

Transport Asset Management Plan

Part 1



An Introduction to Highway Asset Management 2015

Version 3 – Jun 2020



Version Control

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Note the Tamp Part 1 and Part 2 replace the previous document TAMP 2007.

Middlesbrough Council
Transport Asset Management Plan - Part 1
An Introduction to Highway Asset Management

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1.0 EXECUTIVE SUMMARY

The Middlesbrough Transport Asset Management Plan (TAMP) is the framework for an integrated asset management approach to the Council's transport assets. The County Surveyors' Society (CSS) document "Framework for Highway Asset Management" provides the following definition of the process as applied to transport networks:

"Asset management is a strategic approach that identifies the optimal allocation of resources for the management, operation, preservation, and enhancement of the highway infrastructure to meet the needs of current and future customers."

This Transport Asset Management Plan is a strategic document that is intended to develop and improve the way that the highway management and maintenance functions are carried out within the Borough. It allows the authority to take a longer-term approach to highway management, and allows for the optimal allocation of resources based on 'whole life costing' and customer expectations.

For the purposes of this document the highway infrastructure assets have been broken down into a number of relevant groupings:-

Roads - Footways - Cycleways - Structures, e.g. bridges and viaducts - Drainage - Street lighting - Traffic signals and telematics - Public Rights of Way - Barriers and safety fencing - Road markings - Verges, planted areas, hedges and trees - Street furniture e.g. benches and road signs.

The Council proposes to continue to develop this plan. This will enable systems to be established to manage all transportation assets, linking to wider ranging transport modes, and regional transport strategies.

The plan necessarily involves the active participation of all the key stakeholders within the borough of Middlesbrough. The list key stakeholders and strategic policy making group are shown in our TAMP Part 2. Consultation on policy documents is accessible to all staff, management, council members, other interested bodies and perhaps most importantly the people of Middlesbrough.

2.0 INTRODUCTION

Highway asset management has become increasingly important due to the introduction of austerity measures and the financial challenges faced by both central and local government.

Central government has supported highway asset management development as the best approach to arresting the decline in the condition of our public highways. Guidance has been provided through the following documents;

- The Code of Practice for Highway Maintenance 'Well Maintained Highways'
- The CIPFA Code for Transport Infrastructure Assets
- The Audit Commission report Going the Distance
- The Potholes Review, Prevention and a Better Cure
- The Highway Maintenance Efficiency Programme (HMEP)

The above documents highlight the importance of good highway asset management and have been produced to help Local Authorities establish 'best value' highway maintenance practices. Middlesbrough Council embraced this approach and produced its initial Transport Asset Management Plan (TAMP) in 2007.

As demands for more efficient approaches to infrastructure maintenance increase, and greater focus is being given to asset management, Middlesbrough Council has undertaken a review of the TAMP document.

"An Introduction to Highway Asset Management" is Part 1 of the Councils reviewed Transport Asset Management Plan. It explains in simple terms, the processes of highway asset management, and what the Council hopes to achieve from the latest guidance on long term planning.

3.0 BACKGROUND

Key drivers and policies used in our asset management approach for transport networks, and developing our TAMP include:

- **Middlesbrough Council Local Transport Plan (LTP)**

National guidance required that the LTP included the development of highway asset management, and that progress reports outlining how the TAMP was progressing. This report, along with its recommendations, was considered and endorsed by the Executive Member for Transport at the meeting held on 14 November 2007. This Plan details how the TAMP will inform the Council of the outcomes achievable through various approaches and levels of funding.

- **Middlesbrough Council Strategic Plan 2020-2023**

The strategic plan sets out clearly how the Mayor's agenda will be supported and delivered over the coming three years, and the priorities are reflected in the Transport Asset Management Plan Part 1 and 2

- **Middlesbrough Council Integrated Transport Strategy 2018-2028**

The Integrated Transport Strategy aims to deliver a fully integrated transport network, which not only provides ease of access within the authority boundary, but also provides a gateway to the rest of the Tees valley; bringing centres closer together.

