

Derbyshire County Council  
Economy, Transport and Environment  
Department

**HIGHWAY INFRASTRUCTURE  
ASSET MANAGEMENT STRATEGY**

(AN ELEMENT TO THE HIGHWAY INFRASTRUCTURE ASSET MANAGEMENT SYSTEM)

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## Introduction

### I1 Purpose & Delivery of Asset Management Policy

This Strategy sets out how the Highway Asset Management Policy will be achieved. The Policy is a high level document that endorses the County Council's commitment to highway asset management and demonstrates how an asset management approach aligns with the Authority's corporate vision and strategic / Local Transport Plan (LTP) objectives.

Derbyshire County Council has been implementing good Asset Management practices over a number of years, creating a strategy to deliver the asset management policy will build on that work and help to bring improved levels of service to the public.

This Strategy will support the Business Plan for not only the development and continuity of the Asset Management approach but for the long term aims and objectives of the Economy, Transport and Environment Department to be realised.

This document is the basis from which the Council will continually review its approach, develop its asset management practices and, where necessary, identify and quantify improvements.

### I2 Legal Duties on Derbyshire County Council

Derbyshire County Council has a number of legal duties, the most relevant to asset management are, but not limited to:

**The Highways Act 1980** – This places a duty on the Highway Authority to maintain the public highway network in a condition that is safe for users. The public highway network includes all roads, footways, footpaths and verges, which the highway authority has responsibility for.

**The Equalities Act 2010** – A requirement of this Act requires the Council to consider the needs of all individuals in making society fairer by tackling discrimination and providing equality of opportunity for all.

In the context of this document, the Act enacts a duty on the Council to consider the requirements of persons with particular protected characteristics, e.g. Age and Disability, when establishing procedures for the management of assets.

By taking account of the requirements of certain protected characteristics, the Council will be able to ensure, as far as is reasonably practical, continuity of the use of various highway assets throughout the County, whilst providing a safer and more equal environment for all users in terms of the use of the highway network.

### I3 Drivers for Highway Asset Management Strategy

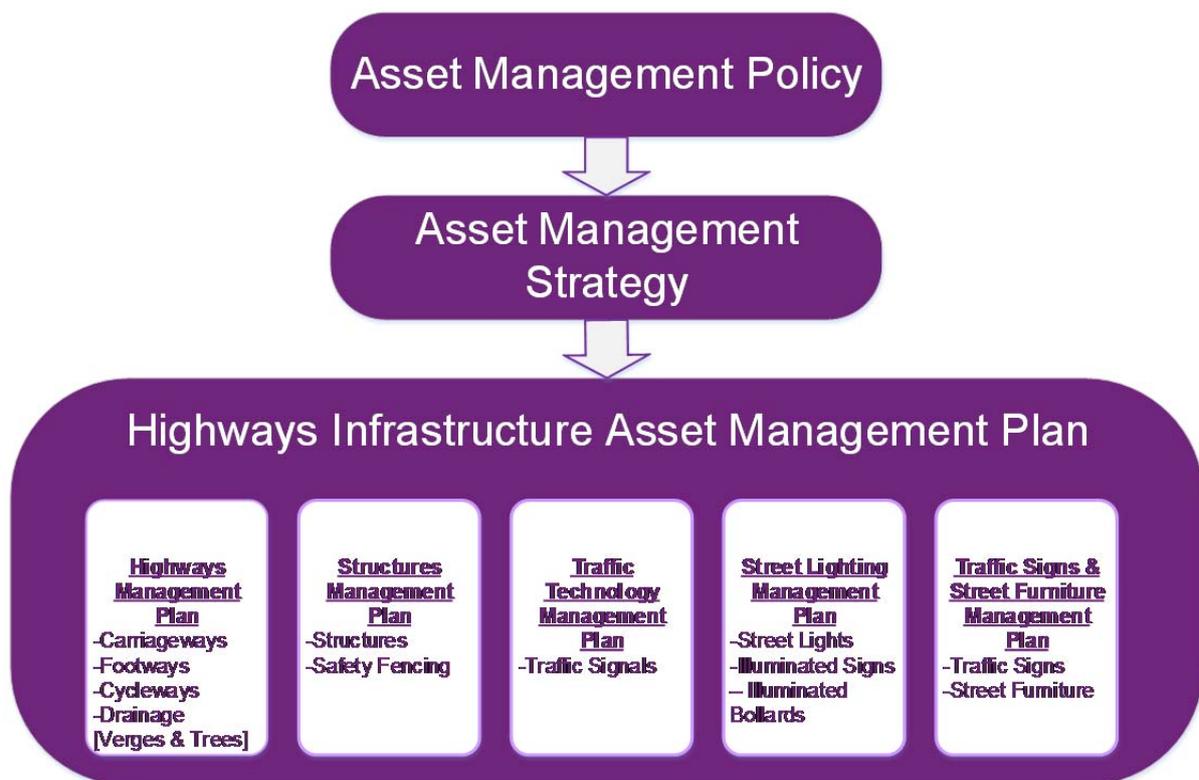
There are number of key drivers behind the development of improved highway asset management at Derbyshire County Council, these include:

