



Wigan♥
Council

Highways Asset Management Plan

August 2026 to March 2029

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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 £1.8 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.

The Government, through the Department for Transport (DfT), continues to 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.

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 line with Publicly Available Specification ISO 55000, as:

“the balancing of costs, opportunities and risks against the desired performance of assets to achieve an organisation's objectives. Asset management also enables an organisation to examine the need for and performance of assets and asset systems at different levels. Additionally, it enables the application of analytical approaches towards managing an asset over the different stages of its life cycle (which can start with the conception of the need for the asset, through to its disposal, and includes the managing of any potential post disposal liabilities).”

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.
- 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 transparency reporting to ensure local authorities are delivering real improvements for road users and unlock additional incentive funding.

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 Highways 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 Data Management 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 Gross Replacement Costs (GRC) of each group of highway infrastructure assets.

Individual asset groups, components and activities are detailed within Appendix A.

3.1 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 guidance outlining asset financial management and reporting.

This methodology 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)

3.2 Gross Replacement Cost (GRC)

This is the total admissible cost of replacing the whole of our existing highway infrastructure assets. This provides visibility of current baseline costs, rather than relying on historic spending. The requirement for this data also forms part of the Whole of Government Accounts (WGA) valuations, required as the basis for accounting for highway assets.

3.3 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.

Table 1 Asset Values

Asset	GRC	Average Life Span if Maintained
Carriageways	£1.322 billion	40 years
Footways and Cycleways	£264.5 million	30 years
Lighting	£38.8 million	30-50 years
Structures	£215.27 million	120 years

3.4 Lifecycle Planning

Lifecycle planning is integral to calculating the annual depreciation and 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 a holistic approach to treatments for the whole highway infrastructure rather than treating assets in their respective groups.

4.0 Funding the Current Service

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

Highway improvement works and major maintenance, such as carriageway resurfacing are funded through capital budgets. Capital funding comes from several sources.

Wigan Council is allocated money from the Great Manchester Combined Authority, which receives an integrated settlement from government, combining City Region Sustainable Transport Settlement (CRSTS), core highways maintenance funding and incentive funding.

Additionally DfT Grants are periodically available, such as the Structures Fund, which allow the Council to bid for additional capital funding where appropriate.

Other capital funding is occasionally sought from other government departments or third parties, when suitable grants become available. Recent funding has successfully be provided from Quick Win funding from the Environment Agency and grants from Greater Manchester Combined Authority and Regional Flood and Coastal Committee.

Another funding mechanism used for capital investment opportunities is Invest to Save projects, which have previously been used successfully by Wigan Council to deliver 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 climates of increased inflation, material costs and general cost of living pressures has resulted in additional pressure on the highway infrastructure maintenance base revenue budget. This is a further driver to achieving significant efficiencies in delivering highway infrastructure maintenance services.

To deliver these efficiencies, the Infrastructure Asset Management Group implements continuous innovation within the service 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.

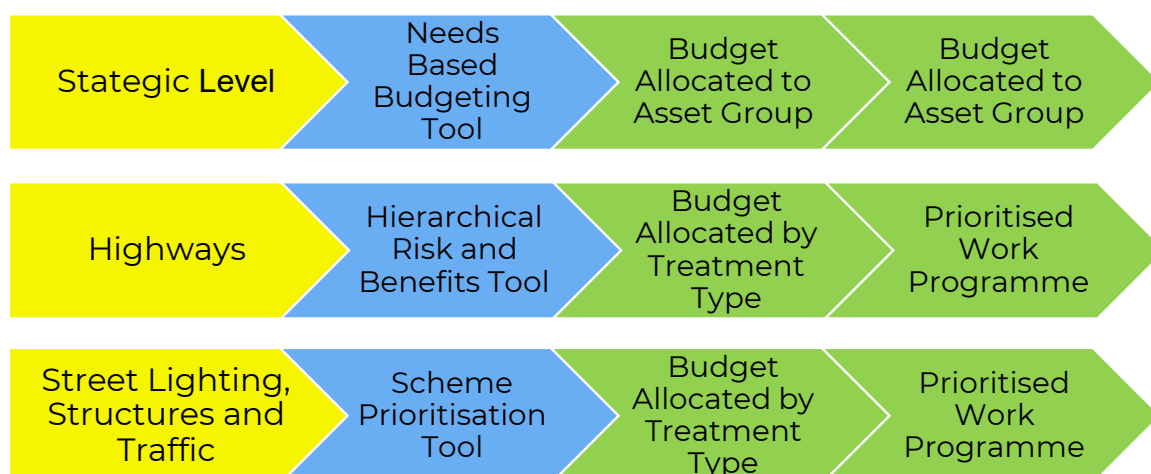
4.1 Budget Allocation

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, as well as creating a consistent process which relates high level aspirations to scheme level decisions.

