



Barnsley Council  
Managing the Highway Asset  
Policy

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## Council Aims and Priorities

The public highway is the single biggest asset owned by the Council and is responsible for ensuring the expeditious and safe movement of people, services and goods around the Borough. The contribution a sound, well-maintained and efficient network can have to ensure a successful vibrant economy should not be underestimated.

In its Corporate Plan the Council has set out its priorities and introduced the 'core values' which underpin how the Council provides services.



How we manage the highway asset in line with the 'core values' will be a key element in achieving the Council's three core priorities.

## **A THRIVING AND VIBRANT ECONOMY**

Prioritise economic growth through stimulating development, jobs and business to invest in Barnsley. A high class well maintained and efficient highway network will assist in encouraging new investment. It is vital that the supporting transport infrastructure is of sufficient quality to promote this key priority.

## PEOPLE ACHIEVEING THEIR POTENTIAL

The importance of enabling people to reach their potential by providing opportunities and encouragement will see Barnsley and its communities flourish. The highway network provides opportunity to travel to education, training, employment and leisure activities which help to encourage self development and provide the means for people to reach their potential.

## STRONG AND RESILIENT COMMUNITIES

Provide the support, tools and skills required to assist communities to reduce dependency on Council services. The way in which Barnsley will manage the highway asset will support and encourage communities to work within their areas to provide much needed support during adverse weather events or to simply improve their immediate environment.

### Our promise

Our goal is simple. We will manage the highway asset in accordance with our statutory duty but with our key priorities at the heart of what we do.

- We will plan the management of the asset over the medium and long term to ensure that we can provide tangible long-term improvements and cashable efficiencies in order to reinvest back into on going improvements to the asset.
- We will maintain regular safety inspection and repair regimes
- We will use intelligence data to identify and prioritise maintenance and repairs both in the short and long term
- We will invest in and utilise innovations in materials and practices to get more for less
- We will value our communities and become more transparent in the way we do things
- We will help our communities to help themselves through information, support and provision of equipment and training.
- We will value our workforce and strive to maintain a trained, highly skilled and well motivated team
- We will strive to provide a first class service in everything that we do



This document will provide the framework to guide how the Council will deliver its asset management responsibilities. This document should be read in conjunction with the Council's Highways Asset management Strategy.

## Contents

	Page
1.0 Strategic Objectives	5
2.0 Statutory Requirements / Highway Safety	5
3.0 Managing Performance	5
4.0 Programming	6
5.0 Our Customers	6
6.0 Funding	6
7.0 Inventory	7
8.0 Sustainability	7
9.0 Securing the Future of the Highway Network	7

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### Supporting Documents:

- i. Highways Asset management Strategy

## 1.0 Strategic Objectives

1.1 Barnsley is a place of change. The Council is driving a programme of investment and economic regeneration to support future growth in employment housing and prosperity. The Council will work with its partners at the Leeds City Region and Sheffield City Region to plan and implement a range of initiatives that will support the Councils aspirations for a growing economy. In driving change and engaging with its people Barnsley wants to become customer focused to deliver high quality services to the heart of communities.



1.2 To achieve the Vision and Strategic Policies aligned to the Transport Strategy and as set out within the Barnsley Local Plan, Barnsley must be equipped for growth and change. A high quality transport network is vital to attract investment and to ensure successful business growth. How we manage our highway asset will therefore form a key component in underpinning this Borough's transformation.

## 2.0 Statutory Requirements / Highway Safety

2.1 The Highways Act 1980 sets out the Councils statutory duty to maintain the highway at public expense. This includes a duty to ensure safe passage along a highway. In support of this duty the Department for Transport (DfT) publish guidance documents covering all aspects of highway maintenance. It is these documents which form the building blocks of this strategy.

## 3.0 Managing Performance

3.1 Our treatment choices will be made to ensure that we achieve extended longevity together with improved sustainability where possible. Our aim will be to reduce the impact of highway maintenance activities on the environment by reducing disposal material volumes, increasing recycled material volumes and reducing the usage of virgin materials.