- **Good Practice** - It has been recognised as good practice to use Asset Management principles for managing highway networks.
- **Highways Maintenance Efficiency Programme Guidance**
- **Department for Transport Funding** - £578 million of funding has been set aside for an incentive fund scheme, which rewards councils who demonstrate they are delivering value for money.
- **ISO55000** – International standard for asset management which includes a requirement for asset management policy and strategy for organisations.
- **ISO 140001** – Environmental Management

## SECTION 1 - Asset Management Framework in Derbyshire

### 1.1 Context

- 1.1.1 The Asset Management Strategy sits within a wider collection of Asset Management documents which support the application of asset management principles to managing the local highway network. The diagram below illustrates key documents of this framework.

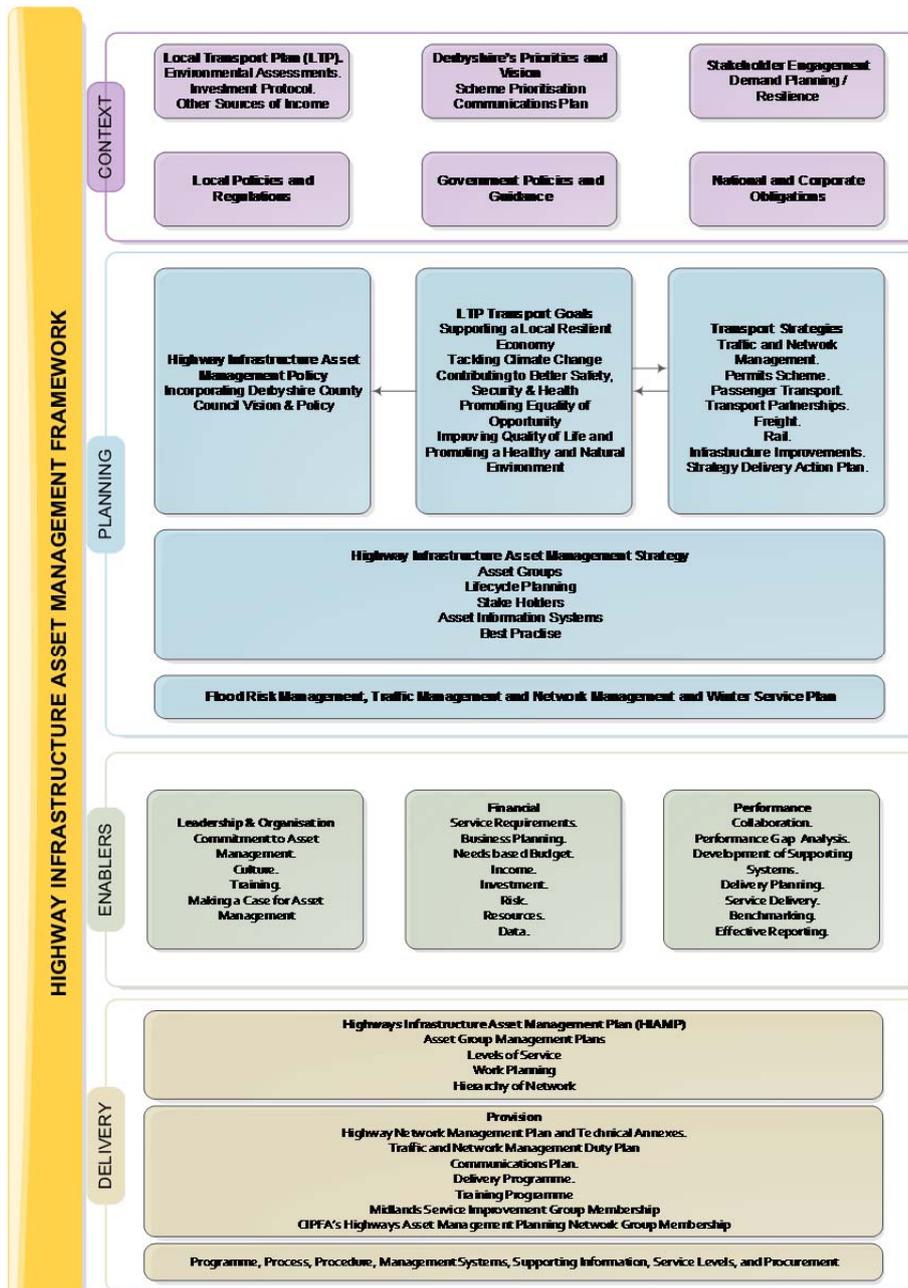


### 1.2 Framework

- 1.2.1 To support the development of this Asset Management Strategy a framework has been produced, based on good practice guidelines, this framework is shown in 1.2.4.
- 1.2.2 The Framework comprises the activities and processes that are necessary to develop, document, implement and continually improve asset management.
- 1.2.3 The Framework is presented in four parts:
- a. **Context** – This describes the context for highway infrastructure asset management, the Council and the environment, within which the local highway service is delivered.

- b. **Asset Management Planning** – This describes the key activities and processes for asset management planning and shows how these should be applied to highway infrastructure assets.
- c. **Asset Management Enablers** – This describes the enablers that support the implementation of the Asset Management Framework.
- d. **Delivery** – This describes the procedures, processes and systems, etc, that support and provide the delivery of the framework.

1.2.4 The Asset Management Framework below simply identifies the relationships between asset management, national and local influences and dependencies that are in place to deliver these services and support continual improvement in highway asset management.



## SECTION 2 – STRATEGY & PLAN PROCESS

### 2.1 Vision

- 2.1.1 This Strategy aims to align infrastructure asset management with the Council's priorities and organisational vision, and still achieve substantially improved value for money and better maintenance work, when compared to some current practices.

#### Derbyshire County Council's Vision

To improve the life for local people by delivering high quality services

- 2.1.2 This principally involves the development of a systematic approach to maintenance by investing in the use of the latest asset management techniques.