- **CIPFA – Code for Transport Infrastructure Assets**

Provides advice on how Asset Management must be implemented to meet the requirements of the Whole of Government Accounts.

- **Audit Commission report – Going the Distance**

Guides on adopting the principles of Asset Management when making investment decisions.

- **Potholes Review - Prevention and a Better Cure**

Recommends a consistent approach to Asset Management, using a more preventative approach and long term maintenance planning.

- **The Prudential Code**

It is a requirement that the Prudential Code should support local strategic planning, local asset management planning, and proper option appraisal.

- **Whole of Government Accounts and Asset Valuation**

The introduction of 'Whole of Government Accounts' has placed an onus upon local authorities to value their Transport Infrastructure assets. The CSS has produced the "Guidance Document for Highway Infrastructure Valuation" to help drive this process. Asset management helps Middlesbrough Council to produce the key inputs that enable valuations to be determined in accordance with this guidance.

The TAMP will increasingly guide the Council's investment to ensure effective targeting of budgets, and maximise the outcomes.

4.0 WHAT IS HIGHWAY ASSET MANAGEMENT?

4.1 What is a highway asset?

Highway assets consist of our roads, footpaths, bridges, subways, street lights, drains and many other items we see and rely on every day. The details of all of these are shown in Part 2.

4.2 What is the best way to look after highway assets?

Highway Asset Management is the recommended way of managing the Council's highway assets in the most efficient and effective way. Through long term planning, it considers the most cost effective way of using available financial resources, ensuring it achieves the best maintenance outcome.

By influencing maintenance choices, it determines the way we manage the upkeep of our highway network as a whole. We can monitor satisfaction with our customers and other highway users, while ensuring our highway assets are safe to use and contribute towards the Council's key objectives.

Legislation and other guidance documents help us to develop our local Transport Asset Management Plans.

The Benefits of Using Highway Asset Management are:

- Minimising costs to maximise the use of the highway assets, using life-cycle planning.
- Defining what the Council aims to achieve for its assets and the level they will be maintained to.
- Tracking performance so we know that what we are doing is achieving our aims and objectives.
- Engaging with our customers and partners to help inform the decisions we take, and improve transparency in our decision making.
- Helping to inform the Council what can be achieved with the funding available, and therefore determine the standards it aims to achieve.
- Reducing the financial, operational, and legal risks, through prudence and efficient management of our assets.
- Being able to report to Her Majesty's Treasury the data required for Whole of Government Accounting. This indicates the cost to replace our highway assets as new, Gross Replacement Cost (GRC); and how assets have deteriorated throughout their life, the Depreciated Replacement Cost (DRC). Deducting the DRC from the GRC, gives us the cost of our maintenance backlog.

4.3 What does the Council want to achieve?

The highway network assets are, in terms of finance, the most valuable assets that Middlesbrough Council owns; so managing the asset well is a key priority for the authority. Good asset management practices will ensure that these key assets help the town achieve its goals and objectives.



The Elected Mayor, Andy Preston, has identified nine key priorities for Middlesbrough which have been published in the Council’s Strategic Plan 2020-23. They centre around three main areas:

- **PEOPLE**
- **PLACE**
- **BUSINESS**

STRATEGIC PRIORITIES 2020-23

<p>People</p> 	<ul style="list-style-type: none"> ● Tackling crime and anti-social behaviour head on ● Ensuring Middlesbrough has the very best schools ● Ensuring our town is an absolute leader on environmental issues
<p>Place</p> 	<ul style="list-style-type: none"> ● Transforming our town centre with new buildings that inspire awe ● Building more town centre homes – and protecting our green spaces ● Making Middlesbrough look and feel amazing
<p>Business</p> 	<ul style="list-style-type: none"> ● Winning investment and creating jobs ● Introducing a new era of Council transparency and openness ● Creating positive perceptions of our town on a national basis

The strategic plan sets out clearly how the Mayor’s agenda will be supported and delivered over the coming three years, and the priorities are reflected in the Highway Infrastructure Maintenance Plan.

The highway network is fundamental to the economic, social and environmental wellbeing of the community, therefore, the successful management and use of appropriate management systems is essential in delivering and achieving our objectives.

