

regime. A robust asset management plan will be a valuable tool to any authority wishing to explore the potential benefits that the code enables.

General Drivers

Asset management is also consistent and supportive of:

- best value, which is by definition a prime asset management objective
- the Codes of Practice for highway maintenance, street lighting and highway structures, which refer to asset management
- Rethinking Construction, which advocates an integrated approach to the planning and delivery of infrastructure works

1.3 ASSETS INCLUDED

Included within this plan are all the constituent elements of the adopted highway plus local transport assets which the council has a duty to maintain:

- **Carriageways and footways** including on-street cycle routes
- **Structures** - bridges, culverts and retaining walls
- **Street lighting** including illuminated signs and bollards
- **Road markings and signs** including coloured surfacing
- **Verges, trees and street furniture** including bus stops, and barriers and safety fencing not associated with structures
- **Highway drainage**
- **Traffic signals and urban traffic control** including variable message signs
- **Public rights of way**
- **Car parks**
- **Park and ride sites**

The asset comprises approximately:

754km carriageway	975km footway
79 bridges over 1.5m span carrying vehicular traffic, plus 4 footbridges	
17 500 street lighting units	13 500 signs
2 650 000m ² verges	40 000 carriageway gullies
18 car parks	5 park and ride sites

Note: The size of the highway network increases continuously as highway within new developments is adopted by the Council (approx 3km carriageway annually).