



Transport Asset Management Policy

First Edition – November 2015

CONTENTS

1	INTRODUCTION	3
1.1	Background	3
1.2	Medway Council maintainable Highway	3
2.	ASSET MANAGEMENT	4
2.1	Objectives	4
2.2	Transport Asset Management Plan	4
2.3	Strategic Golden Thread Diagram	5
2.4	Operational Golden Thread	5
3.	ASSET DATA	6
3.1	Asset Collection	6
3.2	Asset Management Systems	6
4.	FINANCIAL PLANNING	7
4.1	Highway & Parking Services Budgets	7
5.	ENGAGEMENT	7
5.1	Elected Members	7
5.2	Members of the Public/Stakeholders	7

1. INTRODUCTION

1.1 Background

1.1.1 During the Labour administration of 2005 to 2010, the Department of Communities and Local Government (DCLG) was asked to produce an asset management strategy for local government. The Government recognised that local authorities face different challenges and that there cannot be a 'one size fits all' asset management strategy for local government departments.

1.1.2 The DCLG produced a Local Authority Asset Management Framework ("The Framework") to bring together key policies and influences that shape local authority asset management.

1.1.3 There are numerous definitions of asset and property management. This Framework focuses on the following definition as set out in Royal Institute of Chartered Surveyor's 2008 Public Sector Asset Management Guidelines:

"Strategic asset management is the activity that seeks to align the asset base with the organisations corporate goals and objectives. It ensures that the land and buildings asset base of an organisation is optimally structured in the best corporate interest of the organisation concerned".

1.1.4 More recently (2013) the Highways Maintenance Efficiency Programme (HMEP) has built upon this with the realisation that the highway infrastructure is the most valuable asset, in the UK, owned by the public sector.

1.1.5 The HMEP principles mirror those of the DCLG and are directly aimed at local government Highway departments. They have produced a number of guidance documents to assist local authorities in their asset management journey, including a suite of minimum recommendations for the continuous development and improvement of asset management.

1.1.6 Medway Council Highway and Parking Services team has based the management of its assets, on these principles, which are imbedded in our Transport Asset Management Plan (TAMP).

1.2 Medway Council Maintained Highways

1.2.1 Medway Council's Asset Management Policy relates to assets within the remit of the Highways and Parking Services department:-

- Highway maintained at public expense;
- Assets sitting on that land;
- Council maintained car parks for which the service is responsible.

1.2.2 The Asset Management policy will be reviewed annually, by officers, to ensure that the Policy continues to be fit for purpose.

