



APSE Roads, Highways and Street Lighting Advisory Group

Developing an Asset Management Report for Performance Networks – Highways and Street Lighting Input

Sheffield *where everyone matters*



Collection of Performance Data

- Highways – Carriageways, Footway & Cycle Tracks }
• Street Lighting & Illuminated Signs } Major
 - Traffic Signals (Controllers, UTC & VMS etc.) } Assets
 - Structures – Bridges, Retaining Walls & Culverts } ???
 - Highway Drainage (↑ ↓) }

 - Signs (Non-illuminated, street nameplates etc.) }
 - Trees and Verges (Arboricultural) } Minor
 - Street Furniture (Fences, Barriers & Amenities) } Assets
 - Public Rights of Way (PROW) } ???
 - White Lining (Road Markings) }
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Inventory

- Relevant and useful
 - Ability to be able to collect it in a cost effective manner e.g. video or walked surveys.
 - Availability of resources and budget (DfT Element I & II funding)
 - Maintenance of data – “Why collect what you can’t maintain!”
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HIGHWAY INVENTORY PRIORITY LIST

Priority 1 = High to Priority 3 = Low

ITEM	FULL OR LIMITED	SURVEY PRIORITY
Carriageway	F	1
Cross Over	F	1
Embankments & Cuttings	F	1
Footway	F	1
Gully	L	1
Kerb	L	1
Lay by	F	1
Pedestrian Crossing	F	1
Pedestrian Guardrail	L	1
Retaining Wall (To be collected by SCC)	L	1
Road Hump	F	1
Safety Fence	L	1
Signs (To be collected internally – SCC)	L/F	1
Bollards (safety)	L	2
Bridge Over	L	2
Bridge Under	L	2
Bus Shelter (Data from SYPTE)	L	N/A
Central Island	F	2
Central Reserve	F	2
Channel	L	2
Culvert	L	2
Cycle Track	F	2
Ditch	L	2
Fences & Barriers	L	2
Grip	L	2
Interceptor	L	2
Parking Bays	F	2
Parking Meters	L	2
Road Marking – Hatched	F	2
Road Marking – Longitudinal	L	2
Road Marking – Transverse	L	2
Road Studs	L	2
Street Nameplate	L	2
Verge	F	2
Advertising	L	3
Balancing Pond	L	3



ITEM:	Carriageway	ITEM CODE	CW															
VALID XSP:	CL1 – 9 -L1 – 9 +L1 – 9	CR1 – 9 -R1 – 9 +R1 – 9																
ITEM DESCRIPTION:	That part of the highway designed for use by vehicular traffic. Includes Hard Shoulders Excludes Lay-bys and crossovers																	
RULES:	<p>The carriageway width shall be recorded every 100m in a rural environment and every 50m in an urban environment. (This should be recorded even if the carriageway width does not alter). A new width shall be recorded where the carriageway width alters by more than 0.5m from the previous recorded width.</p> <p>A part width of carriageway cannot be recorded. Therefore if part of the carriageway is anti skid, then record carriageway as anti skid and use the notebook facility to record the ACTUAL width and comment on which XSP the anti skid is present.</p> <p>A bus Lane shall be given it's appropriate running lane XSP, i.e. CL1</p>																	
ITEM ATTRIBUTES:	<table border="1"> <thead> <tr> <th></th> <th>Collected on Site?</th> <th>Y/N</th> </tr> </thead> <tbody> <tr> <td>XSP</td> <td>As above</td> <td>Y</td> </tr> <tr> <td>Current chainage</td> <td>To nearest metre</td> <td>Y</td> </tr> <tr> <td>Surface type:</td> <td>1 = Hot Rolled Asphalt, 2 = Bituminous Macadam 3 = Concrete 4 = Concrete Tram line 5 = Surface Dressed 6 = Thin Surfacing 7 = Blocks 8 = City Centre – Granite Sets 9 = Coloured Surfacing 10 = Anti-Skid Surfacing 11 = Other</td> <td>Y</td> </tr> <tr> <td>Width</td> <td>To nearest 0.1m</td> <td>Y</td> </tr> </tbody> </table>			Collected on Site?	Y/N	XSP	As above	Y	Current chainage	To nearest metre	Y	Surface type:	1 = Hot Rolled Asphalt, 2 = Bituminous Macadam 3 = Concrete 4 = Concrete Tram line 5 = Surface Dressed 6 = Thin Surfacing 7 = Blocks 8 = City Centre – Granite Sets 9 = Coloured Surfacing 10 = Anti-Skid Surfacing 11 = Other	Y	Width	To nearest 0.1m	Y	
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	This is a Continuous item.																	

Valuations

- CIPFA guidance in Autumn 2009 on valuing highway assets for Whole Government Accounting (WGA).
- Applying depreciation to asset types:

Annual Depreciation Costs (DRC) –
Consumption or *accumulated wear & tear*.

or

Annual Depreciation Charge (ADC) – measure of
annual consumption, *what is needed to annually
to keep it in good condition*.

(<http://www.leics.gov.uk/amp>)

Investment Planning Lifecycle Planning & Service Life

Lifecycle Plans should be developed to document the reasons for selecting certain options i.e. a prioritised works programme list – *Do we do this?*

Service Life

Carriageways: Based on level of usage, priority or category.

	<u>Major Routes</u>	<u>Minor Routes</u>
Yr 12 to 15	Resurface or Surface Treatment.	Surface Treatment
Yr 25 to 30	Reconstruct or Resurface	Resurface or Surface Treatment

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- Street Lighting
Column replacement at 25 years (dependant on type)
Switch gear and lamp replacement (cyclical or to failure)
 - Signals (Including controllers etc.) at 15 years (obsolescence)
 - Structures: How long does a bridge last ?
Parapet upgrades at X years
Bearing replacement at Y years
Bridge deck waterproofing at Z years
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Budgets

- Budgets

Capital (e.g. LTP) } Allocation against

Revenue } asset type

How are budgets set or allocated ≥ 1 year

Is lifecycle planning used to prioritise and allocate highway budgets?

Programmes

Works Programmes

- Long term: ≥ 5 years
 - Capital or Revenue funded
 - Allocated against asset type
 - Allocation based on:
 - Worst first
 - Lifecycle Planning (Service Life)
 - Category e.g. 'A' road length
 - Type of asset e.g. No. of concrete lighting columns
 - Historical expenditure
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Performance Data

Needs to be easily available and should ideally replicate other major or national reporting regimes e.g.

- National Indicators.
 - Regional or Group Indicators (e.g. APSE).
 - CIPFA – Whole Government Accounts (WGA):
Asset Valuation & Depreciation
 - Comprehensive Area Assessments (CAA) and
Key Levels of Enquiry (KLOE) requirements.
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