

Highway Asset Management Plan

April 2015 to March 2022



1.0 Introduction

The highway infrastructure is the most valuable asset managed by the Council with a Gross Replacement Cost (excluding the land value) of approximately £1.6 billion. It is also the largest and most visible community asset used daily by the majority of our residents, businesses and visitors to the borough. At a local level, the ease of access and safety in which people can move from place to place and the appearance of their streets is an important contributor to their quality of life and satisfaction with the Council as a service provider.

Over recent years the Government, through the Department for Transport (DfT), has put Asset Management at the heart of its funding allocation process to Authorities. Therefore, Wigan Council has developed a suite of documents:

- Highway Infrastructure Asset Management Policy (HIAMP);
- Highway Asset Management Strategy (HAMS); and
- Highway Asset Management Plan (HAMP)

These are considered to be fundamental to satisfying the Government's concerns.

This Highway Asset Management Plan (HAMP) is the mechanism that Wigan Council will use to demonstrate that the funding is being invested in line with the policy and strategy in so far as that funding will be allocated on a 'Needs Based' approach, to apply the right treatment at the right time in the right place, in a cost effective and efficient manner to ensure the expected lifecycle of the asset is optimised.

The use of the HAMP will be essential in allowing the Council to control future highway maintenance costs and maintain service delivery to the residents of the borough. This HAMP will outline;

- The reason for an asset management approach;
- The proposed investment and service maintenance levels;
- Performance and customer feedback in those service areas; and
- A continual improvement plan to progress and develop our current asset management approach.



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2.0 Why use Highway Asset Management?

Wigan Council has adopted an Asset Management approach to managing and maintaining its highway infrastructure. The Institute of Asset Management define Asset Management, in Publicly Available Specification(PAS) 55, as:

‘systematic and coordinated activities and practices through which an organisation optimally and sustainably manages its assets and asset systems, their associated performance, risks and expenditures over their life cycles for the purpose of achieving its organisational strategic plan.’

The primary driver’s to this approach comes from the government who:

- require local authorities to demonstrate that they are making best use of their resources through asset management planning to manage their highway infrastructure assets and embed these principles into their organisations, their management and service delivery;
- from April 2015 will require Authorities to value their highway infrastructure assets and list this value as a part of their Whole of Government Accounts which will also show the value of their rate of depreciation. A robust asset information management system is needed to enable and Authority to discharge this responsibility; and
- have introduced a new structure for their capital funding allocation which uses three core elements - Needs Based, Incentive and Challenge funding. The HAMP will be used as key evidence by Wigan Council when bidding for the DfT’s Incentive and Challenge funding elements.

At a local level the service benefits will be to:

- Periodically review and determine service levels to meet the demands and aspirations of our customers, in line with available financial resources;
- Improve transparency in decision making;
- Predict consequences of funding decisions;
- Improve performance monitoring;
- Optimise whole life cycle costs;
- Ensure efficient use of the available resources and budgets; and
- Ensure best value is being achieved.

In terms the highway infrastructure the HAMP will allow us to:

- Consider the whole asset together rather than individual asset components;
- Combine best practice with robust business and economic practice;
- Focus delivery of specific levels of service to customers and affordability;
- Promote informed decision making based on an assessment of current and future service provision and cost of various options; and
- Promote continuous improvement.

3.0 Highway Assets in Wigan

As a part of our asset management approach we have determined the quantity, location and condition of all our highway infrastructure asset groups. This data is stored electronically in our DataManagement and Information Systems as either records or map layers.

This data will allow us to identify areas where any particular asset requires investment and thereby effective use of capital investment and maintenance budgets. Table 1 below summarises the approximate quantities and Gross Replacement Costs (GRC) of each group of highway infrastructure assets.