2. ASSET MANAGEMENT

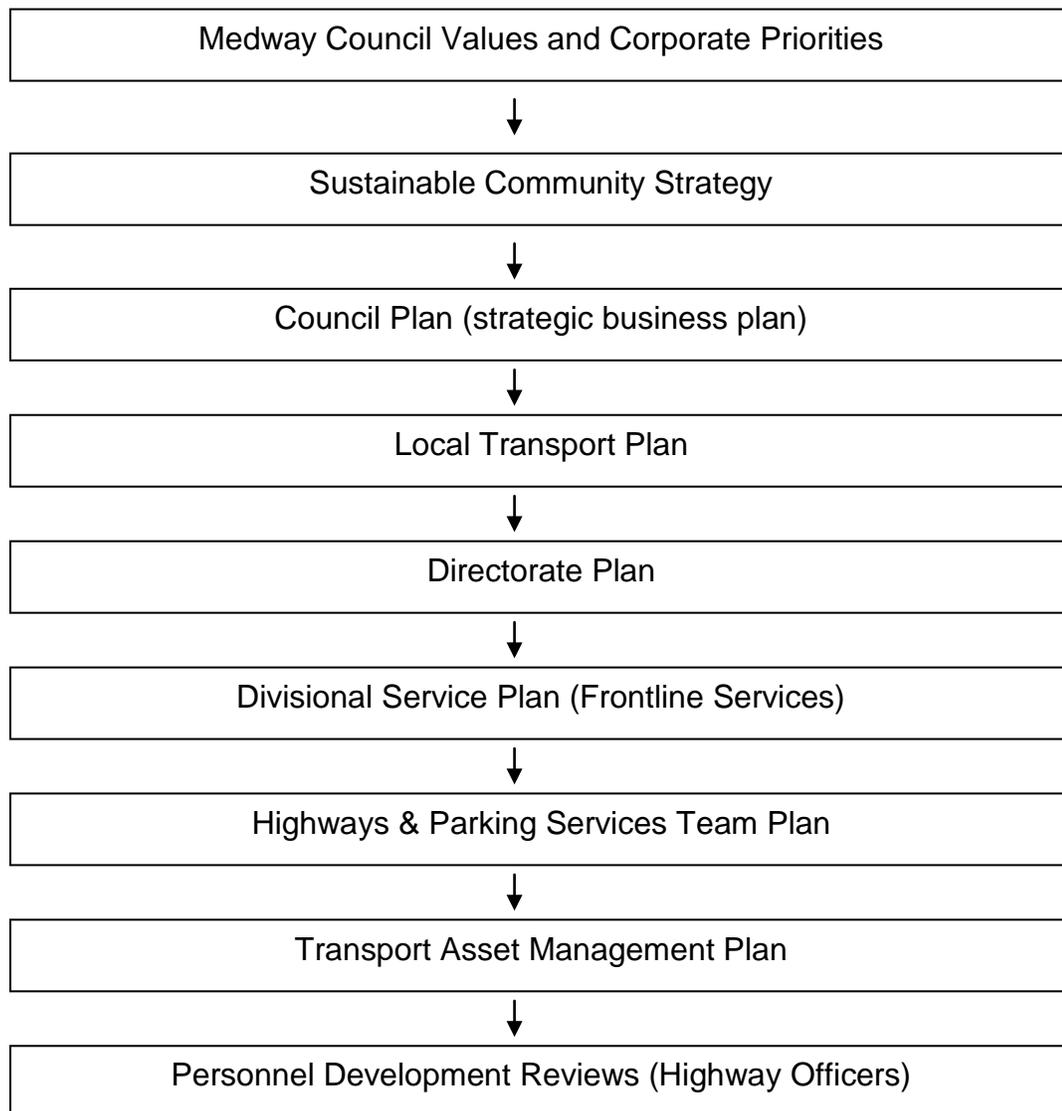
2.1 Objectives

- 2.1.1 The aim of the DCLG strategy was to encourage Local Authorities to look at the performance of their assets and how they can be used to deliver value for money in local government, help drive improved service delivery and achieve efficiency gains.
- 2.1.2 The HMEP guidance document on Highway Infrastructure Asset Management made 14 recommendations for local authorities, as a minimum baseline, to help achieve the greatest value from highway assets. Medway Council has reviewed its position, in light of these recommendations, to assist in its future asset management development.
- 2.1.3 Medway Council's "Transport Asset Management Plan" embodies the objectives of both the DCLG and HMEP, in its core and details how the Highway and Parking Services team deliver those aims and objectives, in line with corporate goals and other strategic policies.

2.2 Transport Asset Management Plan (TAMP)

- 2.2.1 In 2007, the Chartered Institute of Public Finance and Accountancy reviewed the accounting, management and finance mechanisms for local authority transport infrastructure. The final report indicated that comprehensive transport asset management had the potential to deliver significant efficiency gains and improvements in the services delivered to users.
- 2.2.2 The Medway Council Transport Asset Management Plan (version 3) sets strategic objectives for all highway maintenance activities and should be used in conjunction with this policy.
- 2.2.3 The TAMP feeds both backwards and forwards, to individual and corporate priorities, creating the "golden thread", linking strategic priorities all the way through the organisation, as detailed in the diagram overleaf:-