### 2.2 Lifecycle Planning

- 2.2.1 In line with current national guidance and good practice, Derbyshire is developing a lifecycle approach to managing its highway maintenance activities. Considering how long specific maintenance treatments last, the relative cost of treatments and the levels of service provided are essential pre-requisites to good asset management.
- 2.2.2 A key component is maximising the life of an asset whilst minimising the budget and resource implications. The lifecycle plans consider the whole of the assets' life and 'cost modelling' maps. The investment required to maintain the asset over a long term period of 15 - 20 years for most highway assets, this will be over a much longer term for Highway Structures.
- 2.2.3 This approach enables planned maintenance to be carried out on the network at the right time in order to achieve value for money, delivering the agreed Levels of Service and achieving the objectives from performance monitoring and continuous improvement.
- 2.2.4 Derbyshire has also developed a systematic approach to assessing whether assets are still appropriate and required, or if they should be decommissioned. This is being done through the Highways Asset Review and Reduction Programme (HARRP), focusing initially on road traffic signs but to be extended to all assets.

### 2.3 Risk Management

- 2.3.1 An assessment of the risks and consequences, when defining how the highway infrastructure is to be managed, will be undertaken to give an understanding of the risks. This will include establishing of inspection regimes, setting condition standards, determining priorities and programmes for effective asset management, and procuring the services.

- 2.3.2 This Strategy is continually developing to manage these crucially important risks, together with other key risks, which are:

- Network loss or serious failure
- Asset loss or damage
- Reputation
- Operational
- Environmental
- Financial
- Contractual
- Service reduction or failure
- Future demand / resilience

## **2.4 Forward Work Planning**

- 2.4.1 This Strategy will enable a 5 – 10 year forward works ‘strategic’ budget to be identified for all transport assets.
- 2.4.2 It will also provide clear indications as to the nature of planned maintenance required to maintain the network, as a whole, by considering asset condition and lifecycle costs against the provision of the desired levels of service, and ultimately, deliver the budget and works programmes.
- 2.4.3 The Forward Works Plan is currently focused on the Carriageway asset group, Footways and Structures will follow on once this is complete. The Forward Works Plan will provide a work bank that is prioritised in the Annual Service Plan within available budget.
- 2.4.4 The Forward Works Plan will show the collective works backlog, it shall make clear what level of funding is required to reduce the backlog and provide agreed Levels of Service.