STRATEGIC OBJECTIVES: ENVIRONMENT and COMMERCIAL SERVICES 2020-23

The strategic plan specifies a number of objectives that are specifically deliverable by the Environment and Commercial Services Directorate, namely:



People

Priority

We will tackle crime and anti-social behaviour head on, working with our partners to establish a stronger and more visible presence in the town centre and in local communities, tackling the harm caused by drugs and imposing tougher penalties on persistent offenders to ensure local people feel safer.

We will ensure our town is an absolute leader on environmental issues, working with local people to protect and create public and green spaces, and promote sustainable lifestyles.

We will work with local communities to redevelop Middlesbrough’s disadvantaged estates, and introduce locality working with our partners, placing services at the heart of communities.



Place

Priority

We will transform our town centre, tackling crime anti-social behaviour, improving accessibility, developing Centre Square as an iconic Tees Valley office, leisure and residential location, and creating other iconic spaces for digital, media and leisure businesses.

We will make Middlesbrough look and feel amazing, working closely with local communities to make sure that our roads, streets and open spaces are well-designed, clean and safe, and revitalising unused buildings and heritage assets.

Priority

We will introduce a new era of Council transparency and openness, giving local communities a real say in the future of the town, and how our services are developed and delivered.

We will develop and deliver balanced budgets every year, protecting front-line services wherever possible, and dealing with the projected shortfall in our budget to 2023 through improved commissioning and procurement, increasing our commerciality, digitising our services and working more closely with local businesses and communities.

We will make sure that our business management practices, including how we manage finance, performance, projects, risks and assets, compare with those of the best-performing councils, and achieve good outcomes for our communities.

4.4 Asset Management – Associated documents

Other documents the Council use alongside the TAMP are :-

The **Local Transport Plan (LTP)**; Middlesbrough Council in its capacity of Highway Authority produced a Local Transport Plan. It reviewed the aims and objectives every five years, with annual progress reports in the years between.

Asset management and the Transport Asset Management Plan were required as an essential part of the LTP development.

The **Highway Network Management Plan**; this is recommended to collate the policies, standards and procedures associated with highway management, by the New Roads and Street Works Act 1991, The Highways Act 1980, and The Traffic Management Act 2004, into one document.

It helps to protect and maintain the integrity and infrastructure of the highway network and to co-ordinate works and activities to reduce the possibility of disruption, delay, and congestion.

The **Highway Maintenance Plan**; this has been developed to conform to the recommendations set out in the “Well Maintained Highways” Code of Practice, 2005.

It is intended to ensure that those responsible for delivering the highway services are aware of the requirements, procedures and processes to achieve both the Council’s and Governments key

objectives in addition to complying with the relevant Legislation.

The **Highway Maintenance Specification**; this has been produced as a guide to maintenance engineers in selecting appropriate materials and treatments to ensure their appropriate use in maintaining and extending the life expectancy of footways, carriageways, and other infrastructure.

It is a 'live' document which will be updated as technology and new products are developed and new information becomes available.

The **Highway Safety Inspection Manual**; this has been produced to ensure the Council complies with its duty to maintain the highway, as outlined in the Highways Act 1980.

Its primary aim is to provide assistance to those officers undertaking highway safety inspections, so that they may carry out their duties in a systematic and consistent manner, following clear and easily understood criteria. This includes network safety, serviceability, and sustainability, along with timely planned safety inspections and condition surveys.

The **Highway Infrastructure Maintenance Plan 2018**; this has been developed to conform to the recommendations set out in the Code of Practice Well-managed Highway Infrastructure, published in October 2016 and founded on the key principles of Best Value and Risk Assessment.

The above documents, used together with the Transport Asset Management Plan, are essential for delivery of best value highway maintenance services.

They are available for inspection on the Councils web site for further information visit: www.middlesbrough.gov.uk

5.0 THE ASSET MANAGEMENT APPROACH

5.1 What assets have we got and how much are they worth?

The highway network is made up of a number of elements that we have placed into the following groupings :-

Roads, Footways, Cycleways, Structures e.g. Bridges & Viaducts, Drainage, Street lighting, Traffic Signals & Telematics, Public Rights of Way, Barriers and Safety Fencing, Road Markings, Verges, Planted Areas, Hedges & Trees, Street furniture e.g. Benches & Road Signs.

