

**Executive**

**15 March 2018**

Report of the Director of Economy & Place

## **Future Asset Inspection Programme**

### **Summary**

1. The Highways Maintenance and Transportation teams within the Economy & Place Directorate are developing new working practices to ensure the guidance within the updated Well Managed Highways Infrastructure code of practice (The Code) is adopted before its October 2018 implementation date.
2. City of York Council are working closely with West Yorkshire Combined Authority colleagues and a range of working groups have been developed to ensure a consistent approach to the adoption of the code.
3. The City of York Council approach to the revised highway asset inspection and repair process is given in Annex 1 as category 1 Assets, this is in compliance with the ideals of The Code and will ensure we can deliver an effective and efficient approach to highway asset maintenance.
4. Wider Economy & Place assets that are not wholly covered by the ideals of The Code are included in Annex 1 as category 2 assets and it is proposed to extend a similar approach across this wider asset stock within 12 months of the implementation of The Code. Recommendations are made to consider a similar approach across other directorates assets that can be considered in a similar way to those included within annex 1 as category 2 Assets.
5. Recommendations are made for further detailed assessments of the planned inspection and repair policies to be brought to Executive Member Decision Sessions when completed.

## **Recommendations**

6. City of York Council continues to develop new and innovative ways to maintain and manage our highway network and transportation initiatives, the adoption of The Code is essential to this.

It is recommended that:

- i. The Executive endorse and approve the approach to improved highway inspection and maintenance detailed in Annex 1
- ii. The Executive support the development of complimentary risk based inspection and maintenance practices across wider asset groups based on the ideals of the code. The inclusion of these wider Assets to be determined by the appropriate Executive Members.
- iii. Additional policy and process documentation for all assets will be brought before Executive Member Decision Sessions once completed

Reason – To deliver innovative and effective approaches to highway asset management and wider asset groups and provide wide ranging improvements to the built and natural environment across the city.

## **Background**

7. The Well Managed Highways Infrastructure code of practice - <http://www.ukroadsliaisongroup.org/en/codes/index.cfm> - comes into force at the end of October 2018, City of York Council have been working closely with West Yorkshire Combined Authority (WYCA) colleagues in the assessment of the code and through a range of working groups we have committed to develop revised working practices that deliver the new codes ideals in each member authority.
8. Our existing approach to highways asset management is based on a risk based approach underpinned by our network hierarchy, this derives the asset inspection procedures and other related policies such as the winter maintenance policies.

9. The Code sets out the need to use a wider range of data and evidence to develop a more mature approach to network hierarchy based on function and usage:

*“A network hierarchy, or a series of related hierarchies, should be defined which include all elements of the highway network, including carriageways, footways, cycle routes, structures, lighting and rights of way. The hierarchy should take into account current and expected use, resilience, and local economic and social factors such as industry, schools, hospitals and similar, as well as the desirability of continuity and of a consistent approach for walking and cycling”*

10. The Code identifies the importance of working with neighbouring authorities. A set of agreed function and usage indicators have been identified across WYCA and this will underpin the development of highway safety inspection frequencies, investigatory levels, work priorities and treatment decisions, However, it is accepted that specific localised metrics may be applicable to any one of the member authorities and these should be considered alongside the wider approach to hierarchy development.
11. The approach to the development of the CYC network hierarchy can be seen in Annex 1, this will ensure the inspection and repair practices of the Highway Maintenance team are compliant with the code from October 2018.
12. Although The Code is specifically concerned with highway asset management practices discussions with legal colleagues suggest it could be considered as an exemplar approach to the management of wider assets. A range of wider Economy & Place assets have been considered utilising the ideals of The Code and they have been included within the assessment in Annex 1 as category 2 Assets.
13. Following the development of a revised network hierarchy further reviews will need to be carried out to map across the process to wider Economy & Place assets and to revise processes that depend on network hierarchy data such as the winter treatment programme. Updates will be taken to the Executive Member Decision Sessions. The inspection process for category 2 assets will be reviewed and implemented within 12 months of the adoption of The Code.

