depreciation.
- 4.4 Further details of the analytical method used are given in Appendix F. The current value of the highway asset is summarised in Table 7 below.

Table 7

	<b>Carriageways £000</b>	<b>Footways £000</b>	<b>Bridges £000</b>	<b>Street Lighting £000</b>
<b>Gross Replacement Cost</b>	1,152,082	115,114	75,351	15,936
<b>Depreciation</b>	4,796	Not Available	Not Required	399
<b>Net Value</b>	<b>1,147,286</b>	-	-	<b>15,537</b>



## **5. Lifecycle Plans**

5.1 The lifecycle plans for the four main asset groups are set out in Appendices A to D. Each details initially:

- the levels of service we wish the asset to meet
- the evidence on the extent of the asset and its characteristics
- the evidence on its present condition, and how that is measured
- the present valuation of the asset
- an assessment of future changes in demand for the asset
- the options available for treatment of the asset

5.2 This provides the basis for the analysis which follows in the remaining sections of each appendix:

- analysis of the best management strategy for minimising the whole-life cost of the asset whilst meeting service level aspirations
- identifying options within this strategy which deliver different levels of service, with different targets, depending on budget availability
- setting out the action plan necessary to ensure the effective delivery of the lifecycle plan
- identifying the specific risks which may affect the successful implementation of the lifecycle plan

5.3 As noted earlier, each lifecycle plan cannot be treated in isolation as the level of resource provided for one asset will affect the funding available for others. Section 6 below provides the balance between the lifecycle plans and sets out what is believed to be the optimum balance of spending between different asset categories within the overall funding currently available. It also summarises the separate action plans for each of the lifecycle plans.

## 6. Asset Management Strategy

### Introduction

6.1 The asset management strategy draws on the analysis set out in the lifecycle plans to show:

- the way we will budget expenditure to provide the best overall maintenance of all assets, judged against desirable levels of service,

and

- the techniques we use to ensure that we manage the different assets in the most cost-effective way, and how we will improve those.

6.2 In this first edition of the HAMP the strategy covers two main areas:

- The optimum allocation of the capital budgets available between the asset categories. This is intended to provide the background for decisions on future spending.
- The main areas for further investigation and analysis in taking forward our techniques for managing the individual assets.

### Strategy to Optimise Performance to meet Levels of Service Aspirations

6.3 The analyses in the four lifecycle plans show how far we are able at present to meet our aspirations for levels of service. Taking the four dimensions in turn:

- **safety** – our performance information is not yet comprehensive but we believe that we are close to achieving the desired standards.
- **availability** - with our Network Management Plan now in place to meet our responsibilities under the Traffic Management Act 2004 and building on previous good practice, there is reasonable confidence that we are close to meeting customer aspirations for availability.
- **serviceability** – we believe that we are meeting most customer aspirations for serviceability but this will continue to be developed in future versions of the HAMP as more specific customer research is collected and analysed.
- **condition** - we were notified by the Department of Transport in December 2010 of our allocations for 2011/12 and 2012/13, plus indicative allocations for 2013/14 and 2014/15, which show a gradual reduction in highways maintenance grant over the next few years. This will place the onus on us to achieve greater efficiencies in delivering highway maintenance, whilst maintaining the progress already made in improving the condition of our network. We will develop a new condition target to help monitor the highway maintenance policy in our new Local Transport Plan.

## **Strategy to Improve Asset Management Performance.**

- 6.4 Our techniques for managing assets are long-established and adjusted regularly on the basis of developing national best practice which we pick up through membership of organisations such as CIPFA and the South East Counties Service Improvements Group (SECSIG). We believe this provides substantial assurance that our techniques are close to best practice and we have therefore not concentrated on this aspect of our work in this first edition HAMP.
- 6.5 Attention will be focussed more on technical aspects of our work in the second and future editions. The overall work we need to do is summarised in section 9 and, of that, those most important for the technical assessment work are:
- improving asset data
  - further investigation of service lives for different treatments
  - further research into treatment options for paved and flagged footways
  - further investigation of the case for painting steel lighting columns
- 6.6 In addition, future versions of the HAMP need to include similar analysis for the other asset groups not included in this first version.