Part 2 of the TAMP document details a full list of the Councils highway infrastructure assets, together with their quantities and specific values.

The highway infrastructure assets are the most valuable assets in the Council's ownership with a Gross Replacement Cost (GRC), of over £1.3 billion (excluding land value).

[figure derived from the Whole of Government Accounts Certificate 2019 return]

5.2 What do we want our highways be like? – ‘Levels of Service’

When we consider what we want our highway standards to be, we refer to ‘Levels of Service’. This means that we can set levels of service that are affordable to the Council, while still meeting its strategic objectives and outcomes.

The levels of service are generally split into four defined areas:-

Statutory	This is what is required by law
Existing	This is what the Council currently provides
Desired	This is what is requested and desired by residents, other service users and political ideals
Optimum	This is the level of service that represents the best engineering practices, resulting in the greatest cost benefit

5.2.1 Statutory Service Level;

The main legislation is the Highways Act, 1980, which can be viewed at: <http://www.legislation.gov.uk/ukpga/1980/66>

Highway authorities have a general duty of care to highway users and the community, to maintain the highway in a condition fit for its purpose.

Current Legislation provides Highway Authorities with duties and powers:

Duties	These are tasks the authority must carry out by law.
Powers	These are tasks the authority may exercise by law if it so determines.

These considerations directly affect the levels of service. A 'statutory' service, is the minimum level of service that must be provided by the Council. However, in times of austerity, this may leave very little resource to meet customer expectations, (Desired level of service).

Further information on 'Levels of Service' the Council provides are fully detailed in Part 2 of the TAMP.

5.2.2 Existing Service Level;

The 'existing' level of service is what the Council currently provides, with the level of funding for maintenance maintained at a static level. This is good if funding is of a sufficient level to maintain the assets in a steady state. However, it can be problematic if the condition of the infrastructure is deteriorating at a faster rate than the available funding can repair it.

5.2.3 Desired Service Level ;

The 'desired' level of service is one based on customer and political aspirations. This may be desired by residents, other service users, and political ideals. Although this would provide residents, service users, and political parties with the levels of service they wish for, it may not be affordable. In addition, if requests received do not provide the best solution for a highway asset, then we would not be achieving the Council's objectives, and those required by the TAMP guidance.

5.2.4 Optimum Service Level;

The 'optimum' level of service assesses constraints, cost benefits, as well as the desired service levels. This then results in an economically affordable 'Optimum Level of Service', determined through life cycle planning and whole life costing processes. It looks at maximising the life cycle of each individual highway asset at the minimum cost. Valuing its new condition, it then produces the best value treatment plans to extend the life of the asset at the most economical cost, through to the end of its economic life.(see diagram in 5.3

This processes of Life Cycle Planning and Whole Government Accounting are considered as best Asset Management Practice

5.3 How should we look after our assets and what do they cost to maintain?

The best approach to looking after our assets is to use life cycle planning. This has also enabled us to provide accurate 'Whole of Government Accounts' reports to central government.

As mentioned in 5.2 above, 'Optimum levels of service' and Life Cycle

Planning can provide an effective way of managing highway assets, as shown below;

Diagram: A typical asset without a life plan

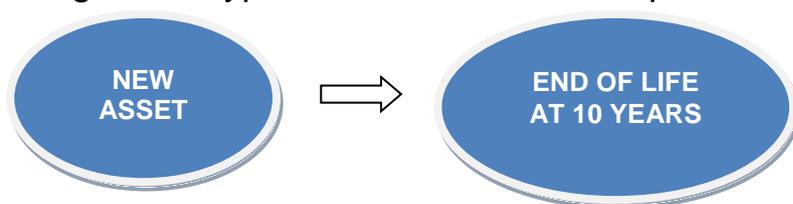


Diagram below: The same asset with a life plan



The above diagrams are simplified ways of looking at how life plans work. Carrying out economic treatments to the asset before they deteriorate to an end of life state, extending the life of that asset before it requires replacement.