## **SECTION 3 – STAKEHOLDERS**

### **3.1 Officer Workshops**

Held on 5/10/2015

### **3.2 National Highways & Transportation (NHT) Satisfaction Survey**

- 3.2.1 Derbyshire County Council participates in the NHT survey to measure the public’s satisfaction with the network and what elements are of greatest important to them. This Asset Management Strategy will help deliver a good service to the public in the areas felt to be the most important. The top three areas ranked by importance in the 2014 survey were:
- 1) Highway Condition
  - 2) Safer Roads
  - 3) Pavements

### 3.3 Level of Service

3.3.1 The Strategy and Plan develop and document the Levels of Service that support the Council's community outcomes based on customer expectations, statutory requirements and the road user hierarchy of the network which will determine a level of service appropriate to the level of use.

3.3.2 Four Key Principles were outlined in the Well Maintained Highways Code of Practice, published in 2005 and updated in 2013. These have been adopted in Derbyshire for highway asset management. To manage our highway assets, these key principles have been developed into aims and levels of service.

Key Principle	Aim	Level of Service
<b>Network Safety</b>	Ensure that all highway assets are in a safe condition whilst reducing road traffic casualties.	To manage the risks associated with using Derbyshire's highway network.
<b>Network Serviceability</b>	To maintain the current network condition and improve, where possible and required to meet Derbyshire County Council's service objectives.	Develop a network to meet local and national needs.
<b>Network Sustainability</b>	To minimise the cost of maintaining and operating the highway network over time, whilst supporting improvements to the environment and local communities.	Provide affordable management of the highway network which reduces impact on the environment.
<b>Customer Service</b>	To deliver best value and locally focused solutions.	Provide informed and timely customer responses suited to the needs of local people.

## SECTION 4 – STRATEGY FOR MAIN ASSET GROUPS

### 4.1 General

In this section, Levels of Service are only described in brief terms, but more concise standards and targets are mentioned in greater detail in each respective asset group in the Lifecycle Plan element of the Highways Infrastructure Asset Management Plan (HIAMP) documents.

**Asset Management Principles** - All of the major groups will be managed using asset management principles contained within the Well Maintained Highways Code of Practice, published in 2005 and updated in 2013. These are Network Safety, Network Serviceability, Network Sustainability and Customer Service as described in 3.3 Levels of Service.

**Preventative Approach to Maintenance** – For all asset groups the Council developing a preventative approach to maintenance. This means that rather than reacting to a defect, such as a pothole, the Council is looking to prevent the pothole forming in the first place where possible. This planned preventative approach should deliver greater value for money and is based on asset condition information.

## 4.1.1 Carriageways

- 4.1.1.1 Derbyshire's carriageways are the largest and most valuable highway asset group, currently valued at £5.9 billion out of a total Highway Infrastructure value of £7.4 billion, the preferred outcome of this Strategy is to improve the overall condition and close the performance gaps, where appropriate.
- 4.1.1.2 The Strategy targets increased investment in carriageways in order to arrest the progressive deterioration that was occurring prior to 2012 / 13.
- 4.1.1.3 **Desired Outcome** - to deliver a sustainable improvement in overall condition, including:
- Priority Investment** – For a preventative strategy to be adopted to deliver the best value for money and budget priority for preventative works. These preventative works will be priorities according to the highway network route hierarchy.
  - Investment that recognises the differences in condition between the various road user hierarchies. This will support the local transport goals for Derbyshire and support the resilient network.
  - Continued investment in drainage maintenance and improvements.
  - Continued investment in safety related asset maintenance and upgrades.
  - The development of a Lifecycle approach for all carriageways.
- 4.1.1.4 **Preventative Methodology** - This will continue to be pursued by investing a greater proportion of the available budget to treat roads in the early stages of deterioration. This will target assets that do not currently need full structural renewal, which should extend the assets whole life by arresting / delaying deterioration.
- 4.1.1.5 **Projected Condition** – The condition profiles, in the Pavement Management System (PMS), assume that a small element of revenue funded works will contribute to the overall condition of the carriageways. An example of revenue work contributing in this way would be locations where machine patching has been undertaken for substantial areas of carriageway repair.