Table 1 – Overview of Asset Type and Value

Key Facts		Asset Information		
Asset Component	Quantity (approx)	Unit	GRC Value £m (approx)	Average Lifecycle (if maintained as planned)
Carriageways	1,160	km	£1,160	40 years
Footways - Flags	217	km	£30	30 years
Footways - Macadam	1,511	No.	£212	30 years
PROW	477	Km	£6.5	30 years
Bridges (including footbridges)	295	No.	£112.5	120 years
Retaining Walls	121	No.	£1.270	50 years
Lighting Columns	36,423	No.	£35.1	Concrete 30 years Non galvanised steel 30 years Galavanised Steel 40 years Stainless Steel 50
Illuminated Signs	4,000	No.	£2.6	Sign 12 years Pole 25 years
Illuminated Bollards	1,000	No.	£1.1	12 years
Non Illuminated Signs	15,000	No.	£2.1	Sign 12 years Pole 25 years
Non Illuminated Bollards	9,500	No.	£1.9	12 years
Road Markings	862	km	£1.3	5 years
Highway Gullies	59,702	No.	£47	50 years
Highway Drains	165	km	£6.5	100 years
Safety Barriers and Fences	22	km	£0.6	25 years
Trees	4,000	No.	£0.490	Urban - 30 years Rural - 120 years
Verges	80	Ha	£2.0	50 years
Total			£1,622	

4.0 Asset Valuation and Depreciation

A key element of our HAMP is having a clear understanding of the value of each of the highway infrastructure assets. The Chartered Institute of Public Finance and Accounting (CIPFA) in association with the Highway Asset Management Information Group (HAMFIG) have produced a Transport Infrastructure Assets Code of Practice outlining guidance for asset financial management and reporting.

This code sets out detailed financial models and practices for the financial management of the highway infrastructure assets and future financial forecasting by way of highway asset deterioration models and life cycle plans.

In addition the United Kingdom Pavement Management Systems (UKPMS) are continuing to develop deterioration models for highway carriageway assets, which are nationally recognised; and allow us to input our specific data to forecast deterioration of the boroughs highway carriageway networks.

There are two key elements that we use in asset valuation which are;

- Gross Replacement Cost (GRC); and
- Depreciated Replacement Cost (DRC)

4.1 Gross Replacement Cost (GRC)

This is the total admissible cost of replacing the whole of our existing highway infrastructure assets. The Transport Infrastructure Assets Code of Practice includes a nationally agreed template for Authorities to use to calculate the GRC which will be consistent across the country. The ten Greater Manchester Authorities have agreed a standard set of values that are to be used by each Authority to develop a regional approach to calculating GRC which will allow us to benchmark our current values and future performance.

4.2 Depreciated Replacement Cost (DRC)

This is the current value of the assets taking the accumulated consumption and wear and tear into account and the average lifecycle of the asset group.

Also as part of this process the Average Annual Depreciation (AAD) value is calculated which will forecast the average budget required to maintain our assets.

When calculating the DRC it is important to recognise that different assets have different life cycles and therefore differing rates of depreciation. Additionally, they will need interventions at different times depending on their age, condition and future usage. The asset groups may also include finite components which will have differing lifecycle plans, than the asset as a whole.

4.3 Lifecycle Planning

Lifecycle planning is integral to calculating the annual depreciation and also for financial forecasting and serviceability of our assets.

An example of this would be in terms of highway carriageway assets. United Kingdom Pavement Management Systems (UKPMS) have developed tools to incorporate life cycle planning. Condition data is collected and updated annually to input into these models to develop our own life cycle plans and to continually update the net value of our highway assets.

Our data management and information systems allow us to create future depreciation models with the embedded UKPMS data which can be overlaid with additional data such as traffic flows, highways defects, highway claims, accident data and street lighting to develop an holistic approach to treatments for the whole highway infrastructure rather than treating assets in their respective groups.

5.0 Funding the Current Service

The highway infrastructure assets maintenance budget is financed from a combination of revenue and capital funding.

The capital allocation is generally made by Central Government grant through the Department for Transport block funding settlement. For the 2015 to 2022 spending period this capital allocation will be awarded in three core elements - Needs Based, Incentive and Challenge funding.

Whilst Government has committed the funding for the whole period, it will be allocated to Authorities in two tranches – Tranche 1 covering the April 2015 to March 2018 period and Tranche 2 covering the April 2018 to March 2022 period.

The Needs Based element of the funding is based on the overall length or quantity of the highway infrastructure assets located within the borough. This data is stored within our data management systems and submitted to DfT on a regular basis to reflect our current asset groups. For Tranche 1 this funding is awarded to Bridges, Roads and Street Lighting. However, in Tranche 2, the funding will be further divided to cover Bridges, Roads, Street Lighting and Cycleways and Footways.

Table 2 shows the Needs Based funding allocation awarded for Tranche 1 and the indicative funding allocation for Tranche 2 and the proportion allocated to the asset groups based on the DfT funding formula.