There are full detailed life plans for all of the Councils highway assets available in Part 2 of the TAMP.

5.4 What can we currently achieve?

Providing only a 'statutory' or 'existing' level of service will not achieve the Town's objectives. There would be deterioration over the time the level of service was provided. We need to aim for the 'Optimum level of service' using Life Cycle Planning, in order to deliver the Council's strategic aims.

Middlesbrough Council is committed to improving its highway infrastructure to help achieve its current objectives and strategic aims so that Middlesbrough can support the Mayors vision around people, place, and business. This will be achieved through providing Optimum Levels of Service.

The proposals to achieve this are detailed in Part 2 of the TAMP.

5.5 How can we measure how well we are doing?

The Council Takes Part in the National Highways & Transport (NHT) public satisfaction survey and the Environment service is a member of a regional and national CQC Efficiency Network. These enable us to understand levels of satisfaction, and where we need to improve. We also use consultation surveys to determine our customers'

expectations.

NHT Public Satisfaction Survey:

The main purpose of the survey is to show how well the people of the town are satisfied with the highway network and services. We are able to compare year on year which areas we have improved upon and which areas we need to work on.

An example of the local survey results for 2019 below show the green areas where the public are more satisfied and the amber areas where they are less satisfied compared to the previous year:



We can use these results to target and improve services where we see a decline in satisfaction.

The analysis also undertakes a national comparison. An example: looking at accessibility - which shows that even though locally we have seen a slight decline in satisfaction, we are actually above average when compared nationally to all the other local authorities. So overall the people of Middlesbrough are happier with accessibility than the national average.

Authorities, including our own, can benchmark against the other towns and cities to see how they achieve good results and make improvements to our own service areas by following their example.

The results of these surveys are available on the Council's web site.

CQC Efficiency Network:

The CQC Efficiency Network benchmarks the cost of carriageway maintenance in local authority areas on a like for like basis. The improvement of each authority is measured, and our efficiency savings are quantified over time. The best performing authorities are

identified and encouraged to share their good practice.

The CQC analysis is undertaken by the Institute for Transport Studies at the University of Leeds who are a leading transport research centre worldwide. Their analysis shows that Middlesbrough's cumulative efficiency savings over the last five years on carriageway maintenance is:



This represents the total amount of money we have saved by adopting more efficient practices since 2013/14, it is the amount of extra funding our authority would have paid over the period had we not made these efficiency savings.

The CQC Efficiency Savings reports are also available on the Council's website.

5.6 What will happen if we do not maintain our highway assets?

Failure to effectively manage our highway assets will result in failure to achieve the Mayor's Vision, along with public dissatisfaction and a legacy of very expensive maintenance in the future.

We manage our services through a process of 'Risk Analysis' and 'Risk Management'. The likelihood and consequences arising from any risks are used to inform key decisions on future investment and prioritisation of forward works programmes.

The Council also looks at the differences between 'existing' and 'desired' levels of service. This is compared with the Council's technical and strategic aims and priorities. By studying the differences we are able to determine the funding shortfall. The 'optimum' level of service would take account of all of the above factors, including risk, expectations and resources, that would enable us to achieve the Council's and Customer's main aims and objectives.

Full details of the Risk Management and Gap Analysis are detailed in Part 2 of the TAMP.

6.0 SUMMARY & ACTION PLAN

6.1 What do we need to be doing?

Step 1	Carry out gap analysis between the current guidance and existing policy
Step 2	Carry out gap analysis of existing Council practices against preferred practices
Step 3	This is what is requested and desired by residents, other service users and political ideals
Step 4	Make the case to secure the necessary investment using Asset Management data and Whole Life Costing approach
Step 5	Carry out Actions in the Implementation Plan, working to Life Cycle Planning requirements
Step 6	Monitor our performance and review our progress

6.1.1 Gap Analysis Process;

Gap Analysis is a process where the differences between existing practices are compared to preferred practices.

