
Executive

14 October 2021

Report of the Director of Transport, Environment and Planning
Portfolio of the Executive Member for Transport

Highways Infrastructure Asset Management Plan (HIAMP)

Summary

1. This report requests approval to introduce a strategic approach for the asset management of York's highway network. The introduction of a highways management framework that includes a Highways Asset Management Plan (HIAMP) is required to optimise the allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future users of the transport network. Asset management is about how we monitor, inspect, test maintain and measure performance of our highway assets – i.e., bridges, roads, drainage, street lighting - to deliver a service to our customers.
2. In line with national good industry practice York has developed a HIAMP which provides an integrated framework for the delivery of highways maintenance services across the City's road and footway network. This report provides the rationale for the HIAMP, an updated highways Safety Inspection Manual, the introduction of a new Asset Management System, and area management through neighbourhood working.

Recommendations

3. The Corporate Director of Place is requested to
 - a) approve the introduction of a highways management framework, including implementation of the following:
 - Highways infrastructure Asset Management Plan;
 - Highways Safety Inspection Manual;

Reason: To ensure delivery of all highway maintenance services in an efficient and cost effective manner.

Background

4. Introduction and delivery of highways management framework is the most efficient and effective approach to management of highway infrastructure assets. Benefits will be achieved through longer term planning and ensuring that standards are defined and achievable for available budgets. The approach adopted within the HIAMP supports making a clear case for funding on strategic basis, with a focus on improving communication with stakeholders, facilitating a greater understanding of the contribution highway infrastructure assets make to economic growth and the needs of local communities.

Highways Asset Management Plan (HIAMP)

5. The Council has developed a HIAMP for York that closely follows UK good industry practice as promoted by UK Road Liaison Group (UKRLG) within published guidance.
6. The guidance published by the UK Road Liaison Group (UKRLG) is endorsed by Department for Transport to the extent that following the guidance is considered essential for successful completion of the self-assessment questionnaire embedded within the 'DfT Local highways maintenance incentive fund'.
7. As part of the highways asset management framework the HIAMP follows the Council's core approach of introducing policy, strategy & plans, and is aligned with York's local policies and the national strategies that will shape the future direction of the City and the management of York's highway network.
8. The approach to asset management described within in the HIAMP will support the service in gaining a clearer understanding the impact investment strategies are having on the network. The HIAMP will become a live and working document, encouraging the asset management approach to be embedded as normal practice.
9. A copy of the HIAMP document has been included in (Annex A).
10. The direct financial implications of implementing a new HIAMP are detailed in section 36 below.

Inspection Manual

11. Highway safety inspections support the Councils 'duty to maintain highways maintainable highway at public expense', as prescribed by Section 41 of the Highways Act 1980.

12. The Council has updated its approach to highway safety inspection by developing a new Highways Safety Inspection Manual (HSIM). The Council has developed a HSIM for York that closely follows UK good industry practice as promoted by UK Road Liaison Group (UKRLG) within published guidance.
13. The highway safety inspection process detailed within the manual is designed to identify all defects likely to create danger or serious inconvenience to users of the network or the wider community. Applied in a structured manner as part of an ongoing regime, the highway safety inspections manual also provides the Council with a defence against action pertaining to alleged failure to maintain on grounds that the authority has taken such care as in all the circumstances was reasonably required to secure that the part of the highway in question was not dangerous for traffic, as prescribed by Section 58 of the Highways Act 1980.
14. A copy of the Highways Safety Inspection Manual has been included in (Annex B).
15. The direct financial implications of implementing a new Highways Safety Inspection Manual are detailed in section 36 below.

