

Director Decision Session

Report of the Director of Economy & Place

Highways Annual Maintenance Programme Report

Summary

1. This report provides a review of the processes used to assess the condition of the highway network and proposes programmes of work to be undertaken in the financial year 2018/19.

Background

2. The highway maintenance service covers a wide range of activities. It is delivered by a number of in-house teams, working in conjunction with external service providers. The Highway Maintenance Services (HMS) team in Economy & Place (E&P) has overall management responsibilities for the highway assets. The team determines works programmes and arranges for smaller scale routine maintenance works to be carried out on a priority basis. The Civils team in HMS carries out most of the work activities with the exception of street lighting which is provided by a separate in-house team in the same service group.
3. Larger LTP/CYC capital and revenue schemes are designed and managed by the design team in the E&P directorate. Works are procured through the Yorkshire Alliance. Minor works are carried out by the Civils team within HMS and through 2017/18 the team also acted as Principal Contractor on all larger schemes.
4. In order to produce the programme of highway works for each year, information is drawn from a number of sources:
 - Visual safety survey of all our roads and footways.
 - Digital condition survey of all our roads and footways
 - Detailed condition survey of all our roads and footways.

- United Kingdom Pavement Management System (UKPMS) visual and machine surveys.
5. The survey records five condition categories, being grade 1 (very good), grade 2 (good), grade 3 (fair), grade 4 (poor) and grade 5 (very poor).
 6. City of York Council commission the service of Gaist Solutions Limited who carried out a detailed video survey of the whole of the council adopted highway network. The survey was utilised to assess the condition of all parts of the network.
 7. Each road and footway is assessed and given a ranking (score) based on a range of criterion, all metrics of the network were collated and a treatment solution was determined.
 8. The UKPMS machine surveys (SCANNER) on the classified road network to identify the skid resistance value are undertaken on an annual basis in partnership with North Yorkshire County Council.
 9. With all this condition information we are in a good position to identify where we should direct our maintenance activities and develop the programmes of work.
 10. Further assessment will be undertaken to identify the impacts that have arisen from the long spells of freezing conditions during winter 2017/18. Where necessary works programmes may be amended to address any change in risk arising from reductions in highway asset condition because of this.

Budgets and Works Programme Proposals for 2017/18

Highway Maintenance Budgets 2017/18

11. The CYC Highways budget for 2017/18 is shown in Annex 1 split between the main revenue and capital subject areas.

Highway Programmes for 2017/18

12. The programmes are attached in Annex 2 detailing carriageway, footway, street lighting, drainage and bridge works funded by CYC/LTP capital.

Consultation

43. Due to the nature of this report no consultation has been undertaken.

Corporate Priorities

44. Through the proposed measures the Directorate of Economy & Place supports delivery of the Create jobs and grow the economy, Get York moving, Build strong communities, Protect vulnerable people and protect the environment priorities from the Council Plan.

Implications

Financial Implications

45. The capital and LTP funding is shown in Annex 1. The highway maintenance service will be provided in accordance with the prescribed budgets and there are no financial implications.

Human Resources (HR) and other implications

46. There are HR implications due to the reduced revenue and capital budgets these issues have been managed through the HMS restructure process.

Equalities

47. This report has taken into consideration the impact of the Council's Equality Strategy when recommending the proposed budget allocation and highway maintenance operations. Equalities Impact Assessment (EIA) is addressed in the global budget saving assessment.

Legal

48. The Council has a statutory duty to carry out highway maintenance under Section 41 of the Highways Act 1980 and this report sets out the proposals and budgets to allow this to happen in the forthcoming financial year.

Crime and Disorder

49. There are no crime and disorder issues.

Information Technology (IT)

50. There are no IT implications in this report.

Property

51. There are no property implications.

Other

52. There are no other implications in this report.

Risk Management

53. In compliance with the Council's risk management strategy, the main risks that have been identified in this report are:

- Strategic Risks, arising from judgements in relation to medium term goals for the service
- Physical Risks, arising from potential underinvestment in assets
- Financial Risks, from pressures on budgets
- People Risks, affecting staff if budgets decline

54. 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.

Recommendations

55. Director of Economy & Place is recommended to:

- (i) Approve the allocation of budgets for 2018/19
- (ii) Approve the implementation of the proposed programme

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

Contact Details

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

Background Papers:

Annexes:

Annex 1 - Summary of Budgets

Annex 2 - Highway Maintenance Programme