## **7. Risk Management**

- 7.1 The Council has a corporate risk policy designed to manage risks in a structured manner. All change processes are risk assessed, and action plans prepared for risks of relatively high likelihood and high impact. Similar analysis is carried out for risks associated with continuing service delivery. The main processes for transport/highway asset management are therefore already covered by risk analyses, documented in the Highways & Transport service plan.
- 7.2 User risks associated with levels of service are discussed within the lifecycle plans and the risks associated with the improvement action plan are detailed in Section 9. With the latter, the key risk is that the Council will not be able to fund/resource and thus implement the recommendations within the plan. This risk will be mitigated by ensuring that the recommendations are appropriately prioritised within the action plan.

## **8. Performance Monitoring**

- 8.1 The Council has in place a comprehensive performance monitoring system that provides high level performance related information in order to monitor the objectives/ commitments detailed within the Directorate and Service plans and the national single list data set on which the Council is measured. This framework operates at all levels within the organisation.
- 8.2 The Local Transport Plan sets out specific indicators relating to transport and highway services and includes indicators associated with the condition of the highway/transport asset. These are also detailed in the lifecycle plans and cover not only carriageways and footways but also bridge condition and street lighting.
- 8.3 The performance of the Council's Term Maintenance Contractor, Volker Highways, is measured and reported monthly and quarterly and reviewed annually to ensure that they align with the Council's objectives. A partnership arrangement is in place to help deliver 'value for money' high quality services and continuous service improvement. A Strategic Management board comprising senior representatives from both organisations ensures the cost-effectiveness and delivery performance of the partnership.
- 8.4 All major LTP projects are managed using 'PRINCE2' project management principles and are assessed using a formal 'Scheme Selection Matrix' process to ensure that these projects meet the Council's objectives. These arrangements provide a formal framework for performance management of the HAMP and will ensure that the full potential of this document is exploited.

## 9. Development and Updating the HAMP

### Development

- 9.1 There are a number of other areas of work to complete before the HAMP can be considered a fully comprehensive document and these will continue to be developed over the course of this HAMP. Beyond this there will be further developments in analytical techniques in future years, as well as inevitable changes in the availability of funding. These will require further editions of the HAMP to be produced in later years, though with the core content perhaps little changed after 2015.
- 9.2 The responsibility for co-ordinating this work will initially lie with the Council's Highways Manager, however, as the Plan is developed and further services/assets are added, a formal Asset Management Board of service representatives will be established to coordinate the Plan. The elements of this can be divided into those required for project planning, outputs going into the second HAMP, and outputs going into the third and later HAMPs. The project planning elements are as follows:

Work Area	Time Scale
Approval of HAMP	March 2012
Develop a project plan for gathering relevant missing assets	March 2012
Develop strategy for maintaining and managing asset data.	March 2012

- 9.3 The outputs will be as follows:

Work Area	For this HAMP	For later HAMPs
Complete asset inventory collection and lifecycle planning for remaining assets.		Y
Carry out equality impact assessment for HAMP	Y	
Refine approach to asset valuation.	Y	Y
More quantified analysis of customer views on the serviceability dimension for each asset category, based on specific customer surveys.		Y
More detailed examination of asset management strategies, including: <ul style="list-style-type: none"> <li>• use of condition data</li> <li>• use of alternative treatments/treatment options</li> <li>• use of alternative materials and in-house recycling</li> </ul>	Y	Y
Include environmental impact as a fifth dimension to levels of service		Y

## Updating

- 9.4 The arrangements for updating the HAMP will be decided by the Asset Management Board.

## 10. Glossary of Terms and Abbreviations

BVPI	Best Value Performance Indicator
CIPFA	The Chartered Institute of Public Finance & Accountancy
CSS	County Surveyors Society
CVI	Coarse Visual Inspection
DfT	Department for Transport
DVI	Detailed Visual Inspection
FNS	Footway Network Survey
GIS	Geographical Information System
LTP	Local Transport Plan
NMP	Network Management Plan
NI	National Indicator
PI	Performance Indicators
SCANNER	Road condition measurement survey
SCRIM	Skid Resistance measurement survey
HAMP	Highways Management Plan
TAMP	Transport Asset Management Plan
UKPMS	United Kingdom Pavement Management System
WDM	Electronic Highways Management System
WGA	Whole Government Accounts