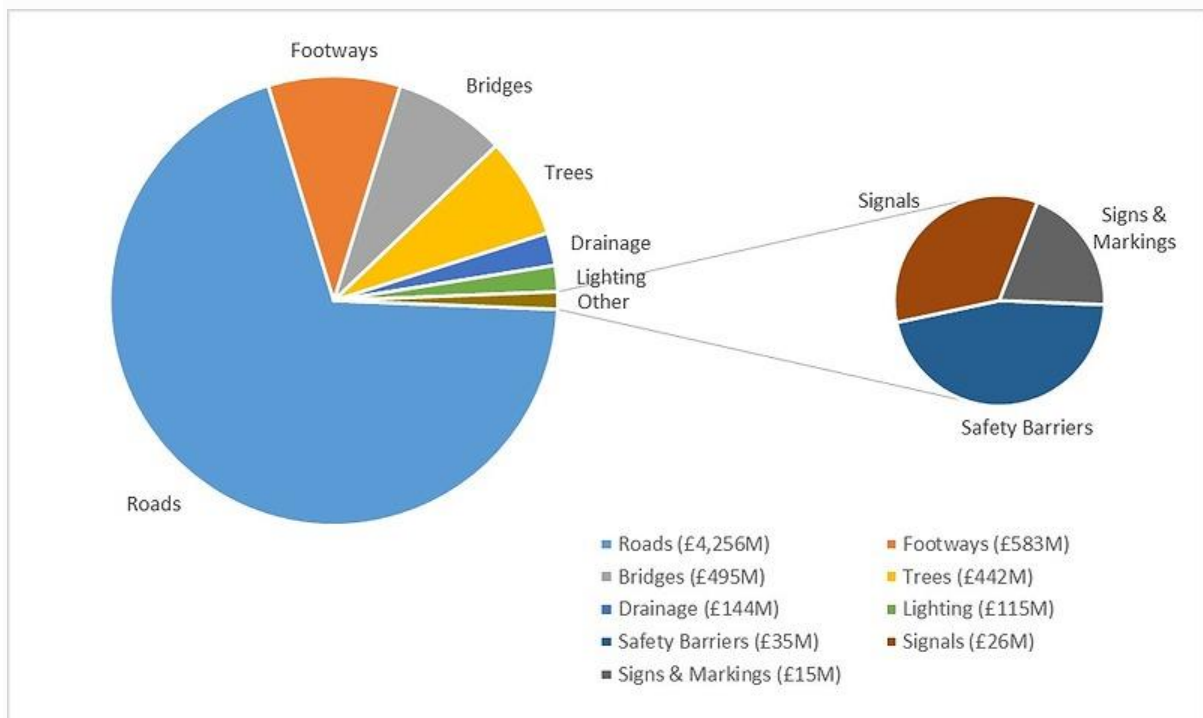


Highways Asset Management Plan

Oxfordshire County Council manage nearly 4,500 km of roads, more than 3,000 km of footways, and more than one million individual assets, with a total replacement value of approximate £6,000,000,000.

A well-maintained transport network is vital to the economic, social and environmental wellbeing of Oxfordshire. A Highway Asset Management Plan (HAMP) is a widely accepted way to deliver a more efficient and effective approach to the management of infrastructure assets through longer-term planning. This is essential as highways assets provide access to jobs, services, schools, allow for the delivery of goods to industry and retail, and make the most of our free time and leisure activities. Our approach to Asset Management strives to meet the following objectives:



1. Keep Oxfordshire Moving:

We will provide a safe, well managed, maintained and more resilient highway network. We will make every effort to understand current and future requirements for the highway infrastructure and its contribution to creating a world class economy. We will continue to understand our stakeholders needs, promote levels of service and maintenance priorities for our highways. We will take a long-term view in making informed maintenance and investment decisions.

2. Improve the safety, accessibility and condition of local roads, footways and cycleways, including resilience to climate change:

We will improve and maintain the condition of our roads and highway related assets with systematic prioritisation to mitigate safety related issues. Other key areas of the network such as premium bus routes, high pedestrian flow areas and cycle routes will be maintained in an appropriate manner. We will maintain the drainage asset (and associated structures) to prevent flooding on and from the highway network. We will

improve and maintain the condition of roads and highway related assets with systematic prioritisation where there are safety related issues, premium bus routes and high pedestrian and cycle usage whilst still maintaining the network as a whole. We will maintain the drainage and associated structures to prevent flooding on and from the highway network.

3. Provide a sustainable approach:

We will ensure that our approach to maintenance for individual assets is sustainable in the long-term and consider factors such as growth, anticipated levels of funding and future resource requirements. We will provide guidance on good practice and set levels of service.

Inventory Data

In order for the Highways Asset Management Plan (HAMP) to be effective, an accurate, up-to-date, inventory of assets is needed. This includes the type and quantity of assets along with age, condition, current value, maintenance history and future cost of maintenance. Our Asset Management Data Management Strategy will identify the gaps in our inventory and set out how we may fill in the gaps with sufficient resource and funding.

The HAMP defines the process for managing and maintaining the county's highway infrastructure to deliver operational efficiencies and value for money in a risk-based approach. Our approach to asset management planning is based on two principles; whole life cost and risk-based.

Whole Life Costing (WLC), with reference to highways maintenance in Oxfordshire, is an investment and appraisal methodology, which assesses the total cost of an asset over its whole life. All assets will require some form of maintenance treatment. The questions are normally, "how frequently?" and "at what cost?" to restore back to a serviceable level. The maintenance strategy which is the most cost-effective option over the entire life of the asset forms the basis of the Lifecycle Plan.

Risk is considered at a number of levels. It is a key input in our overall maintenance planning and prioritisation process and is used to help define the work programme for the next 5-years.

Benefits of asset management planning

The evidence is strongly in favour of the benefits to councils and communities of effective asset management planning, including:

- Cost savings, at least 5% through long-term lifecycle management of assets
- Making the best use of limited funds
- Improved risk management
- Ensuring resources and investment are targeted to have greatest impact
- Providing the evidence to justify investment in highway maintenance
- Better roads and service to all road users
- Improved transparency and communication with communities and businesses leading to a better alignment between desired service levels and maintenance
- Improved performance leading to safety, health, social and economic benefits for local businesses and residents

- Improved planning for increased traffic demand and effects of climate change

What are the issues?

As Oxfordshire's budget does not allow for the repair of all assets in what is considered a relatively short time-frame, i.e. the next 5 to 10 years, the perception is that we are simply abandoning certain areas of maintenance. The HAMP approach gives an equal or higher weighting to treating assets which are near failure, as opposed to predominantly repairing or replacing assets which have already failed, hence maintenance decisions seen out of context may seem confusing.

Question 24

Highways Asset Management Plan - What do you think?

Does Oxfordshire's Asset Management approach sound like a good idea to you? Do you think it could be a good solution to ensuring the transport network is maintained? What else might you want to know about HAMP?

To respond please use the online consultation form.