



CIHT HIGHWAYS MAINTENANCE POLICY STATEMENT

A suitable network for a developed economy



THE HIGHWAY NETWORK

The highway network of roads, footways, bridges, lighting and verges is a highly visible community facility and is a major public asset. It is a dominant place in its own right and must be maintained so that it continues to serve all the communities who depend on it.

Everyone relies on or uses the highway daily and it is fundamental to the economic, social and environmental wellbeing of the community. It makes important contributions to the streetscene, economic development, regeneration, accessibility, social inclusion, community safety, education, health and the quality of life.

The highway takes many forms ranging from major routes to urban, inter-urban, industrial, rural, residential roads and quiet lanes. It supports varied modes of travel including walking, cycling, buses, goods vehicles, and cars.

There are ever increasing demands on the network as a result of travel growth and the increasing numbers of vehicles.

The condition of the highway network varies with national roads generally in better condition than local roads. However, the whole network is important to different users in different ways and must be effectively maintained to an appropriate standard, providing a safe and efficient level of service.

CIHT says

The adequate maintenance and funding of the highway network must be a fundamental part of UK transport policy for the social and economic well-being of the country

Streets are the **arteries**
of our **communities**

– Manual for Streets





CIHT says
Highway maintenance standards must meet the needs of all users and be applied consistently

Good transport is **essential** for a **successful economy** and society

– Maintaining a Vital Asset

COMMUNITY NEEDS

The entire community uses the highway network for a wide variety of purposes including work and leisure activities. It provides for the long and short distance movement of people and goods, access to other transport modes such as rail, air and sea, and is a conduit for the delivery of water, energy, information and waste. It provides links to community meeting places and is fundamental to the creation of a quality streetscene.

The needs of all users should be recognised and appropriate maintenance standards developed which are then applied consistently throughout the life of the highway. The appearance of the highway has an important impact on the street scene and proper cleansing together with other routine maintenance must be part of maintenance strategies.

Maintenance work must be planned and executed in a safe and effective way that minimises disruption and keeps highway users informed.



CIHT says
Highway maintenance makes a significant contribution to road and community safety and a culture of safe working when undertaking roadworks is essential

A SAFE HIGHWAY

The standard to which the highway network is maintained has an impact on the safety of all users. Inadequate maintenance of highways, including street lighting and street furniture, can lead to increased accidents and claims, particularly for the more vulnerable road users.

Maintenance standards can also influence whether the community feels safe in using and living near the highway by providing a high quality environment.

The safety of highway users and those undertaking the work is also paramount when maintenance work is being undertaken and must be carefully managed.

About CIHT

CIHT is a membership organisation representing over 12,000 people who work in the highways and transportation sector. CIHT members plan, design, build, operate and maintain best-in-class transport systems and infrastructure, whilst respecting the imperatives of improving safety, ensuring economic competitiveness and minimising environmental impact.

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CIHT supports its members' professional endeavours by:

- Offering training, information, professional development and support
- Promoting the value added to society by the profession
- Being the focused voice to Governments and other decision makers on transportation expertise and knowledge.



CIHT says

Reuse and recycling of materials and the use of low energy techniques must be the preferred choice, not just an alternative

Looking after the **network** should be a **key priority**

– Maintaining a Vital Asset

THE ENVIRONMENT

The highway network is extensive and maintenance has a significant influence on the energy consumed, materials used and waste produced. Sustainability can be improved and the carbon footprint of highway maintenance reduced by the reuse and recycling of materials, use of low energy techniques and by minimising the use of scarce resources.

Any strategy should include the maintenance and management of surface water drainage. This will not only help to reduce the risks of localised flooding but will also provide an additional resource for watering nearby landscaping areas and dispersal into water courses.

Landscaping around and close to highways provides a varied habitat. Appropriate working practices during maintenance contribute to conservation and to enhanced bio-diversity.



CIHT says

Maintenance for the long term must be at the heart of all highway design and maintenance strategies

It is important that the **future maintenance** arrangements of streets ... are decided early in the **design process**

– Manual for Streets

DESIGNING FOR THE LONG TERM

The highway is an asset for the future and must be managed accordingly using sound Asset Management Planning principles. Design of new works must have future maintenance requirements as a key consideration and this must be standard for all schemes.

Long term plans to maintain the highway in a serviceable condition at minimum whole life cost are essential. Reliable information on condition, lifecycle costs and levels of service are fundamental to asset management so that funding and competing priorities can be fully considered. It is also recognised that long term damage is caused by reinstatements and utility companies need to be charged for the premature maintenance costs incurred.

Climate change will affect the maintenance needs of the highway over time. Maintenance strategies need to take into account the likelihood of more frequent extreme events such as high and low temperatures and flooding.





CIHT says

Awareness and understanding of highway maintenance must be part of the training and continuing professional development for all transport professionals

TRAINING AND SKILLS

Effective maintenance of the highway network is of vital importance and has a key role in supporting economic prosperity and national well-being. It is essential that all transportation professionals have an appreciation of maintenance management and techniques.

Those engaged in maintaining highways have a requirement to develop and maintain their competence in line with professional and national occupational standards. The efficiency of road maintenance management and procurement must also be optimised.



CIHT says

Adequate and sustained funding must be provided as long term investment to maintain the highway network

FUNDING

The highway network is a huge national asset and has a long life expectancy. Its condition and durability are managed in the best and most efficient way by carrying out the right maintenance treatments in the right place and at the right time.

There is a strong case for continued investment in the transport infrastructure both at the strategic and local levels and adequate funding for maintaining and safely operating the network must be the top priority. A long term programme of sustained funding is essential to deliver effective maintenance at the right time and achieve minimum whole life costs.

Inadequate funding will inevitably lead to further deterioration and an increasing backlog of maintenance.

Additional funding streams need to be identified such as charging utility companies for the long term damage caused by their work to supplement overstretched highway maintenance budgets.

References

National Codes of Practice for the maintenance of roads, bridges and street lighting have been published which provide good advice for highway authorities in developing highway maintenance strategies

- UK Roads Liaison Group (2011)
- Well Maintained Highways UK Roads Liaison Group (2011)
- Well-lit Highways Code of Practice Complementary Guidance UK Roads Liaison Group (2011)
- Management of Highway Structures Code of Practice Complementary Guidance ICE (2011)
- ICE Manual of Highway Design and Management AIA (2011)
- Annual Local Authority Maintenance Survey
- Maintaining a vital Asset (2005)
- Manual for Streets (2007)