2.3 Strategic Golden Thread of Asset Management



2.4 Operational Asset Management

- 2.4.1 At operational level, the “golden thread” links the objectives and targets of team service plans to the corporate priorities.
- 2.4.2 Medway Council has 4 priorities, which are imbedded in the 2015/16 Council Plan. These relate to all aspects of the unitary authorities responsibilities.
- 2.4.3 One of these priorities is “everyone benefiting from regeneration” and this directly links to the priority of “we will secure a reliable and efficient local transport network to support regeneration, economic competitiveness and growth” in the Regeneration, Community & Culture Directorate Plan.
- 2.4.4 Supporting this priority are National Indicators (for example NI 130-01 and 130-02 roads where maintenance should be considered).

- 2.4.5 These subsequently link into the Highway Service Plan objective, “to increase satisfaction with road maintenance” and then into team and individual goals for example “undertaking the planned highway inspections”, “ensuring 99% of lights are in illumination at any one time” and “delivering the road maintenance schedule”.

3. ASSET DATA

3.1 Asset Collection

- 3.1.1 It is a statutory requirement, for each local authority, to maintain a National Street Gazetteer (NSG), which is a national register that contains a comprehensive list of all streets, within an authority and other specific information including length, any classification and special engineering factors.
- 3.1.2 Beyond this, “it is a matter for each authority to determine their data requirements to support asset management but asset data should at least provide information on the extent of the asset, its potential maintenance liabilities and be able to support critical decisions relating to its management” (HMEP 2013).

3.2 Asset Management Systems

- 3.2.1 Medway Highways & Parking Services have used a computerised, Asset Management System, since 2004. The system contains a full inventory of all highway assets and any maintenance, relating to a highway asset is managed through the system.
- 3.2.2 The system also contains a mapping function, with individual assets plotted within it.
- 3.2.3 Both Term Maintenance Contractors and the “in-house” Sign Shop receive works orders and manage the lifecycle of those orders through the Asset Management System.
- 3.2.4 Additional survey data is contained within bespoke council software and imported into the Asset Management System. The Medway Council Asset Deterioration and Management System (MCADAM) contains the results of nationally accredited condition surveys, which have assessed the network infrastructure and are used to assist with maintenance work prioritisation.
- 3.2.5 The system is continuously being developed, to assist in the management of highway assets, for both now and in the future. The validity of the data will be quality assured over time to ensure it continues to be fit for purpose and delivers the asset management principles required.

4. FINANCIAL PLANNING

4.1 Highways and Parking Services Budgets

- 4.1.1 The priorities that are set out in Medway Council's strategic plans influence the annual allocation of resources and consequently there is a close relationship between the service and financial planning processes. This transparency provides accountability for the organisation and enables us to respond, should we be challenged, on performance or resource allocation.
- 4.1.2 The Highways and Parking Services budget and the decision making process is delegated in line with the Council's scheme of delegation.
- 4.1.3 This policy is aligned with the current tranche of Department for Transport funding which runs from 2015/16 to 2020/21.
- 4.1.4 Medway Council uses the Chartered Institute of Public Finance Code of Practice for Transport Infrastructure Assets as an asset management tool and provides returns to central government in respect of this.

5 ENGAGEMENT

5.1 Elected Members

- 5.1.1 The Highway Maintenance Efficiency Programme recommends, "that strong leadership and commitment from Leaders, Councillors and Senior Officers is required in order to implement and imbed the principles of asset management".
- 5.1.2 This Asset Management Policy and our Transport Asset Management Plan have been approved by Directorate Management Team and at Cabinet level.

5.2 Members of the Public/Stakeholders

- 5.2.1 The 2006 Local Government White Paper noted that "should consult and involve local people in their functions and activities and when developing plans for asset management".
- 5.2.2 The Highways Department is involved in public consultation at both a local and national level, with an ongoing 18-month publicity and engagement plan regarding asset management of its highway services.
- 5.2.3 The use of social media is being developed and expanded as part of this process.

For further information, see our Transport Asset Management Plan at www.medway.gov.uk