By studying the differences between them we can see how much additional funding is required, and the actions required to fill the gap. We then see how closing the gap will help achieve the Councils main aims and objectives, lower risks and obtain best value for the service.

Full details of the Gap Analysis are available in Part 2 of the TAMP document.

6.1.2 Making the Case For Asset Management;

The Council has a number of highway documents as mentioned earlier in section 4.4. These documents help inform the public, senior decision makers, elected members, practitioners and service providers, of the importance of highway asset management. They show how it is relevant to achieving the Councils aims and objectives. They are essential in the development of the asset management case, and generating the necessary support from all our stakeholders and decision makers.

Part 2 of the TAMP details our highway maintenance strategy for managing our highway assets. It shows how it helps achieve the Council's objectives while providing best value for money.

6.1.3 Implementation Plan;

Part 2 of the TAMP also provides detail of the Implementation Plan. Following HMEP guidance, it sets out the actions required to be undertaken to achieve our preferred outcomes.

The Implementation Plan will describe;

- the required actions and who is responsible for undertaking them
- the strategy to ensure the information is communicated to the employees who will undertake the actions
- the programme of works, setting out the order of actions to be undertaken, and the required timescale
- details of the funding required to carry out the actions
- the review process to monitor our progress

6.2 How are we going to do it?

Action Plan;

We are committed to undertaking the following:-

- Review Part 2 of the TAMP to ensure it takes into account the most recent and relevant guidance
- Review our 'Asset Management Framework' to ensure it clearly makes the case for implementing Highway Asset Management, and clearly explains the funding required to achieve the wider benefits.
- Engaging with residents and other customers, to analyse their expectations, and report to them details of our performance. Using the NHT surveys and social media, we will publish our achievements and engage with stakeholders.
- Development of performance management through the framework and encourage senior decision makers to demonstrate the necessary leadership and commitment to enable the asset management processes to succeed. We will also ensure that employees have the right training to be competent and understand asset management, and undertake any necessary training where it is not understood. We will monitor our performance and make regular reports on our

progress against objectives.

- Undertake accurate data collection of all the Council's highway assets in order to help develop the 'life cycle planning' and reporting of data to the 'Whole of Government Accounts' process.
- Development of highway works programmes that are supported by best asset management practices, and monitor our progress in reducing our backlog of outstanding maintenance works.
- Carry out the Actions identified in the Implementation Plan.
- Monitor progress, feedback to our stakeholders, review our processes, and ensure we continue to improve and perform in accordance with the most up-to-date asset management practices.

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7.0 GLOSSARY OF TERMS, ABBREVIATIONS & BIBLIOGRAPHY

Asset	An item to which a value can be assigned
Asset Management	Economic benefits provided by highway maintenance and improving highway performance, value for money through longer-term investment, meeting stakeholder expectations and public satisfaction.
Asset Management Policy	A short and concise document that describes the principles adopted in applying asset management to achieve an authority's strategic objectives.
Asset Management Strategy	A clear and concise high-level document setting out how the highway infrastructure asset management will be delivered in order for an authority to meet its long term corporate goals and objectives.
Audit Commission	The Audit Commission was an independent public corporation that existed between April 1983 and 31 st March 2015. Following its closure, it has been replaced by a new local audit framework from 1 st April 2015
Barriers and fences	Structures to guide highway users within a safe place / area
Business Case Context	Consideration of a problem and the possible impact on local economy, access to services, use of the highway network, value of the highway network, existing service arrangements. Being addressed through asset management and identifying gaps from recognised good practice
Business Case Review	Annual review, achieving the benefits, meeting the levels of service
CIPFA	The Chartered Institute of Public Finance & Accountancy
Code of Practice	A set of rules according to which people in a particular profession are expected to behave
Communication Strategy	How the TAMP will be communicated to stakeholders; primarily the public including the wider community and road users.
Cycleways	Routes specifically designed for use by pedal cycles
Data Management Strategy	The means of the requirements for data and how the requirements may be met over the short term, medium term, and long term. Forms part of the asset management planning process.
Economic Drivers	Available or required funding that determines the direction and processes of change
Executive Summary	Brief summary of key issues
Financial Plan	The financial plan covers investment requirements for the short, medium and longer term. It ensures support for future budgetary requirements and that funding is appropriately targeted and effectively spent.

