

<Borough Name>

Highways Asset Management Status Report (Interim) –24 February 2017

DRAFT

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**Status Report to be submitted to LoTAG by 24 February
2017**

via Metis Consultants [REDACTED]
Telephone [REDACTED] for any queries, [REDACTED]

1. Asset management responsibilities

The table below lists the officers which are the primary contacts for asset management in <Borough Name>. This helps LoTAG ensure they have up to date contact for each borough.

Table 1: Asset management responsibilities

LoTAG Groups	Primary Contact	Position Title	Email
LoTAG			
LoHEG			
LoBEG			
LoLEG			
LoDEG			
LoTAMB (Benchmarking)			

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2. Introduction (Interim)

The purpose of the Highways Asset Management Status Report is to support the continual improvement of asset management practices in London. This report follows a standard template provided by the London Technical Advisers Group (LoTAG). In this instance it is an interim report to get core information to produce the first annual State of the City Report for March 2017. Later in 2017 a full Status Report will be issued which will build on the information presented in this return.

The Highway Asset Management Status Report is in place to help boroughs maximise the benefit of asset management, to identify and share good practice, and to help LoTAG identify where they can advise and support.

The aim is for a collaborative approach that helps all and engenders a culture of openness and trust across London. This improves the effectiveness of highway maintenance across the Capital and provides a foundation to address changes within the borough, across London and to external bodies.

The first round of Highway Asset Management Status Reports, October 2015, demonstrated the benefits boroughs are getting from a structured and documented approach to maintenance.

The Benefits:

- A London-wide State of the City Report. Outlining key information; asset quantity, condition, value, investment need.
- Practice benchmarking
- Performance benchmarking, but with a limited number of indicators per asset.
- What LoTAG will do with the data and information:
- Produce State of City Report, 17th March 2017 and then follow annually with the full Status Report
- Better understand funding need across London
- Better understand how funding is spent
- Provide innovation ideas to LoTAG sub-groups
- Celebrate success – too often great ideas are masked in business as usual
- Provide a central data hub to enable comparison and benchmarking as the borough desires (LGA Inform tool)
- Work with London Councils to lobby government for funding along lines of DfT Incentive Fund.

This reporting is by the boroughs for the boroughs. Funding of highway assets is from a myriad of sources from Revenue Support Grant settlement, LiP funding but ever more important is local income from business rates, council reserves and other funding sources that are evolving.

3. Completing the Report

The following guidance is to help you complete the Status Report. The intention is that the information should be readily available as it is basic information that is used to manage our assets.

Some basic principles to follow:

- Try not to spend more than 2 days completing the report; one day should be plenty. This is an interim report to gather core information
- If you don't have the information don't make it up – it is better for LoTAG to know what boroughs don't know
- This is not an exercise to point the finger - it is to build a robust picture of London
- We are working together for the benefit of each other; it is important to participate and feedback improvements.
- This template will be enhanced for the full Status Report to follow later in the year.

In return LoTAG will:

- Produce an interim State of the City Report.
- Use the report and information to seek funding enhancements where possible
- Share practice
- Work on activities boroughs identify

Any questions you have while completing the Status Report please don not hesitate to contact us, details below;

██████████ Metis Consultants Ltd ██████████
██████

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5. Assets

The highway assets covered by this report are presented in Table 2, Summary of highway assets. Knowing the quantity of assets is essential to understanding investment need to sustain the asset in a fit for purpose condition.

Table 2: Summary of highway assets in <Borough Name>

Asset Type	Asset Group	Quantity	Unit	Source (Estimated/Actual)
Carriageway	Principal Roads (A Roads)		C/way Km	
	Local Roads (B, C, U Roads)		C/way Km	
Footway	Category 1&1a		F/way km	
	Category 2, 3, 4		F/way km	
Structures	Road bridge		no.	
	Footbridge		no.	
	Retaining/river wall		no.	
	Culvert.		no.	
	Tunnels/ underpasses		no.	
Lighting	Lighting Columns		no.	
	Feeder Pillars		no.	
	Illuminated Bollards		no.	
	Illuminated signs		no.	
	Energy Use		kWHour s	
Drainage	Gullies		no.	
	Pipes		km	
Street furniture	Pedestrian guard rail		km	
	Signs and bollards (non-illuminated)		no	
	Vehicle Restraint System		km	
Mechanical and Electrical equipment	Pumping stations		no.	

6. Asset Condition

The current condition by asset group are shown in the table below, Summary of highway assets condition. State of Good Repair is the percentage of the asset that is in acceptable condition. Please provide the information in the format you have access to. Good repair is the condition that would contribute to backlog – in the case of carriageways this would be the UKPMS “Red”.

We appreciate there is a variety of methods being used to collect data across asset so please use the Data Used column so we can interpret your results. If you don't have condition data just enter Nil, but where you can a sound engineering judgement is good, but again just let use know it is the Borough's judgment.

Table 3: Summary of highway assets condition in <Borough Name>

Asset Type	Asset Group	Current Condition - % (State of Good Repair)	Data used (Survey type/judgement)
Carriageway	Principal Roads (A)	ROADS2010 data to be used	
	Local Roads (B, C, U Roads)		<i>[DVI or CVI data. Please provide parameters used to determine good. Suggest CI<70 is good]</i>
Footway	Category 1&1a		<i>[DVI, FNS or similar data. Please provide parameters used to determine good. Suggest CI<70 is good]</i>
	Category 2, 3, 4		
Structures	Road bridge	To be gathered from Bridge Station	
	Footbridge		
	Retaining/river wall		
	Culvert.		
	Tunnels / Underpasses		
Lighting	Lighting Columns		<i>[where possible consider % of stock that is within its service life]</i>
	Feeder Pillars		
	Illuminated Bollards		
	Illuminated signs		
Drainage	Gullies		<i>[anything you have would be useful to understand what boroughs are going with drainage]</i>
	Pipes		

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7. Asset Investment

Tables 4 and 5 are to collate the expenditure and budgets for Capital / planned and reactive maintenance. Knowing the level of investment, past, current and future is essential for understanding the impact of investment on the asset condition and informing future need.

In addition, knowing the level of investment required to bring the asset to desired condition (Backlog), investment required to sustain the asset (Steady State) are all essential to defending budgets and putting forward robust cases for funding. Table 6 summaries backlog and steady state.

Capital/ Planned maintenance – preventative maintenance, asset renewal, upgrading, improvements, asset or component replacements, etc.

Table 4: Summary of Investment in Highways Asset – Planned Maintenance <Borough Name>

Financial Year		2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	COMMENTS
Maintenance (£000's)								
Carriageway	Principal Roads (A)							
	Other Roads (B, C, U)							
Footway								
Structures								
Lighting								
Drainage								
Street Furniture								
Other								
TOTAL (£000's)								

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Routine and reactive maintenance – surveys, cyclic maintenance, inspections, management of sub-standard assets, electricity costs, emergency work and essential maintenance to keep network safe and operational, etc.

Table 5: Summary of Investment in Highways Asset – Routine and Reactive Maintenance <Borough Name>

Financial Year		2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	COMMENTS
Maintenance (£000's)								
Carriageway	Principal Roads (A)							
	Other Roads (B, C, U)							
Footway								
Structures								
Lighting								
Drainage								
Street Furniture								
Other								
TOTAL (£000's)								