3.2 Our performance will be measures in terms of outputs through KPIs. The quality of our work will be monitored and evidenced through the work streams to ensure a 'right first time' approach to everything we do. We will invest in training to ensure that teams have the appropriate skills to make the right choices in delivery.

3.3 Our key performance measures will include:

- Budget Planning and Programming
- On-going improvement in asset condition
- Response times to network safety defects
- Insurance claims
- Sustainability – use of recycled materials, reduced energy/fuel usage
- Customer satisfaction
- Resilience

#### 4.0 Programming

- 4.1 Using an intelligence based approach to the identification and prioritisation of planned maintenance we will develop long (5+ years), medium (3 year) and short term (annual) programmes for the asset. Our prioritisation will be transparent and evidence based.
- 4.2 We will plan survey and inspection regimes in order that the resultant data can be used to develop the forward programmes at the commencement of each year. In planning the inspection regimes we will consider a risk based approach to inspection periods and document any decisions with regular review periods.
- 4.3 In developing our programmes we will estimate costs associated with planned works and identify any funding gaps. We will use this information to consider how best to prioritise our resources and any potential to secure additional resource particularly in support of key assets aligned to any economic growth areas.

#### 5.0 Our customers

- 5.1 Barnsley is committed to improving the customer journey. The Council has invested in a new customer reporting system to better manage our customer needs and to provide the customer with information and updates.
- 5.2 The highway service is subject to high levels of customer engagement with demand for services key to most enquiries. We need to ensure that we provide accurate and visible information to enable the customer to self inform. We will provide transparency in decision making by explaining how we prioritise our maintenance regimes and will allow our key stakeholders to comment on our work programmes to ensure that local needs are considered when programming our works.
- 5.3 We will set our desired service levels annually and publish these as work programmes to provide visibility and improved customer expectations. We will seek to provide clear and honest feedback to our customers and to manage their expectation around what to expect from the services we provide.
- 5.4 We will ask our customers to tell us how we are doing. We will use this data to improve the service we provide and tell our customers how their feedback has led to change.



#### 6.0 Funding

- 6.1 We will use our performance measures and our asset management principals to secure efficiencies in the works we promote on our network. We will aim to do more for less resulting in on-going improvements to the network condition.
- 6.2 We will look at and review our asset types to ensure that we are efficient in how we manage each asset. We will take a risk led approach to managing certain asset types. This approach will be documented and reviewed regularly.



6.3 We will work to ensure that we make best use of the funding we have. We will use the latest techniques and ideologies to maximise the whole life cost of our asset and will plan our maintenance schedules using fact based data gathering and expert engineering decisions.

6.4 In order to make best use of additional funding opportunities we will use our long term planned maintenance programme to consider schemes which could be pre-prepared for submissions.

## 7.0 Inventory

7.1 In order to provide the data and evidence needed we will record our entire asset and maintain records of each asset. This database will underpin our maintenance activities and will provide an on-going record of any works completed on the asset. The database will form a reference for the storage of works information including information aligned to the BIM principals. We will ensure that resources are allocated to manage and maintain this database in recognition of its importance in the management of the highway asset.



## 8.0 Sustainability

8.1 Our treatment choices will be made to ensure that we achieve extended longevity together with improved sustainability where possible.

8.2 Our aim will be to reduce the impact of highway maintenance activities on the environment by reducing disposal material volumes, increasing recycled material volumes and reducing the usage of virgin materials.



## 9.0 Securing the Future of the Highway Network

9.1 By implementing these asset management principals in accordance with the Mission Statement and commitment from Council leaders we aim to provide a long term strategy for on-going network improvement which will underwrite the Councils ambitions to drive forward economic improvements. In support of our high level strategy and promises are a suite of documents which describe in detail how we will address the maintenance of each asset type. These documents will look at how we inspect and survey our network, how we prioritise any works. There will be details on how we seek to minimise our maintenance liabilities through improved efficiencies in operation together with better utilisation of improvements to rationalise the integrity of the asset ensuring we reduce any waste in our maintenance activities.