The Incentive element of funding will be awarded to Authorities in respect of efficiency and asset management. The level of funding Wigan Council will receive will be based on our record in pursuing efficiencies and asset management or its public commitment to adopt these practices within an agreed period of time.

Table 2 shows the Incentive funding allocation that could be awarded to Wigan Council should it achieve Band 3 status.

The Challenge funding element is aimed at funding major maintenance projects that could have a real impact on improving the local road network that are difficult to fund through the normal block allocations. This element of funding will be awarded in two tranches – with Tranche 1 covering the April 2015 to March 2018 period and Tranche 2 covering the April 2018 to March 2022 period. Wigan Council is required to submit its bid for this element of funding jointly through the Greater Manchester Combined Authority.

Other capital investment opportunities, notably used to fund Invest to Save projects, have also been used successfully by Wigan Council around highway carriageway surface treatments and the on-going Street Lighting LED project.

The revenue allocation is funded from a combination of local Council tax, business rates and other income streams. These budgets are primarily used to provide emergency services, undertake the annual planned maintenance activities, structural inspections and condition surveys, general repairs and minor maintenance works.

The impact of the current economic climate's austerity pressures has resulted in the highway infrastructure maintenance base revenue budget's being significantly reduced and requiring Wigan Council to achieve significant efficiencies in delivering its highway infrastructure maintenance services.

To deliver these efficiencies, the Infrastructure Asset Management Group implemented a robust Highway Services Efficiency Plan, to ensure that we are providing the minimum required statutory service standards and additional core services that support the delivery of Wigan Council's Corporate Strategy.

From this, a Needs Based Budgeting approach has been developed and is used to allocate funding to each service area.

This approach allows for the available budgets to be split at a strategic level based on a common set of criteria. Successful implementation of this approach relies on a good understanding of the asset, its current and future performance, expenditure and customer feedback; as well as an understanding of the various service levels that may be achieved for the different funding options.

Table 2 - DfT Capital Allocation and Indicative Funding Split

2015/16 to 2017/18		From 2018/19	
Asset Group	%age	Asset Group	%age
Roads	82.42	Roads	75
Footways/Cycleways	0	Footways/Cycleways	9
Bridges	15.38	Bridges	14
St Lighting	2.2	St Lighting	2



Indicative Capital Block Funding Needs Based Budget element						
Year	Wigan Council	Roads	Footways / Cycleways	Bridges	Street Lighting	Total
Tranche 1 Allocation						
2015/16	£3,842,000	£3,166,576	£0	£590,900	£84,524	£3,842,000
2016/17	£3,523,000	£2,903,657	£0	£541,837	£77,506	£3,523,000
2017/18	£3,416,000	£2,815,467	£0	£525,381	£75,152	£3,416,000
Tranche 2 Indicative Allocation						
2018/19	£3,092,000	£2,319,000	£278,280	£432,880	£61,840	£3,092,000
2019/20	£3,092,000	£2,319,000	£278,280	£432,880	£61,840	£3,092,000
2020/21	£3,092,000	£2,319,000	£278,280	£432,880	£61,840	£3,092,000
Total	£20,057,000	£15,842,700	£834,840	£2,956,758	£422,702	£20,057,000

Indicative Capital Block Funding Incentive funding element based on Band 3 performance						
Year	Wigan Council (Band 3)	Roads	Footways / Cycleways	Bridges	Street Lighting	Total
Tranche 1 Allocation						
2015/16	£0	£0	£0	£0	£0	£0
2016/17	£213,200	£175,719	£0	£32,790	£4,690	£213,200
2017/18	£319,800	£263,579	£0	£49,185	£7,036	£319,800
Tranche 2 Indicative Allocation						
2018/19	£750,464	£562,848	£67,542	£105,065	£15,009	£750,464
2019/20	£750,464	£562,848	£67,542	£105,065	£15,009	£750,464
2020/21	£750,464	£562,848	£67,542	£105,065	£15,009	£750,464
Total	£2,784,392	£2,127,843	£202,625	£397,170	£56,754	£2,784,392

6.0 Service Delivery

This section provides a brief overview on how current maintenance services are delivered and how the condition of the asset is monitored.