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.

At the Strategic Level processes and tools have been developed which allow informed budget allocation decisions to be measured across a range of criteria.



This NBB approach considers the risks and benefits of funding individual activities and to achieve this, five risk criteria, with four sub-criteria for each. These criteria are assessed against each activity to determine impact on the service for different budget scenarios. Through this approach, funding is linked to Asset Groups

The following list prescribes the criteria and sub criteria used to assess and distribute budget at the strategic level.

Safety

Accessibility, Claims received, Killed and seriously injured records, Safe use of the highway.

Environmental

Ecology, Carbon footprint, Climate change, Congestion, Recycling/ Waste minimisation.

Economic

Supporting local business, Contractual, Whole life cost, Value for money.

Qualitative & Legislative

Targets and performance indicators, Corporate objectives, Council policies, Equalities, legal requirements.

Customer Focus

Community need, Public perception, Member perception, Reputation.

5.0 Service Delivery

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

5.1 Transforming Highways Services Through Continued Innovation

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 engages with cross sector resources on best practice, made available through networks such as the Local Council Roads Innovation Group and Association for Public Service Excellence (APSE) Highways Group.

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

Opportunities to trial new products and ways of delivering services are regularly implemented to understand what efficiencies and improvements they can deliver.

5.2 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.
- Flooding

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 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 highlighted alongside the relevant asset description.

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

5.3.1 Carriageway Maintenance Types

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 treatments such as micro-asphalt, surface dressing or slurry sealing process, before serious deterioration sets in which will escalate rehabilitation costs.

5.3.2 Public Rights of Way Maintenance

PROW Improvements. The PROW works within the Council's Transport Strategy Team, reflecting the aspirations of Wigan's Transport Strategy: to achieve greater sustainability, equitable access, diversity and adaptability plus attractiveness for cycling, walking and other pursuits on PROW.

5.3.2 Drainage Maintenance Types

In terms of Highway Drainage there are two maintenance regimes.

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 flood risk areas in the borough. Gullies in localised flood hot spot areas are cleaned more frequently. 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 or relining of the existing network.

5.3.3 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:

Gaist AI Condition surveys, which have replaced our use of SCANNER surveys. These are vehicle camera based surface condition surveys, that collect various forms of data using imagery on a single drive through the network. They are carried out on the full road network and pinpoint areas for closer investigation. These surveys are PAS2161 compliant, allowing us to report the condition of our roads to national standards.

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 is now also undertaken using the Gaist AI Survey. This is an annually driven survey which captures our footway network which aims to complete currently 95% 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 footway planned programmes of work and supporting the calculation of our annual DRC.

Highway Safety Inspections (Risk Management) form a key element of our risk management strategy 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.

5.3.4 Monitoring the condition of Highway Drainage

Wigan Council has adopted a risk management approach towards maintenance of its highway drainage systems, taking into account the 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 condition survey, which assesses the condition of the drainage assets and the build-up of silt within highway gulley chambers. The survey is carried out on all the highway gullies and collects data on 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.

5.4 Structures

5.4.1. 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.

5.4.2 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.

5.5 Street Lighting

5.5.1 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 practise; 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.

5.5.2 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.

5.6 Traffic Signs and Street Furniture

5.6.1 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.

Wigan Council holds internal Sign Shop capability, offering in house expertise, efficiency, expedited response times and value for money when manufacturing, installing or renewing traffic signs.

5.6.2 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.

5.7 Fences, Walls and Safety Barriers

5.7.1 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.

5.7.2 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.

5.8 Road Markings

5.8.1 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.

5.8.2 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.

5.9 Environment

5.9.1 Types of Maintenance

Environment related services cover grass, shrubs/trees, and weeds, 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.

5.9.2 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 there 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.

5.9.3 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.

5.9.4 Tree Maintenance Highway

The highway network has been surveyed and assigned a hierarchy based on Wigan Councils 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.

5.9.5 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.

5.10 Flooding

As both the Highway Authority and the Lead Local Flood Authority (LLFA), the Council has a unique role in managing flood risk and maintaining the resilience of the highway network. This integrated responsibility enables a coordinated approach to understanding, managing, and mitigating flooding from a range of sources, including surface water, ordinary watercourses, groundwater, and interactions with the highway drainage system.

