

Highway Asset Management Policy Review

Overview

City of York Council Executive formally reviewed and approved our Highway Asset Management Policy on the 24th September 2015.

The full report can be obtained via the below link:

<http://modgov.york.gov.uk/ieListDocuments.aspx?CId=733&MId=8841&Ver=4>

The Executive approved:

- i. The review and update of the existing CYC strategy, policy and service delivery methods relating to highway maintenance and accepted them as a sound basis for developing an evidence led programme.
- ii. The policy will be updated biannually and any changes will be brought before the Executive Member. Any significant changes will be brought before the Executive.
- iii. That the annual programme of maintenance works will be developed via the following process:

An evidence led list of schemes will be generated in accordance with Policy for approval by the Director for City and Environmental Services

Members will allocate budget for highways maintenance in the annual budget process and identify local schemes as part of the Ward Highways Programme

Final programme of affordable schemes will be generated and approved by the Director of City and Environmental Services and ratified by the Executive Member

- iv. Support for the work of the council with its partners in the Yorkshire Alliance to deliver shared approaches and efficiencies
- v. The Streetlighting Policy document at Annex 1 of the report

Summary

Our highway maintenance programme is an evidence led process which is governed by a range of national codes of practice and internal plans and strategies that have been developed to adhere to these codes. We currently develop the annual programme in the autumn of the preceding year, the programme is formalised through decisions taken by the Executive Member or Director of Economy and Place.

The third version of the City of York Council Local Transport Plan (LTP) was adopted in 2006, the plan sets the high level policies and measures for all transport management activities for the period 2011-2031. The Department for Transport (DfT) recommends that authorities develop a Transport Asset Management Plan (TAMP), our plan develops the ideals of the LTP and outlines the way in which we will manage our highway assets to achieve its aims.

The TAMP was adopted in 2009, the plan details the whole life cycle of the highway assets and the maintenance regimes required to maintain the assets to a desired condition, optimising budgets and minimising risk. The TAMP forms the basis of future maintenance linking asset condition to resources and budgets.

Highway Asset Maintenance is informed through a suite of Codes of Practice published by the UK Road Liaison Group, four main documents currently cover the majority of activities:

- 'Well-maintained Highways': Code of Practice for Highway Maintenance Management
- 'Well-lit Highways' Code of Practice for Highway Lighting Management
- 'Management of Highway Structures' Code of Practice
- 'Management of Electronic Traffic Equipment' Code of Practice

A revised, single code of practice has been released and all Highways Authorities need to adapt the The Well Maintained Highway Infrastructure Code of Practice by October 2018, our policy will be updated and revised in line with the code by this time, until such a time we will continue to adhere to the existing suite of codes.

The recommendations of the codes are not mandatory, however, it is widely accepted that authorities should incorporate their recommendations or detail why alternate approaches have been locally adopted. The Code is accepted as the underpinning guidance behind all legal challenges surrounding highway maintenance activities.

The Codes emphasise the use of asset management, risk management, whole life costing and sustainability in the development of highway maintenance programmes and procedures. Our TAMP details the way in which these ideals have been incorporated into our processes and service delivery.

Adoption of the codes

We have adopted the below arrangements for regular basic maintenance of York's highway network which is based on the recommendations of the national code:

- a network hierarchy based on the recommendations in the Code of Practice and local knowledge
- monthly, six monthly or annual safety inspections by dedicated inspectors, with frequencies determined by the network hierarchy. All frequencies are fully in line with the requirements of the code and seen as best practice by many of our peers
- members of the public and other users defect reports are received and acted upon - area based reactive inspectors respond to all reported defects on the highway within a specified time
- supervision and monitoring of all new development work which is subject to a section 38 (1980 Highways Act.) agreement
- dedicated utility inspectors to monitor and inspect work carried out by the public utilities within the public highway
- specified investigatory levels for defects used by all inspectors to ensure consistency and effective use of resources
- inspector carries out a risk assessment on site to decide specified response times for defects based on the risk posed to highway users
- inspectors are proactive and respond to any defects which pose an immediate risk to the public noticed during other inspections

A specific manual formalises our highway maintenance policy and ensures we comply with the Code of Practice. Our Highway Survey, Inspection and Repair Manual which details all surveys, inspections, categories and investigatory levels and is issued to all CYC staff directly involved in highway inspection. This manual is also used as the main evidence base in any defence against third party highway insurance claims.

Programme Development

We use a Highway Management System to record all aspects of the make up and condition of the assets that form our highway network. The Exor system is also used to manage our street asset records monthly returns, production of Best Value Performance Indicators, issuing of streetworks notifications and asset valuation information.

Annual repair and renewal programmes are developed from a range of data sources:

- Detailed annual condition survey of all our roads and footways
- Visual safety survey of all our roads and footways
- United Kingdom Pavement Management System (UKPMS) visual and machine surveys

The surveys record five condition categories:- grade 1 (very good), grade 2 (good), grade 3 (fair), grade 4 (poor) and grade 5 (very poor). A further survey is undertaken in September and October of each year considering the below sub set of highways:

- Streets identified as grade 4 and 5 by the annual condition survey
- Streets where the UKPMS survey showed that sections of them breached national intervention levels
- Requests by Members, requests by residents

Each road and footway is assessed and given a ranking (score) based on engineering criteria and experience, with a treatment solution determined. This process is detailed in the Annual Highways Maintenance Report, a flow chart summary is provided at annex 1.

Partnership Working – Yorkshire Alliance

Our work within the Yorkshire Alliance links our approaches to deliver asset management and maintenance activities, share good practice, procurement and develop joint working with the five other authorities in the alliance.

Seven separate thematic groups – Highways, Streetlighting, Procurement, Structures, Urban Traffic Management and Control, Drainage and Works Delivery have been developed below a management board which is reportable to the combined authority led transport board.

Our delivery of actions from the Codes of Practice will be consistent with our partners and will develop strong outcomes and efficiencies.

From 2015/16 DfT funding has required all authorities to show evidence of joint working and collaboration in order to attract an incentivisation element of funding. We are working across the Yorkshire Alliance to develop our approach to the self assessment questionnaire to evidence this, outputs from the thematic groups are key to support the individual returns from each of the member authorities.

Ward Highway Programme

From 2016/17 £250k of highways funding has been distributed to Ward Committee's to be used on locally important schemes that would not be prioritised through the wider evidence led maintenance programme. Information on highway condition scoring has been made available to wards to allow the consideration of local schemes that are unlikely to be supported in the main highway renewal programme. The list of locally important schemes will be agreed with wards and drawn up alongside the wider programme in January/February of each year.

