

## ANNEX D - TRANSPORT ASSET MANAGEMENT PLAN REPORT

### Progress towards a whole-life maintenance plan

Hertfordshire published the UK's first Highways Asset Management Plan (HAMP) in April 2002. The document drew together, for the first time, the objectives, strategies and methods adopted in managing the highways in Hertfordshire. It demonstrates actions that will enable the organisation to meet its strategic goals in the most cost-effective way, in the long-term framework of statutory requirements, customer expectations and sustained funding.

The original HAMP is currently undergoing a review process as part of expanding its content to encompass the whole of the transport asset, i.e. to become a Transport Asset Management Plan or TAMP. This involves incorporating issues related to Public Transport, Public Rights of Way and Highway Safety into the plan, as well as strengthening the links between maintenance, asset development and transport planning implementation.

Publication of the HCC TAMP is programmed for Summer 2006.

### Ambition and realism of LTP asset management targets

The majority of targets set out in LTP2 will have an impact on the asset management plan.

Carriageway condition targets set out in the LTP are to achieve a 'steady state' for the condition of the network's carriageways and footways. This aspiration has been made as a result of detailed computer modelling, used to assess the current condition of the

carriageway network and predict deterioration rates for different maintenance strategies. In order to achieve this steady state, the council has identified that it will require substantial additional funding above the levels indicated in the preliminary LTP guidance/consultation. The analysis has included developing nine funding strategies, with different condition and work activity outcomes. The current proposal represents the optimum maintenance regime to achieve steady state.

The council has set out public transport and safety targets to meet Government requirements. The TAMP will identify processes to be adopted for appraisal and implementation of options. This will ensure that informed decisions are made on how best to achieve these targets and will help in securing future funding to maintain these assets throughout their life.

### Whole-life maintenance resource implications of major and integrated transport schemes

Hertfordshire Highways, through its asset management plan, works on a whole-life approach and this is being integrated with the development of integrated transport schemes and major scheme proposals. Major and Integrated Transport Programme schemes will have maintenance reviews as part of the design process. Maintenance strategies are being developed to ensure appropriate materials are used. For instance HCC has recently reviewed its footway maintenance practices and has introduced a new policy to limit the use of expensive or hard-to-maintain materials in order to reduce life-cycle costs on footways. In addition, the TAMP will introduce the concepts of sustainability, maintainability and risk into the option appraisal process, with a view to further developing methods for

quantifying these in a consistent manner. Furthermore, transport asset best practice information will be used to ensure that additions to the asset made through adoption are designed and constructed to complement Hertfordshire's asset management practices.

### **The implications of any LTP proposals to delay or bring forward maintenance work**

The council has internally published its 3rd Forward Work Programme (FWP), which covers a forward 5 year period, starting 2005/06. The data included in the plan is comprehensive for the maintenance requirements of the carriageway asset (for which a longer-term 10 year FWP is also available), but currently is less comprehensive for other transport issues. An integral part of producing a FWP is the development of an optimal time to carry out maintenance works along with expected 'LTP' proposals, and vice-versa. Changes in the timing of any of the programme streams will be regularly reviewed, any consequential changes to other programmes considered, and the FWP adjusted accordingly. Such changes within any funding programme will have an effect on any optimisation desired, and the outcomes achieved, but it is not realistic to quantify such impacts in a generic way.