6.1 Highways Maintenance Efficiency Programme (HMEP)

Wigan Council wants to maintain its roads so that they are fit for the future, however, it recognises the need to deliver this service more efficiently and against a backdrop of tighter budgets, increased costs and greater demand from customers.

To aid Wigan Council to achieve this it has accessed the resources made available through the Highways Maintenance Efficiency Programme (HMEP) which was established by Government to support the sector on its journey to transform highway services.

Wigan Council have already adopted HMEP's principal of 'prevention is better than cure' and 'right first time permanent repairs' to provide efficient highway services in the Borough.

6.2 Infrastructure Asset Maintenance Services

Infrastructure asset maintenance services are delivered in the following asset groups;

- All Classification Roads (including Public Rights of Way);
- Structures;
- Street Lighting;
- Traffic Signs & Street Furniture;
- Fences, Walls and Safety Barriers;;
- Road Markings; and
- Environment.

6.3 All Classification of Roads (including Public Rights of Way)

6.3.1 Types of Maintenance

The highway maintenance service, which covers Carriageway, Footway and Cycleways, is organised into three distinct activities comprising of Reactive, Planned and Preventative Maintenance.

Reactive Maintenance is the regular on-going work that comprises the day-to-day reactive fault repairs dealing with unexpected failures such as broken flags or potholes. The work is usually generated from scheduled highway safety inspections and reports from the public. Obstructions such as ploughed/cropped PROW, misleading notices or other blockages and nuisances affecting the public's ability to use and enjoy a public right of way are also dealt with through enforcement action.

Planned Maintenance is the annual programme of resurfacing works to roads and footways. It restores an existing asset back to a generally good condition.

Preventative Maintenance is a treatment designed to prolong the design life of a highway usually by means of a micro-asphalt, surface dressing or slurry sealing process before serious deterioration sets in which will escalate rehabilitation costs.

PROW Improvements. The PROW works within the Council's Transport Strategy Team, reflecting the aspirations of both the ROWIP and Wigan's Transport Strategy: to achieve greater sustainability, equitable access, diversity and adaptability plus attractiveness for cycling, walking and other pursuits on PROW. The Rightsof Way Improvement Plan (ROWIP) works in partnership with the Greater Manchester Local Transport Plan (GMLTP) to achieve a number of joint objectives.

In terms of Highway Drainage there are two maintenance regimes as described below.

Cyclical Cleansing is undertaken on a planned and systematic basis at a frequency of 12 months for gullies on our strategic and main road network (A, B and C roads) and known flooding hotspots in the borough. Gullies on our unclassified network of roads such as residential roads are cleaned every three years. The operation involves removing any build-up of silt that accumulates in a gully pot carried in by the rainwater and thereby preventing the risk of the gully becoming blocked and causing flooding.

Planned Repairs for faults and other reported drainage problems are normally rectified by high pressure jetting of blockages. Those that are not solved undergo further planned investigatory work using a camera survey to determine the location and the extent of the problem with a follow up repair that will usually involve excavation and replacement of faulty pipe-work.

6.3.2 Monitoring the Condition of the Highway

To ensure that Wigan Council undertake the majority of its highway related works in a planned way and following the principal of prevention being better than cure, we use a range of monitoring condition surveys.

The main types of highway infrastructure condition surveys used by Wigan Council are those of the United Kingdom Pavement Management System (UKPMS) endorsed by the Department for Transport. These include:

Surface Condition Assessment of the National Network of Roads (SCANNER) are machine based surface condition surveys that collect various forms of data. They are carried out on the classified road network (A, B and C roads) that pinpoint areas for closer investigation by highway engineers.

Coarse Visual Inspection (CVI) is intended to be a superficial survey, carried out from a moving vehicle that allows a part of the network to undergo a coarse visual assessment each year. These surveys are used on the unclassified

sections of the highway network (typically residential type roads) and again identify locations for more detailed examinations.

Sideway-force Coefficient Routine Investigatory Machine (SCRIM) is a method of measuring the skidding resistance of our main road network (typically our A, B and C roads). The survey measures skid resistance values of the carriageway surface. The results of these surveys help to identify areas of carriageway for further detailed investigations, which if left untreated may contribute to wet skidding accidents.

Footway Condition Survey a national Footway Network Survey (FNS) was introduced in 2012, however, the criteria used for identifying the 4 condition ratings was found to be too generalised and had limited scope. As such Wigan Council has developed its own more comprehensive footway condition survey, which also takes into account enquiries and customer complaints.

