

Highways Agency Performance Specification 2013-15 – Technical Note

Field	Notes
Short Title	Cost of Maintaining the Highways Agency's Motorway and A Road Network per Lane Mile.
Performance Specification Reference	Output 3 – PS 3.4b
Requirement / Output Details	Whilst this development work is taking place, the network operator should continue to monitor and report on the current pavement indicator, <i>and the cost of maintaining the SRN per lane mile measure.</i>
Technical Definition	Cost of maintenance is extracted from the HA management accounts in line with the formula below, which is converted into a unit cost by dividing by the number of lane miles on the SRN (2010 definition).
Rationale	<p>This is a measure of cost per unit of asset available to the public which can be benchmarked on a year on year basis and potentially against other road operators.</p> <p>The measure will be used to demonstrate the cost of maintaining the Strategic Road Network. It should be considered in the context of the overall condition of the network and the asset management plan / strategy which aims across the life of the asset to achieve best value.</p>
Formula	Total Maintenance Costs/Lane Miles.
Start Date	2010-11
Performance	<p>Assuming that the overall condition of the network is maintained at the same standard and if the costs are adjusted for inflation, improved performance will be demonstrated if the indicator decreases.</p> <p>This is a new indicator, performance should ideally be considered over a number of years to identify trends.</p>
Behavioural Impact	<p>The indicator will focus behaviours on spending less and identifying more efficient and innovative ways of doing things.</p> <p>The indicator could drive perverse decision making not to renew or maintain part of the road asset, which will lead to greater risk of asset failure, a reduced customer service and experience and a need to spend more in future periods to repair a further deteriorated asset.</p> <p>Mitigation measures include an asset management plan / strategy, reliability and network condition measures.</p>

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Comparability	This is not a recognised standard indicator that can be used to provide a comparison between other countries or road authorities. Similar indicators might be available but there is no consistent agreed definition of costs / cost allocations.
Collection Frequency	Annually.
Clearance Process	The figures are generated using the formula detailed above and then cleared by the NDD Finance Director. Post clearance an independent financial audit of HA accounts is performed by NAO annually. Internal validation is also performed by Internal Audit.
Time Lag	Once figures are produced it is approximately 1 month before they are available. Official publication may take longer but they are supplied on a 1 month time lag.
Data Source	HA accounting system (Oracle) and asset database (HAPMS).
Type of Data	Management information.
Robustness and Data Limitations	N/A
Collecting Organisation	Highways Agency.
Return Format	£s per Lane mile.
Geographical Coverage	England.
How Indicator Can be Broken Down	HA region.