## 4.1.2 Footways

- 4.1.2.1 Following a four year footway condition survey contract for all Derbyshire County Council footways, data is now available for the entire footway network. This data will be used, as part of the process that determines the hierarchy level of footway network sections, and the appropriate level of service that it is established for them.
- 4.1.2.2 The priority being to address the condition of the higher use footways.
- 4.1.2.3 **Desired Outcome** - To improve the condition of the highest trafficked footways, maintain other footways in a 'steady state', will assess rural footways and their usage to determine whether to maintain or to allow some to move to rural paths, including:
- Priority Investment** – For the investment required to improve the condition of the most heavily used footways.
  - Footway investment on the remaining footways shall be targeted at a 'no worse than at present' condition.

c. A preventative strategy is being adopted by continuing to use various surface treatments where appropriate.

d. The development of a Lifecycle approach for all footways.

4.1.2.4 Investment will be targeted, using a risk based approach, for those footways highest in the footway user hierarchy. Over a five year period, a significant improvement in condition of the highest use footways will be possible.

4.1.2.5 Residual funding is predicted to enable to maintain steady state in the overall condition of the remaining footways by taking advantage of the use of preventative treatments where possible.

4.1.2.6 **Preventative Methodology** – The majority of the County’s footways have a bituminous surface. A system of preventative treatments such as slurry sealing, offers the opportunity to deliver improved condition at a lower cost. A programme of preventative treatment will form part of this Strategy and will ultimately be incorporated into the Footway section of the Highway Infrastructure Asset Management Plan (HIAMP).

4.1.2.7 **Projected Condition** – The condition profiles, from the surveys undertaken, assume that a small element of revenue funded works will contribute to the overall condition.

### 4.1.3 Structures

4.1.3.1 **Desired Outcome** – To maintain the structure stock such that it is safe for use and fit for purpose, based on the principles of the UK Bridges Board Code of Practice – *‘Management of Highway Structures’*.

4.1.3.2 The Strategy used to achieve the desired outcome will be based on Asset Management principles aimed at making the best use of resources in delivering service requirements on an aging infrastructure.

4.1.3.3 **Inspection** – The condition of highway structure stock will be managed and monitored through a regime of General, Principal and Special inspections.

4.1.3.4 The use of an asset management system tool, specific to the highway structure stock will be key in assessing the condition of the stock using accredited inspectors and nationally agreed condition indicators.

4.1.3.5 **Priority Investment** – The inspection regime will assist to prioritise available funding by using a combination of condition indicators, route hierarchy and strategic importance of the structure.

4.1.3.6 This will enable schemes and works to be identified that are required to maintain the structure stock. It will include; routine and preventative maintenance at a sustainable level to reduce the rate of any decline in the condition of the structure stock and developing a Lifecycle approach for all structures.

4.1.3.7 **Structural Assessment** – The bridge stock will be managed for structural capacity through structural assessments and monitoring of abnormal loads. There are bridges that are classed as sub-standard in their load carrying capacity and these are managed through a monitoring regime and, where appropriate, with weight restrictions.

4.1.3.8 It is intended to reduce the number of bridges defined as sub-standard through a strengthening programme.

4.1.3.9 **Reactive Maintenance** – Funding will be made available for reactive and emergency repairs to the structure stock as the need arises. These works will be identified through the inspection regime, but

also from reports from users of the network and accident damage. This will be based on safety and fit for purpose principles.

- 4.1.3.10 **Design** – Where appropriate, we will provide a design capability for any new structures and maintenance of structural elements required as an integral part of highway schemes containing multiple asset groups.

## 4.1.4 Highway Drainage

- 4.1.4.1 For approximately 20 years, scientists have been forecasting the possible effects of climate change, which includes possible increases in flood events in the UK. The severe flooding events in 2000, 2007, 2009 and 2012 are a reminder of the risks posed by flooding, not only to residential and commercial properties, but also to some of the Council's own assets.
- 4.1.4.2 It is recognised that the Authority's drainage systems do not operate in isolation and interact with drainage systems and watercourses, which are operated and maintained by others. Therefore, the Council has to be aware of and manage a more complex set of systems and relationships than simply its own.
- 4.1.4.3 Derbyshire County Council has adopted an optimised approach to managing drainage assets. It has developed an Intelligent Gully programme which has seen a step change in how information is gathered and used to manage its drainage asset. In 2012, the Highways Maintenance Efficiency Programme (HMEP) published Guidance on the management of highway drainage asset. In this, they provided 12 recommendations for implementation by Local Highway Authorities. Derbyshire has sought to align their maintenance to these recommendations.
- 4.1.4.4 This Strategy will continue to provide annual investment in drainage improvement and inventory data collection by recognising that positive drainage systems will help to prevent flooding and prolong the life of other assets like carriageways.
- 4.1.4.5 This investment will provide a mechanism to manage flooding issues and develop solutions for reducing risk that will be capital funded and assist in the development of a Lifecycle approach for all highway drainage assets.