By bringing together highway asset management and flood risk management functions as part of the integrated Highways and Network Management department the Council is able to take a holistic and risk-based approach to investment, maintenance, and resilience planning. This approach supports the efficient management of highway drainage assets, helps target resources to areas of greatest risk, and identifies opportunities

to deliver wider benefits through sustainable drainage and natural flood management measures, across assets.

The Local Flood Risk Management Strategy document sets out what flood risk issues Wigan faces, who has responsibilities, what we are seeking to achieve in managing flood risk, the measures likely to be required and the resources needed to support this. It also sets out how we monitor flood issues and manage performance.

5.11 Digital Tools

Wigan Council also recognises that effective asset management and its implementation relies on systems, which can be used as tools to support decision making at all levels. The following tools are currently in use by the Authority:

- Jadu, Mayrise, KaarbonTech highway asset management systems – which cover most of the highway infrastructure management needs, including works order, public enquiries, asset register, street works register and inspection regimes;
- CausewayOne Asset Strategy– condition survey data;
- Mayrise / Causeway Horizons system – asset condition modelling;
- PONTIS Bridge Management System – inspection and condition data for bridge structures;
- Symology/Aurora – covers Greater Manchester Permit Scheme;
- GIS (as the corporate asset management mapping system); and
- Wigan Council specific tools to support all these systems.

6.0 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.

6.1 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.

6.2 Service Performance

The Resident Services 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.

7.0 Customer Satisfaction

We are committed to delivering highway services that are safe, reliable and responsive to the needs of residents, businesses and visitors, supporting the council's ambitions to create fair opportunities and help towns and neighbourhoods flourish.

Our approach is guided by the *Progress with Unity* ways of working, placing people at the heart of decision-making, listening deeply to customer feedback, understanding local needs and priorities, and connecting service delivery to neighbourhoods. We use customer insight, performance data and community engagement to inform investment decisions, drive continuous improvement and ensure resources are targeted where they provide the greatest benefit.

Wigan Council recognise the importance of understanding what is important to its highway users and residents and takes part in the National Highways & Transportation survey.

This is a nationally recognised industry survey that allows 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.

8.0 Collaboration

Collaboration is fundamental to the successful management of Wigan's highway assets. In support of the Council's *Progress with Unity* vision, we will work in partnership with residents, businesses, developers, utility companies, contractors, regional transport partners and other stakeholders to deliver a highway network that meets the current and future needs of the borough.

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, 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 where appropriate.

Alongside GMCA we work closely with the Environment Agency and United Utilities to increase our assets climate resilience and reduce borough wide flood risk.

We recognise that local communities and organisations have valuable insight into how the network is used and where improvements can provide the greatest benefit. By listening deeply, understanding local priorities and connecting service delivery to neighbourhoods, private development and other organisations we will encourage meaningful engagement in decision-making and investment planning.

9.0 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 and Section 278 agreements to ensure appropriate quality and standards of construction are achieved.

To support the future sustainability of the highway network, Wigan Council has commissioned an updated “Developers Design Guide”, which sets out a standard construction specification and a recommended 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.

10. Good Practice and Innovation

Wigan Council’s Highway Asset Management approach embraces innovation to improve the efficiency, sustainability and effectiveness of highway maintenance and investment decisions. We will actively explore and adopt new technologies, materials and working practices that support evidence-based asset management, including enhanced condition monitoring, digital data collection, asset management systems and predictive analysis tools. Innovation will be used to optimise lifecycle

planning, improve network resilience, reduce environmental impacts and deliver greater value for money for residents. Through collaboration with industry partners, neighbouring authorities and stakeholders, Wigan Council will seek opportunities to trial and implement best practice and innovative solutions that support continuous improvement and help meet the evolving needs of the highway network while maintaining a safe and reliable service.

10.1 Good Practice

Wigan Council is committed to the development and implementation of good practice and benefits from lessons learnt at National, Regional and Local levels. Officers from Wigan Council regularly contribute to and attend:

- National and regional conferences;
- The Chartered Institute of Public Finance and Accountancy (CIPFA);
- Greater Manchester Highways Asset Management Partnership Network;
- Local Council Roads Innovation Group (LCRIG);
- ADEPT Asset Management Working Group;
- HMEP events; and
- APSE performance networks.

Furthermore, Wigan Council is committed to the sharing of knowledge and experiences in implementing asset management with other Highway Authorities across the country as well as those with Greater Manchester. To this end, officers from Wigan Council present examples of good practice nationally at workshops and conferences and will continue to maintain active membership of the Greater Manchester Highways Group and associated subgroups.