DfT Funding Allocations

16. There are a number of annual DfT funding streams available to the Council including potholes, challenge funds and the 'local highways maintenance incentive fund'.
17. The 'local highways maintenance incentive fund' funding element is awarded by DfT annually based on the submission of a self-assessed questionnaire signed by the Council's Section 151 Officer. The Council receives its maximum funding allocation by attaining a score at the highest level (i.e., level 3) for a minimum of 18 of the 22 questions, scoring below 18 reduces the funding received by 70% (in 2021/22 70% would have equated to £240k).
18. When awarding the incentive funds DfT do not necessarily want to see the supporting evidence from every local highway authority, but it does reserve the right to undertake sample audits. It is the responsibility of the Section 151 Officer to ensure that our authority is satisfied, and the evidence is sufficient for the overall submission and total score consideration.

Consultation

19. Development of the CYC HIAMP has included presentations to Council Members at briefing sessions. The HIAMP has been the subject of to an

independent peer review carried out by the Local Council Roads Innovation Group (LCRIG).

20. Consultation will continue throughout the life of the HIAMP.

21. Consultation with customers will be managed by publication on the Councils website of the HIAMP and other relevant supporting documents (including maintenance programmes).

Corporate Priorities

22. Through the proposed measures the Directorate of Place supports delivery of the Council Plan around, most notably, the outcomes around world class infrastructure, getting around sustainably and the essence of this report is about being an open and effective council.

Financial Implications

23. There are not any financial implications associated with adoption of the recommendations made in this report. The highway maintenance service will be provided in accordance with the prescribed budgets.

Human Resources (HR) and other implications

24. There are not any HR implications associated with adoption of the recommendations made in this report.

Equalities

25. There are not any adverse equality implications associated with adoption of the recommendations made in this report.

Legal

26. Section 41 of the Highway Act 1980 imposes a duty on the Highway Authority to maintain highways and highway structures which are maintainable at the public expense. The duty requires the highway authority to maintain the highway in a fit state to accommodate the ordinary traffic which passes or maybe expected to pass along it. The duty is owed to all users, whether using vehicles or on foot, of the highway and whether pedestrians or vehicle users. Section 130 of the Highways Act 1980 imposes a further duty on the highway authority to assert and protect the rights of the public to the use and enjoyment of the highway.

27. In preparing and determining the proposals set out in this report the Council has had regard to the requirements of guidance published by UKRLG, the Council's local policies and national strategies, an independent peer review carried out by LCRIG and ongoing consultations with customers.

28. It is considered that the proposals set out in this report are proportionate and set appropriate levels of maintenance having regard to the wider needs of the area.
29. The procurement of the replacement Asset Management System will need to be undertaken in accordance with the Council's Contract Procedure Rules and the Public Contracts Regulations 2015 (as applicable).
30. Any terms and conditions governing the use of the funding described in paragraphs 16 to 18 will be reviewed by Legal Services.

Crime and Disorder

31. There are not any crime and disorder implications associated with adoption of the recommendations made in this report.

Information Technology (IT)

32. There are not any Information Technology implications associated with adoption of the recommendations made in this report.

Property

33. There are not any property related implications associated with adoption of the recommendations made in this report.

Other

34. There are not any other implications associated with adoption of the recommendations made in this report.

Risk Management

35. In compliance with the Council's risk management strategy, the main risks that have been identified in this report are:
- Strategic Risks, arising from the Council being unable to meet its statutory duties;
 - Physical Risks, arising from the inability to deliver an efficient service by not having an Highways Infrastructure Asset Management Plan;
 - Financial Risks, a **70%** (approx., £240k annually) reduction in funding if the Council does not receive its full allocation from the DfT 'local highways maintenance incentive fund';
 - People Risks, staff reductions would be required if Council lost its DfT local highways maintenance incentive funding allocation.

36. Measured in terms of impact and likelihood the risk score for all of the above has been assessed at less than 16. This means that at this point the risks need only to be monitored, as they do not provide a real threat to the achievement of the objectives of this report.

Contact Details

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	Report Approved	√	Date
Wards Affected: All Wards	All	✓	
For further information please contact the author of the report			

Annex A - Highways Asset Management Plan (HIAMP)

Annex B - Highways Safety Inspection Manual (HISIM)