

Long Term Strategy for Asset Groups

Philosophy

Generally an asset management strategy will be applied to all groups. Appropriate condition surveys will be undertaken regularly linked to a risk management approach and investment model. Partnership working with other stakeholders is promoted across all assets to ensure consideration of longer term strategies around solutions, costs and investment required to maintain the network. In considering maintenance regimes and solutions a cost benefit analysis is undertaken before final solutions are decided. The grouping together of assets within a single scheme will generally reduce costs and provide a better outcome, 'corridor approach'. The changing climate linked to more intense and heavier precipitation must be built into every scheme. Our aim is to manage the highway assets to the highest possible standard.

Carriageways

Regular surveys of road surface will determine; 'ride quality', 'resistance to skidding' and expected life span. An investment model (renewed every three years approximately) in conjunction with available funds will help to mitigate long term decline of the carriageway through targeted investment (see table below to determine the optimised budget split for carriageway asset investment completed in 2018).

	Budget Split:	Between condition in each road category		
	Between Road Category	Red Treatment	Amber Treatment	Green Treatment
A Roads	20%	30%	55%	15%
B & C Roads	43%	40%	50%	10%
U Roads Bit	25%	2%	98%	-
U Roads Conc	12%	100%	-	-
Total	100%			

Footways

Regular surveys of condition will determine the asset life expectancy and targeted investment in the network to mitigate long term decline. Carriageway and Footway schemes are likely to be developed together to mitigate costs.

Structures

Regular structural surveys determine the Bridge (structural) Stock Condition Indices. The application of an investment model and targeting funds invested in the stock will help to mitigate long term decline.

Drainage

Review the condition of the stock with reference to the long term changing weather cycles so that informed choices can be made for managing the anticipated increased and more intense precipitation events while undertaking repairs or improvements.

Signage and Street Furniture

Review the condition of the stock so that it is; clean, structurally safe and fit for purpose with regards the contents of the signage. Street furniture to be appropriate for use and should not cause visual clutter.

Barrier Restraint Systems

Regularly review the barrier restraint systems so that they are fit for purpose based upon the road category, traffic volumes and speed. Funds to be targeted to those locations where through a risk matrix approach the highest risk locations are dealt with first.

Street Lighting

Work with external colleagues (Salix) to upgrade the street lighting stock over a two year period so that it is fully LED lit and all columns beyond their service life have been replaced. To then maintain the stock to the best condition possible with the funds available.

Traffic Signals – upgrade the traffic light controlled junctions and pedestrian crossing facilities so that they meet modern standards and are safe for all road users. To target the available funds to those locations which have the highest risk attached to them.

Soft Landscape – maintain the soft landscape so that it meets the requirements of both stakeholders and legislation. With the limited funds available, working with partners where ever possible to extend the reach of those financial resources.