10.2 Innovation

A number of recent innovations have been implemented across the service, following successful trials. These include:

- Full digital delivery of services, across full asset lifecycle to improve overall performance.
- Partnership with Hello Lamp Post and KaarbonTech to launch a interactive AI flood reporting system, providing real-time visibility of the network, allowing for more informed decision making and intervention.

- Imbedded community wealth building into procurement mechanisms, maximizing local social value, retaining local economic spend, and partnering with small-to-medium enterprises (SMEs) and value-aligned supply chains, do deliver wider value from Asset Management.
- New planned and preventative highway surface treatments have been used across the borough, including thermal road repairs and grouted macadam surface treatments.
- Gasit AI highway condition surveying providing improvements in consistency, accuracy, repeatability, and quality of data to provide a deeper understanding of asset condition
- Smart gully sensors across flood risk hot-spots to monitor water levels and detect blockages, to
- Wintersense road temperature sensors to create greater efficiency in winter maintenance.

We are continuously identifying further innovation which can benefit our asset management approach. Some of the ongoing and upcoming initiatives include:

- Trail usage of electric powered plant for operations, where appropriate, to deliver environmental and commercial efficiency.
- Investing in new efficient fleet, including new highways gully cleaner tankers.
- Following the success of the 2015 Invest to Save Street Lighting LED project, phase two of the project is now in development to upgrade lanterns to improve quality and efficiency of lighting.
- A transition to new cross Council Asset Management system, which will transform the way we manage our assets and deliver services. Moving away from outdated system, we'll introduce a modern digital solution that connects residents directly with frontline services. This will help us deliver more responsive, efficient services while creating new opportunities to use technology to continually improve how we operate.

10.3 Staff Development

We recognise that a skilled, knowledgeable and motivated workforce is fundamental to the successful delivery of our Highway Asset Management Plan. The Council is committed to supporting the continuous professional development (CPD) of its staff, ensuring that employees maintain and enhance their technical knowledge, leadership capabilities and understanding of emerging industry practices. This commitment is

reinforced through active engagement with professional institutions, enabling staff to share best practice, develop professional networks and contribute to the advancement of the highways sector.

In addition, the Council provides competency-based training programmes, including apprenticeships, designed to develop the skills required to manage highway assets effectively, meet legislative and safety requirements, and utilise evolving technologies and asset management techniques. Investment in staff development further supports our culture of continuous improvement and innovation in highway asset management.

11. Supporting Documentation

The Asset Management plan is linked to several key documents as listed below in Table 11.1 that combined, allow for the asset management approach to be implemented and support the delivery of the desired level of service.

National	Wigan Council
United Kingdom Roads Liaison Group (UKRLG) Codes of Practices	Highway Asset Management Strategy
ISO 55000	Service Delivery Plan
The Association of Directors of Environment, Economy, Planning and Transport (ADEPT) and HMEP Frameworks for Highway Asset Management	Corporate Strategy
Maintaining a Vital Asset	NBB process documents: including strategic, service prioritisation tools
UKRB quick start documents	Traffic Strategy
UKRLG Asset Management Guidance	Corporate and Departmental Strategy
HMEP Toolkits and Guidance documents	Developers Guide

Table 11.1 Supporting Documents

12. Implementation and Review

The Annual Highways Asset Management report allows to monitor the implementation of the Asset Management Strategy and Plan, providing data and progress on key metrics including service performance, public satisfaction, key investment activities, value for money, key successes and sustainability. This annual report further allows us to identify areas of success and lessons learned.

The Asset Management Policy, Strategy, and Plan will be under continuous review and will be updated if appropriate. Wigan Councils Asset Management approach is independent to fluctuations in funding therefore significant changes to the documents will unlikely be required. A full review and update will be conducted at least every 3 years to accommodate any changes with local and national priorities.

Appendix A - Asset Groups, Components and Activities

Asset Group	Asset Component	Activity	What's Included
All Classification Roads	Carriageway, Footway and Cycleways	Reactive Routine Repairs	Reactive repairs carried out from highway safety inspections and customer enquiries that fit the Council's policy criteria for repair.
		Preventative maintenance processes	Include carriageway surface dressing & micro asphalts. Includes footway slurry seal. All preparation patching included.
		Planned carriageway resurfacing and patching	Planned Hot Rolled Asphalt/ SMA carriageway resurfacing/ structural patching.
	Drainage	Cyclical Cleansing	Scheduled cyclic gully cleansing and reactive cleans from customer enquiries.