## 4.1.5 Street Lighting

- 4.1.5.1 The prime focus for street lighting is to ensure that all lighting, which the Council maintains, is regularly inspected for correct operation. The Council also seeks to deliver a sustainable improvement in the overall condition of the asset through investment to identify and replace those assets which have deteriorated and are at the greatest risk of collapse.
- 4.1.5.2 The Council will:
- Focus 'invest to save' funding on LED lights and dimming technology to reduce energy consumption (by 30 per cent of 2013 levels by 2018) and increase the lifecycle / reduce maintenance of its street lighting lanterns.
  - Focus capital spending on the replacement of columns at risk of collapse over 6m in height on a 10 year programme.

- c. Focus 'invest to save' funding for the replacement of columns at risk of collapse in the 5m and 6m height range (by 2018).
- d. The development of a Lifecycle approach for all street lighting.

## 4.1.6 Traffic Signals

- 4.1.6.1 A number of traffic signal installations that have, or soon will have, reached the end of their life have been identified and they form the basis for the traffic signals strategy.
- 4.1.6.2 **Desired Outcome** – To retain a reliable and safe traffic signals inventory, including:
  - a. **Priority Investment** – Highway priority junctions and signal controlled crossings that are in need of replacement.
  - b. **Refurbishment Programme** – On-going replacement needs are driven by age of site, outdated equipment and deterioration of condition / reliability. Current funding levels allow for the retrofitting of LED units onto existing equipment. Sites around 12 years old do not benefit from this as the anticipated 20 year Lifecycle does not make it viable. The refurbishment programme will include a review of whether traffic signals are still required, this review will be a laid out process to ensure consistency.
  - c. The development of a Lifecycle approach for all signals.
- 4.1.6.3 **Reliability** – The reliability of the traffic signal inventory will continue to be met by a regime of inspections and reactive repair.
- 4.1.6.4 **Refurbishment Programme** – A programme of refurbishment will address sites where, due to age or outdated equipment, the future reliability of the site could be at risk. This list also includes sites where there is a need to upgrade in order to improve traffic flows through the junction. The programme has been prioritised as follows:
  - a. **Priority One Works - Junctions and Communications Works** – Essential communications cabling replacement works plus refurbishment of high priority junctions.
  - b. **Priority One Works – Signal Controlled Crossings** – High use crossings where work has been identified to provide added value.
  - c. **Desirable Reliability Works** – Junctions that are not priority one works, but have been identified as needing attention over others, including signal controlled crossings, because they are a rare controller or because there is added value, such as the possibility of adding in an additional stage to the sequence.
  - d. **Priority Two Junction Works** – The remaining junction sites that are at or near to the end of their lifecycle or will exceed 20 years old by 2020.
  - e. **Priority Two Signal Controlled Crossing Works** – These are the remaining signal controlled crossings that are not included above.
- 4.1.6.5 This Strategy is designed to complete priority one works within 10 years' time.
- 4.1.6.6 All new signal installations will be ELV / LED technology.

## **4.1.7 Safety Fencing & Vehicle Restraint Systems (VRS)**

4.1.7.1 **Desired Outcome** – To maintain Safety Fencing and VRS systems that are fit for purpose.

4.1.7.1 The Strategy used to achieve the desired outcome will be based on asset management principles aimed at making the best use of resources in delivering service requirements on an aging infrastructure.

4.1.7.2 The use of an asset management system to record inspections will be key in assessing the condition of the stock using accredited inspectors and nationally agreed condition indicators.

4.1.7.3 **Priority Investment** – The inspection regime will assist to prioritise available funding by using a combination of condition indicators, route hierarchy and accident history. The Road Restraints Risk Assessment Process (RRRAP) process will be used to assess the requirements for VRS systems and whether they are required or appropriate as they reach their next maintenance intervention.

4.1.7.4 This will enable schemes and works to be identified that are required to maintain the Safety Fencing and VRS stock, and will include; routine and preventative maintenance at a sustainable level to reduce the rate of any decline in the condition of the stock and developing a Lifecycle approach for all assets.