14. The risk based approach identified in The Code could be utilised across the asset stock of other parts of the authority, a network hierarchy approach would be a natural approach to the assessment and inspection of the footways, carriageways and public areas of our housing estates. For other assets the consideration of a 'management hierarchy' underpinned by the identification of relevant function and usage metrics could be developed.
15. Wider inspection regimes would need to be carried out for other asset types, should they adopt the proposed inspection regime.
16. The existing code of practice is not mandatory for adoption and does not stipulate an 'intervention level' for defects found on the carriageway or footway but through repeat legal tests a general expectation has emerged that an authority will work to set levels. The existing CYC Highway Survey, Inspection and Repair manual identifies a range of investigation levels the key levels are indicated below:
  - Carriageway pothole  $\geq 40\text{mm}$  deep extending  $\geq 300\text{mm}$  in any one direction
  - Footway trip - abrupt level difference  $\geq 20\text{mm}$
17. The Code utilises the term investigatory level and states that this deliberately infers that there is no expectation that a repair will be undertaken following the investigation. A dynamic risk assessment will be undertaken by the Highway Inspector who will use judgement to determine if repair works are necessary.
18. The WYCA task group are developing a range of guidance documents to provide support for the Highway Inspector in making this judgement, this will be extremely important in litigation cases. Consistency across WYCA will also be achieved through this approach and this is a key ethos in the new code. Further detail will be presented to the Executive Member for Highways and Planning for adaption before any changes are made to current intervention levels.
19. The Code places increased emphasis on the training and competency of all officers and elected members involved in the delivery of highway maintenance works, this will be a key test in litigation cases. A training programme is being developed by the WYCA task group which will ensure all are supported in advance of the commencement of the October commencement date.

## **Consultation**

20. CYC have worked extensively with WYCA partners in the development of the new code, officers from across Economy and Place and other directorates have met to discuss the possibilities of a renewed approach to asset management based on the ideals of the code.

## **Options**

21. Members are asked to consider the approach to highway asset management based in Annex 1 of this report, two options are available to members:
  1. Executive endorse and approve the usage of the code for highway asset management as detailed in Annex 1, categories 1 & 2, and further support the development of a wider asset management plan based on the code for wider CYC assets.
  2. Executive endorse and approve the usage of the code for highway asset management as detailed in Annex 1, categories 1 & 2, but do not support further assessment of wider CYC assets based on the ideals of the code.

Recommendations are made in paragraph 6 of this report based on Option 1.

## **Council Plan**

22. The range of projects detailed in this report support Council Plan objectives to deliver 'a prosperous city for all'.

## **Implications**

23. There are no implications associated with this cover report, wider implications of changed asset management practices will be brought before the relevant governance and assurance groups as processes are developed further.

## **Financial**

There are no Financial implications associated with this report at this stage although it is recognised that additional funding may be required

## **Human Resources (HR)**

There are no Human Resources implications associated with this report at this stage although it is recognised that additional resources may be required

## **One Planet Council/Equalities**

There are no One Planet Council/Equalities implications associated with this report

## **Legal**

Work on the enhanced code has been supported by insurance and legal colleagues locally and across WYCA. Adherence to the code will support and effective defence of future litigation

## **Crime and Disorder**

There are no Crime and Disorder implications associated with this report

## **Information Technology (IT)**

There are no IT associated with this report

## **Property**

A wide range of CYC asset, property types and uses are detailed in this report, enhanced and improved asset management practices are expected to have a positive impact on the way in which this portfolio is managed

## **Other**

There are no Other implications associated with this report

## **Risks**

24. There are no risks associated with this cover report, wider implications of individual asset management procedures will be brought before the relevant governance and assurance groups as they develop further.

## Contact Details

**Author:**

**Chief Officer Responsible for the report:**

**Steve Wragg  
Flood Risk and Asset  
Manager**

**Neil Ferris  
Director of Economy & Place**

Tel: 01904 553401

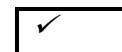
**Report  
Approved**



**Date** 26/01/18

**Wards Affected:**

**All**



**For further information please contact the author of the report**

**Annexes:** Annex 1 Future Asset Inspection Programme Mar18