Gap	What are the differences between current and preferred practice
Highway Maintenance Plan	A document that sets out the Council's operational requirements to maintain the network and identifies the resource requirements to deliver the maintenance service
HMEP	Highway Maintenance Efficiency Programme (UK Roads Liaison Group) A guidance aimed at local authorities providing advice on asset management principles used to support more efficient highway asset maintenance.
Implementation Plan	The actions that are required to be undertaken over a time period
Improvement Plan	The outcome of a performance review. It sets out the actions, resources and timescales required to achieve the expected outcomes of the improvement plan and the ultimate benefit it may provide to the authority and stakeholders.
Infrastructure (highway)	Large-scale facilities within the borough that are necessary for economic activity and town functionality: the road network is infrastructure as an example.
Investment Strategy	Details of funding required to deliver the lifecycle plans, and short, medium and long term annual works programmes.
Levels of Service	Levels of service describe the quality of services provided by the asset for the benefit of the customers. To determine levels of service we consider quality, quantity, reliability, responsiveness, environmental acceptability and cost.
Life Cycle Planning	A way of maintaining an asset from a new condition through to the end of its life, taking into account the necessary care of the asset including its maintenance needs and performance requirements – the result gives a cost per year for maintaining the asset.
LTP	Local Transport Plan
Maintenance Strategy	An approach to maintain the asset over the short, medium and long term. This strategy supports the development of the Lifecycle Plan.
Milestones	Key activity completion dates
Objectives	Aims and goals. Key objectives meaning the main aims and goals
Operating Model	A system or way of operation to achieve specified outcomes
Optimal	Most desirable of favourable
Options – business case	Cost benefit analysis, including 'do nothing', reasoned recommended option, if change is recommended, impact of not changing
Pedestrian Guardrails	Structures that separate pedestrians and vehicles where additional safety is required
Performance Monitoring	It is how the TAMP is monitored and results are fed back into the asset management process. Identifies potential improvements/ deficiencies.
Priorities	Which items are the most crucial to meet the requirements
Prudential	A professional code of practice to support Local Authorities in taking

Code (The)	Capital Investment Decisions and enables them to ensure that capital programmes are affordable, prudent and sustainable.
Resources	Funding available to provide services; can also be time, competencies & skills available
Risks	Statistical chance or danger of something happening, particularly a failure – affecting reputation, finance, and delivery.
Risk Action Plan	A key input into lifecycle planning and works programming. Addressing the risk register, evaluation, and mitigation required to be undertaken, along with timeframes and responsibilities for managing risk associated with the Assets being considered.
Road markings	Marks on the ground on roads and footpaths that helps users travelling across them, e.g. the line down the centre of the road.
Shortfall	When the funding available falls short of what is required – the shortfall is the difference between the two: required and available budgets.
Social Drivers	Social patterns (gender, ethnicity, religion, location), institutions, agencies, social norms and values – that determine the direction and processes of change.
Stakeholders Key	People or groups with direct interests, involvement, or investment in the highway assets e.g. residents, businesses, visitors to the town, services & organisations, charities, government departments, politicians
Statutory Service	A service which must be provided according to an Act of Law
Strategy	A carefully devised plan of action to achieve a goal or the art of developing or carrying out such a plan
Structures	Objects which are built within the environment like bridges, embankments, and retaining walls
TAMP	Transport Asset Management Plan. Part 1 An Introduction to Asset Management. Part 2 Detailed Plan.
Telematics	Transmission of computerised data e.g. computers controlling traffic signals
Timescales	How much time is needed to achieve an outcome
Transport Modes	Different means of transport e.g. bus, rail, car
Vehicle Restraint System (VRS)	Structures that retain vehicles within the roadway where additional safety is required
Verges	Strips of land at the side of the road or footway and can be open green spaces or hard landscaping
WGA	Whole Government Accounting – data reporting to central government on the Council’s highway assets that determines the gross value of the whole of the towns assets.
Whole Life Costing	A cost benefit analysis that compares maintenance options with the objective of selecting the one with best outcomes at lowest cost.