This is an annually walked survey of our footway network which aims to complete a minimum 25% of the total footway length per year. The results of this survey offer more detailed information on the asset. The data from this survey contributes significantly to compiling and prioritising highway footpath planned programmes of work and supporting the calculation of our annual DRC.

Highway Safety Inspections (Risk Management) are carried out to perform a key element of our risk management to reduce the number of potential accidents on the highway. As such the primary purpose of these inspections is to identify defects on the adopted highway network that have the potential to create danger or serious inconvenience to users of the network or the wider community and to arrange for their repair. All highway safety inspections are carried out in accordance with the Council's Highway Safety Inspection Policy and is actively used to defend the Council as a part of its Section 58 defence against claims.

Condition of the PROW is also monitored through a highway safety inspection system, which in addition to dealing with immediate safety related problems is used to identify future maintenance requirements.

6.3.3 Monitoring the condition of Highway Drainage

Wigan Council has adopted a risk management approach towards maintenance of its highway drainage systems, taking into account their geographical location, known local flooding hot spots and risk to the highway if the drainage system was to become blocked and the rate silt build over time.

As a consequence our planned maintenance service is now directly linked to a visual conditionsurvey, which assesses the condition of the drainage assets and the build-up of silt within highway gully chambers. The survey is carried out on all of the highway gullies and collects dataon the following:

- Location of gully if not already plotted;
- Type and condition of frame and cover;
- Pot depth
- Silt depth; and
- Assign a unique identification number.

This data is also overlaid onto the borough's known local flooding hotspots to help align and identify any areas that may affect the highway during prolonged heavy rainfall when for example local rivers and streams struggle with the amount of rainfall and surcharge our gully network. Whilst in most cases this will be beyond our control it will assist us to understand their individual locations and their effect on the network in terms of potential accelerated highway deterioration.

6.4 Structures

6.4.1. Types of Maintenance

Three broad maintenance approaches are used to maintain structures, which includes Bridges, Retaining Walls and Culverts.

Reactive maintenance covers emergency incidences such as bridge strikes and essential maintenance works.

Planned maintenance covers preventative maintenance, component renewal, upgrading, widening and headroom improvements and replacement;

Regular maintenance covers structural review and assessment, routine maintenance and management of substandard structures;

6.4.2 Monitoring the Condition of Structures

Inspections are carried out to ensure all highway structures do not pose an unacceptable risk to the public and that they remain available for use by traffic with minimum disruption and reduced congestion to road users. All highway structures are subject to routine inspections in accordance with best practice. These include two main types of inspections, as described below.

General Inspection which involves a visual inspection of all parts of the structure, every two years

Principal Inspection which involves the close examination, of all accessible parts of the structure, every six years unless a risk assessment has been carried out to define an alternative interval, by experienced structural engineers.

6.5 Street Lighting

6.5.1 Types of Maintenance

Street lighting maintenance functions, which cover Street Lights, Illuminated Traffic Signs and Traffic Bollards, are sub divided into those that can be planned in advance and those that are a reaction to an emerging or emergency situation, as outlined below..

Reactive Maintenance works are used to cover fault repairs to equipment that has stopped working as planned and for dealing with emergency situations such as street furniture damaged in road traffic accidents or vandalism.

Planned Maintenance activities are organised as an annual programme of works. These works are usually based on a set cycle of intervention which is determined by statutory regulations; best practice; product life cycle and energy contract agreements. The primary activities included in this area of works are electrical testing and inspection, visual and structural testing and inspection and bulk changing of components where appropriate.

Preventative Maintenance programmes of work are designed to prolong the life of the existing street lighting infrastructure and monitor the condition of the assets over time. This type of work currently takes the form of applying protective paint to lighting units.

6.5.2 Monitoring the Condition of Street Lighting

To ensure that Wigan Council undertake the majority of its street lighting related works in a planned way we use a range of monitoring condition surveys. These include:

- Electrical testing and inspection;
- Visual condition survey inspection; and
- Structural inspection and testing.

6.6 Traffic Signs and Street Furniture

6.6.1 Types of Maintenance

Traffic Signs and Street Furniture maintenance functions, which cover Non-Illuminated Traffic Signs, Traffic Bollards and Street Name Plates, are sub divided into those that can be planned in advance and those that are a reaction to an emerging or emergency situation, as outlined below.