4.1.7.5 The Safety Fencing and VRS stock will be assessed in accordance with national recommendations and risk assessments to ensure it is appropriate to the location and the road hierarchy.

4.1.7.6 **Reactive Maintenance** – Funding will be made available for reactive and emergency repairs to the Safety Fencing and VRS stock as the need arises. These works will be identified through the inspection regime, but also from reports from users of the network and accident damage. This will be based on safety and fit for purpose principles.

4.1.7.7 **Design** – Where appropriate, we will provide a design capability for any new Safety Fencing and VRS and maintenance / review of systems required as an integral part of highway schemes containing multiple asset groups.

## **4.1.8 Traffic Signs**

4.1.8.1 **Desired Outcome** – To maintain a system of traffic signs that accord with national guidance and provide information to users to optimise safe use of the road network.

4.1.8.2 The Strategy used to achieve the desired outcome will be based on asset management principles aimed at making the best use of resources in delivering service requirements on an aging infrastructure.

4.1.8.3 **Priority Investment** – Will be addressing those parts of the network where significant changes or an increased level of risk to the safety of users, has been identified.

4.1.8.4 **Highway Asset Review and Reduction Programme** – In order to reduce the environmental impact of traffic signs, Derbyshire have begun a programme to review transport assets, such as traffic signs, to decide whether they are still necessary. If they're not necessary, they will be removed, or if they are to be kept we will check whether they can be moved or changed / reconfigured to reduce their impact on the environment and improve their effectiveness.

4.1.8.5 **Investment** – Will be the on-going review of all traffic signs to ensure they are appropriate and provide clear and concise information to the network user and in accordance with DCC's environmental code of practice for highway signs.

- 4.1.8.6 **Refurbishment Programme** – On-going replacement needs are driven by age of site, outdated signage and deterioration of condition.
- 4.1.8.7 **Reliability** – The reliability of the traffic sign inventory will continue to be met by a regime of inspections and reactive repair.
- 4.1.8.8 **Design** – Where appropriate we will provide a design capability for any new signing and maintenance / review of systems required as an integral part of highway schemes containing multiple asset groups.

## 4.1.9 Street Furniture

- 4.1.9.1 **Desired Outcome** – To maintain pedestrian barrier / restraint systems that are fit for purpose.
- 4.1.9.2 The Strategy used to achieve the desired outcome will be based on asset management principles aimed at making the best use of resources in delivering service requirements on an aging infrastructure.
- 4.1.9.3 **Priority Investment** – The inspection regime will assist to prioritise available funding by using a combination of condition indicators, route hierarchy and accident history
- 4.1.9.4 This will enable schemes and works to be identified that are required to maintain pedestrian barrier / restraint stock and will include; routine and preventative maintenance at a sustainable level to reduce the rate of any decline in the condition of the stock and developing a Lifecycle approach for all assets
- 4.1.9.5 **Reactive Maintenance** – Funding will be made available for reactive and emergency repairs to the Safety Fencing and VRS stock as the need arises. These works will be identified through the inspection regime, but also from reports from users of the network and accident damage. This will be based on safety and fit for purpose principles.
- 4.1.9.6 **Design** – Where appropriate we will provide a design capability for any new pedestrian barrier / restraint systems and maintenance / review of systems required as an integral part of highway schemes containing multiple asset groups.

## 4.2.0 Public Rights of Way

- 4.2.0.1 The Strategy targets investment in rights of way in order to arrest the progressive deterioration of the asset
- 4.2.0.2 **Desired Outcome** - to deliver a sustainable improvement in overall condition, including
- Priority Investment** – For a preventative strategy to be adopted to deliver the best value for money and budget priority for preventative works. These preventative works will be priorities according to the rights of way hierarchy.
  - Investment that recognises the differences in condition between the various user hierarchies. This will support the local transport goals for Derbyshire..
  - Continued investment in drainage maintenance and improvements.
  - The development of a Lifecycle approach for all rights of way.
- 4.2.0.3 **Preventative Methodology** - This will continue to be pursued by investing available budget to treat rights of way assets in the early stages of deterioration, which should extend the assets whole life by arresting / delaying deterioration.

- 4.2.0.4 **Projected Condition** – Condition profiles assume that a small element of revenue funded works will contribute to the overall condition of the rights of way.

## **SECTION 5 – CAPITAL INVESTMENT**

This Strategy and others that support the HIAMS and the HIAMP will allow a more co-ordinated approach to the provision of capital improvement and highway maintenance schemes. This will ensure that maximum value is achieved from various capital and revenue investments throughout the lifecycle of new and existing assets.