Legislation

Much of highway maintenance activity is based upon statutory powers and duties contained in legislation and precedents developed over time as a result of claims and legal proceedings. It is crucially important that all those involved in highway maintenance, including Council Members, have a clear understanding of their powers and duties, and the implications of these.

Even in the absence of specific duties and powers, authorities have a general duty of care to users and the community to maintain the highway in a condition fit for its purpose. This principle should be applied when developing policy and strategy.

In addition to a general Duty of Care, there are a number of specific pieces of legislation which provide the basis of powers, duties, and responsibilities relating to Highway Maintenance, regulating the environmental effects of operations, and Health and Safety. To assist in guiding practitioners, the following bibliography has been produced:-

Bibliography;

Acts of Parliament

The Highways Act 1980
The New Roads and Street Works Act 1991
The Traffic Signs Regulations & General Directions 2002
The Road Safety Act, 2006
Road Traffic Regulations Act 1984
Traffic Signs and General Directions 2005
Road Traffic Act 1991
Road Traffic Reduction Act 1997
The Local Authorities (Transport Charges) Regulations 1998
The Transport Act 2000
Traffic Management Act 2004
Railways and Transport Safety Act 2003
National Parks and Access to the Countryside Act 1949
Countryside Act 1968
Wildlife and Countryside Act 1981
The Environmental Protection Act 1990
The Weeds Act 1959
Ragwort Control Act 2003
Control of Pesticides Regulations 1997
Hedgerow regulations 1997
Occupiers Liability Act 1957
Rights of way Act 1990
Countryside and Rights of Way Act 2000
European Water Framework Directive 2000
The Clean Neighbourhoods and Environment Act 2005
The Environmental Assessment of Plans and Programmes Regulations 2004
The Health and Safety at Work Act 1974
Management of Health and Safety at Work Regulations 1999
Construction (Design and Management) Regulations 2007

There is also further legislation, not specifically related to highways, street and traffic functions, but dealing with wider community issues that may affect the service we provide: -

Crime and Disorder Act 1998 (Section 17)
Disability Discrimination Act 1995
Criminal Justice and Public Order Act 1994
Human Rights Act 1998
Freedom of Information Act 2000
Local Government Act 2000
Civil Contingencies Act 2004
Sex Discrimination Act 1975
Race Relations (Amendment) Act 2000
Equality Act 2006
Age Discrimination (pending)

Although not legislative, there are several more documents provided to give guidance to practitioners and decision makers alike. These are recommended nationally to be considered for adoption by Local Authorities and service providers when determining and providing their levels of service. These in turn have assisted Middlesbrough Council in producing its own internal policy documents shown below;

Guidance Documents

UKRLG – UK Road Liaison Group Codes of Practice

- Well Maintained Highways for Highway Maintenance Management 2005 (last updated 18/09/2013 and now under review)
- Well Lit Highways 2004 (last updated 13/08/2013 currently under review)
- Management of Highway Structures 2005 (last updated 13/08/2013 currently under review)

HMEP – Highways Maintenance Efficiency Programme

- The Highway Infrastructure Asset Management Guidance 2013
- The Potholes Review Report 'Prevention and a Better Cure' 2012

The CIPFA Code for Transport Infrastructure Assets 2013

The Audit Commission Report 'Going the Distance' 2011

DfT (Department for Transport)

- The Transport Resilience Review 2014
- Inclusive Mobility 2005 – A guide to best practice on access to pedestrian and transport infrastructure.

Middlesbrough Council Documents

The Transport Asset Management Plan 2007 (TAMP) (under review)

Local Transport Plan 2011-2016 (LTP)

The Highway Network Management Plan 2006 (under review)

The Highway Maintenance Plan 2006 (under review)

The Highway Maintenance Specification (under review)

The Highway Safety Inspection Manual 2007 (reviewed 2009)

The Street Lighting Maintenance Management Plan (including Telematics)

The Structures Maintenance Management Plan

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