		Planned Repairs	Planned repairs of faults from customer enquiries and reports identified on cyclic cleaning routes.
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Asset Group	Asset Component	Activity	What's Included
Highways Structures	Bridges, Retaining Walls, Culverts etc.	Asset Creation	Design and site supervision of construction of new highway structures.
		Routine Maintenance	Inspections – general, principal, special. Structural reviews and assessments. Cleaning of graffiti and routine maintenance. Monitoring of sub-standard bridges for weight and height restrictions.
		Planned Maintenance	Preventative maintenance minor repairs – waterproofing-painting and reforming. Component renewal – renewal of bearings and expansion joints. Upgrading – strengthening- parapet replacements – waterproofing. Replacement of structure nearing end of life or becoming unmaintainable.

	Reactive	Painting of structural steel, mainly footbridges over railways. Urgent repairs for safety. Repairs following RTA's Vandalism Essential major repairs due to scour and linked to other parties works.
	Asset Disposal	Transfer; extinguish highway rights – ownership transfer. Demolition – complete removal or infill.

Asset Group	Asset Component	Activity	What's Included
Street Lighting	Street Lights, Illuminated Traffic Signs and Traffic Bollards	Upgrading – strengthening- parapet replacements – waterproofing	Includes all unplanned reactive repairs to lights not working as planned.
			Replacement of structure nearing end of life or becoming unmaintainable.
		Structural and Electrical Testing and Inspection	Includes planned structural, visual, and electrical testing and inspection.
		Structural Routine repairs, including Reactive repairs	Routine and High Priority from inspections, emergency, and accident/vandal damage.
		Lighting Column and Pole Renewals	Replacement of lighting columns and poles nearing end of life or becoming structurally unsound.
		Painting	Painting of structural steel lighting columns and poles.
		Graffiti / Refurbishment	Cleaning of graffiti and routine maintenance.
		Cleaning	All traffic sign and bollard faces.
		Energy	All energy consumed associated with street lighting, traffic signs and illuminated traffic bollards.
Traffic Signs and Street Furniture	Non-Illuminated	Reactive Routine Repairs	Includes all unplanned reactive repairs to lights not working as planned.

Traffic Signs and Traffic Bollards, Street Name Plates	Planned Routine Maintenance	Includes all planned maintenance.
	Structural Testing and Inspection	Includes planned structural and visual inspection.
	Structural Routine repairs, including Reactive repairs	Routine and High Priority from inspections, emergency, and accident/vandal damage.
	Pole and Sign Plate Renewals	Replacement of poles and signs plates nearing end of life or becoming structurally unsound.
	Painting	Painting of structural steel poles.
	Graffiti / Refurbishment	Cleaning of graffiti and routine maintenance.

Asset Group	Asset Component	Activity	What's Included
Fences, Walls and Safety Barriers	Fences, Walls and Safety Barriers	Reactive Routine Repairs	Includes all unplanned reactive repairs.
		Planned Routine Maintenance	Includes all planned maintenance.
		Structural Testing and Inspection	Includes planned structural and visual inspection.
		Structural Routine repairs, including Reactive repairs	Routine and High Priority from inspections, emergency and accident/vandal damage.
		Fence, Walls and Safety Barrier Renewals	Replacement of Fence, Walls and Safety Barrier nearing end of life or becoming structurally unsound.
Road Markings	Road Markings	Reactive Routine Repairs	Includes all unplanned reactive repairs.
		Planned Routine Maintenance	Replacement of road markings becoming faded or worn.
		Special Surfacing	All anti-skid and coloured textureflex surfacing.
Environment	Grass	Visibility Splays	All defined visibility splays
		Urban Cutting	All defined urban areas
		Rural Cutting	All defined rural areas
	Trees / Shrubs	Routine Inspections / Reactive Repairs	Routine Inspections and reactive repairs, pruning and cutting.
		Planned Replacement or Planting	Planned replacement of existing trees / shrubs or planting of new trees / shrubs.
	Weeds	Routine Spray	Routine spray of footways, edgings and channels.

		Pulling	All injurious or hazardous weeds.
	In Bloom	Routine Maintenance	Maintenance of In Bloom floral beds and displays.
Weather Emergencies	Depots	Maintenance Plant, pumps, and Salt Barn	
	Facilities	Service and Materials/ Winter Maintenance	
Other	Other	Technical Surveys	
		Management Systems	
		Other	
		Fees	
		Reserves	