## **SECTION 6 – SUDDEN & RAPID ASSET FAILURE**

Whilst this Strategy endorses a planned and risk based approach to asset management, there may be exceptional circumstances in which an individual asset or group of assets fail very rapidly that is beyond prediction. If this event should occur, then any planned activities will be reprioritised across all asset groups in order to expedite the inclusion of additional schemes within the respective programmes as appropriate and necessary to ensure the Council's Goals and Objectives continue to be realised.

Each asset will be looked at in greater detail as part of the HIAMP.

## **SECTION 7 – PLANNING CONSIDERATIONS**

### **7.1 Development Impact**

- 7.1.1 The Council recognises the importance of a thriving local economy and sustainable local communities and the effects that growth and redevelopment have on Derbyshire and its economy. However, there is a need to ensure that any new development / change of use, which is promoted through the planning process, fully considers the impact on the existing highway network and the resultant future maintenance requirements.
- 7.1.2 The Council will need to review the highway network hierarchy, where a part of the network is affected by any significant new development. This review may require part of the network to be promoted within the highway network hierarchy, the level of service provided may change in line with this.

## **SECTION 8 – ASSET INFORMATION & DATA MANAGEMENT**

### **8.1 Data Requirements**

- 8.1.1 Derbyshire County Council has developed the requirements for a Single Asset Management System (SAMS) which is currently being implemented. Some key functionality requirements are listed below.
- Stage Gate system – All orders will have a series of checks to ensure they align with asset management policies and priorities prior to being undertaken.
  - Information Requirement – It will ensure all the required information is present before processing orders, such as Statutory undertaker plans or pre-construction information.

- c) Asset Inventory – The system will hold the Council’s master asset inventory, this will be updated based on works orders, as built drawings, site specific surveys and a phased approach to asset audit / update.
- d) Finance – The system will have a live interface with the Council SAP system so all work costs will be visible.
- e) Customer Enquiries – These will be captured and assigned using the single asset management system.
- f) Performance Management – Internal and External Benchmarking will be undertaken in order to realise maximum efficiencies in service delivery.

## 8.2 Data Systems

- 8.2.1 The SAMS makes use of the ‘CONFIRM’ system and is currently being implemented by Pitney Bowes.

## SECTION 9 – BEST PRACTICE

### 9.1 Commitment Statement

- 9.1.1 Derbyshire County Council is committed to the development and implementation of asset management good practice. The Council will look to lessons learned at a local and national level, officers from the Council will also attend:

- Midlands Service Improvement Group (MSIG)
- Conferences
- Highways Asset Management Financial Information Group (HAMFIG)
- The Chartered Institute of Public Finance & Accountancy (CIPFA) Seminars
- CIPFA Highway Asset Management Planning (HAMP) Network Seminars

### 9.2 Knowledge Sharing

- 9.1.2 Derbyshire is also committed to sharing knowledge of implementing asset management systems with other highway authorities. Knowledge will be shared where of interest and the Council will look to participate in working groups such as:

- Highways Asset Management Financial Information Group (HAMFIG)
- UK Roads Board
- Highways Maintenance Efficiency Programme (HMEP) – Connect and Share

### 9.3 Supporting Documents

9.3.1 There are a number of national and local documents which support this Asset Management Strategy:

National	Derbyshire
<i>UK Roads Liason Group - HMEP Highways Infrastructure Asset Management Guidance Document</i>	<i>DCC - Council Plan 2014 – 2017 – 'A Fair Deal for Derbyshire Building a Better Future Together'</i>
<i>ISO 55000 - Internation Asset Management Standard</i>	<i>DCC - Transport Asset Management Plan 2008</i>
<i>CIPFA - Code of Practice on Transport Infrastructure Assets</i>	<i>DCC - Local Transport Plan 2011- 2026</i>

## SECTION 10 – REVIEW & PERFORMANCE MONITORING

### 10.1 Review Strategy

10.1.1 The Asset Management Policy and Strategy will be reviewed regularly. The next review will be in 2017, to ensure alignment to current national and local policies. It shall also document the current approach to asset management by the Council.

10.1.2 The Highways Asset Management Team shall be responsible for these updates.

### 10.2 Performance Monitoring Guidelines

10.2.1 Performance monitoring shall be detailed in the individual asset group management plans which collectively form the HIAMP.

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