Reactive Maintenance works are used to cover fault repairs to equipment that has stopped working as planned and for dealing with emergency situations such as street furniture damaged in road traffic accidents or vandalism.

Planned Maintenance activities are organised as an annual programme of works. These works are usually based on condition reports of the infrastructure such as sign faces that are fading and losing clarity.

6.6.2 Monitoring the Condition of Traffic Signs and Street Furniture

Traffic Signs and Street Furniture maintenance on the minor roads is based on a reactive system as needs require. It is recognised that a reactive system does not achieve best value and as part of the development of this HAMP the aim is to introduce regular cyclic condition surveys to these assets that will assist best informed maintenance decisions.



6.7 Fences, Walls and Safety Barriers

6.7.1 Types of Maintenance

Fences, Walls and Safety Barriers maintenance functions, are sub divided into those that can be planned in advance and those that are a reaction to an emerging or emergency situation, as outlined below..

Reactive Maintenance works are used to cover fault repairs to equipment that has stopped working as planned and for dealing with emergency situations such as damage caused through road traffic accidents or vandalism.

Planned Maintenance activities are organised as an annual programme of works. These works are usually based on condition reports of the infrastructure.

6.7.2 Monitoring the Condition of Fences, Walls and Safety Barriers

Fences, Walls and safety barriers on minor roads are based on a reactive system as needs require. It is recognised that a reactive system does not achieve best value and as part of the development of this HAMP the aim is to introduce regular cyclic condition surveys to these assets that will assist best informed maintenance decisions.

6.8 Road Markings

6.8.1 Types of Maintenance

Road markings maintenance functions, are sub divided into those that can be planned in advance and those that are a reaction to an emerging or emergency situation, as outlined below.

Reactive Maintenance works are used to cover road markings that have been removed or decayed to a point of breaking the continuous line that would impair road safety or prevent enforcement action being carried out.

Planned Maintenance activities are organised as an annual programme of works. These works are usually based on driven survey condition reports of the road markings.

6.8.2 Monitoring the Condition of Road Marking

Road markings on the minor roads are based on a reactive system as needs require. It is recognised that a reactive system does not achieve best value and as part of the development of this HAMP the aim is to introduce regular cyclic condition surveys to these assets that will assist best informed maintenance decisions.



6.9 Environment

6.9.1 Types of Maintenance

Environment related services cover grass, shrubs/trees, weeds and In Bloom, and are sub divided into those that can be planned in advance and those that are a reaction to an emerging or emergency situation, as outlined below.

6.9.2 Grass Cutting

The grass cutting of highway verges is an annually planned maintenance activity and takes place in the months between April and October. The highway network has been surveyed and assigned a hierarchy in accordance with Wigan Council's Grounds Maintenance Strategy. This strategy details the criteria used to assign hierarchies to highway verges which in turn determines their frequency of cuts. The number of cuts will be 6, 13 or 15 per year with key sites also benefitting from a cut and collect service.

6.9.3 Shrubberies

The planned maintenance of shrubberies is carried out over the autumn and winter months and is carried out either bi-annually or annually depending on their location and profile.

6.9.4 Tree Maintenance Highway

The highway network has been surveyed and assigned a hierarchy based on Wigan Council's

Tree Inspection SLA criteria for determining tree hierarchy and associated inspection frequencies. Highway trees that fall under hierarchy 1 regime are inspected annually. Hierarchy 2 trees (all others) are inspected once every 4 years. Any works required from the inspections will be scheduled for action over the autumn and winter months.

6.9.5 Weed Control

The weed control service is an annually planned maintenance activity and takes place in the months between April and October. The aim of the weed control service is to ensure that the highway network is kept as free as possible from unsightly vegetation, provide a safe environment for the travelling public and limit the potential damage to the highway caused by weed growth. To achieve this weed killer is sprayed along the length of the whole network 3 times per year.

6.9.6 In Bloom

The In Bloom service is an annually planned maintenance activity and takes place year round. The aim of the In Bloom service is to ensure that the highway network is kept as free as possible from unsightly vegetation, provide a safe and pleasant environment for the travelling public and introduce sustainable and environmentally friendly alternatives to traditional engineering solutions such as using planting features to prevent pavement overrunning.

7.0 Condition of the Asset

Monitoring the condition of the highway infrastructure assets assists in the decision making process by enabling prioritisation of those assets in most need of attention. However, it is recognised that some of the results from technical surveys can be difficult to interpret.

Therefore, Wigan Council has adopted the use of a system based on a traffic light warning approach in the form of using Red, Amber and Green as a condition indicator.

This approach will allow our asset condition data to be more readily understood by all our stakeholders.

This traffic light warning system is nationally recognised and used across the industry.

The condition indicator for each of the Asset Groups is shown in the Appendices, as appropriate.

8.0 Service Standards and Performance

A key outcome of the development of our service standards and performance is to ensure that the services being delivered are aligned to supporting the Council in delivering its Corporate Strategy.

8.1 Service Standards

In developing and delivering our services we take into account any national Indicators, our statutory duties and recommendations of relevant Codes of Practices.

9.0 Customer Satisfaction

Wigan Council recognise the importance of understanding what is important to its highway users and residents and from June 2015 onwards will take part in the National Highways & Transportation survey.

10.0 Collaboration

Wigan Council is one of ten Authorities that make up the Greater Manchester Combined Authority (GMCA). The GMCA has established a Highway Asset Management Partnership group that utilises a collaborative approach to managing and delivering the highway services across the region.

A key element of this approach has been to share performance data, learn from best practise,

11.0 New Developments

The Council manages the design and construction of new roads associated with new developments and encourages the developers to agree to enter into a Section 38 or Section 278 agreement to ensure appropriate quality and standards of construction are achieved.

To support the future sustainability of the highway network, Wigan Council has produced a "Developers Guide", which sets out a standard construction specification and a recommended

The service standards for each of the Asset Groups are shown in the Appendices.

8.2 Service Performance

The Places Directorate has developed a suite of Key Performance Indicators through its Environment Strategy which will inform on our performance in service delivery and asset condition.

The performance of the services is shown in Appendix J.

This is a nationally recognised industry survey that will allow Wigan Council to understand both its own performance and also compare performance with similar Authorities.

The results of the customer satisfaction survey will be published on our website.

align service standards and specifications and exploit joint procurement opportunities where practicable.

Additionally, the Authorities have made a number of joint bids for capital funding for projects that cross traditional Authority boundaries and this will become our standard approach for bids such as the 'Challenge Fund'.

standard palette of materials that will be both sustainable and readily available in the long term to maximise lifecycles.

This approach also offers significant benefits to both the council and developers in terms of agreeing commuted sums linked to future costs of maintaining the highway infrastructure assets, particular where they are of a non-standard type.

12.0 Future Investment

Wigan Council has successfully implemented a £1.9m Invest to Save project aimed at the preservation of residential roads by using preventative maintenance process recommended in the HMEP good practice guidance. The measured outcome of this investment has resulted in the improvement of the overall condition of our highway network through a reduction in the 'amber' condition indicator and an increase in the 'green' condition indicator.

Following on from the success of this model, further Invest to Save business cases, using the preventative treatments, will be developed

around footways and reducing claims, and these of innovative surface treatments on the classified road network.

Wigan Council is currently delivering a 3 year £11.8m Invest to Save Street Lighting LED project which will replace all of the existing street lighting lanterns with new LED lighting units and £1m on replacing old and structurally unsound columns. This will improve the overall quality of lighting for the boroughs residents and highway users and significantly reduce the annual energy costs, carbon emissions and planned maintenance costs.

13.0 Whole of Government Accounts (WGA)

The CIPFA Transport Infrastructure Assets Code of Practice includes a nationally agreed template for Authorities to use to calculate the GRC which is consistent across the country. The ten Greater Manchester Authorities have agreed a standard set of values that are to be used by each Authority to develop a regional approach to calculating GRC/DRC which will allow us to benchmark our current values and future performance.

The CSR period from 2015-2022 allocates capital block funding for highway maintenance. Wigan Council is required to submit annual accounts through Whole Government Accounts (WGA) which details the current GRC of the network,

the annual spend on the network, the accumulated depreciation of the asset and its current DRC. The DfT through WGA are able to monitor the capital allocation for highway maintenance against the actual investment.

The financial data associated with the GRC and DRC will be published in Wigan Council Annual Financial Statement.

