

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 the street lighting columns, to develop a proposed programmes of work to be undertaken in the financial year 2020/21.

Background Highways

2. The Highways Service team in Economy & Place manage the maintenance of the highway infrastructure. 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 team determines works programmes and arranges for smaller scale routine maintenance works to be carried out on a priority basis.
3. Larger schemes are designed and managed by the design team. Works are procured through the North Yorkshire Framework and the Yorkshire Alliance Framework. Minor works are carried out by the in house team.
4. In order to produce the programme of highway works for each year, information is drawn from a number of sources:
 - Inspectors undertake an annual visual proactive condition survey of all our roads and footways, this in addition to their monthly inspections for reactive maintenance.
 - Digital camera capture condition survey of all our roads and footways (Gaist)
 - United Kingdom Pavement Management System (UKPMS) visual and machine surveys (SCANNER) which records skid resistance.

5. All this inspection data is collated by GAIST to produce five condition categories for sections of public highway, being grade 1 (very good), grade 2 (good), grade 3 (fair), grade 4 (poor) and grade 5 (very poor).
6. Each road and footway is assessed and given a ranking (score) based on a range of criteria, all metrics of the network were collated and a treatment solution determined.
7. In order to develop a set of schemes in accordance with the best practice promoted by the Department for Transport we additionally consider criteria such as accident data, traffic levels, footfall, bus frequency, proximity to schools, shopping centres etc. This produces a list of schemes that can be delivered within the budget.
8. Further assessment will be undertaken this year to identify the impacts that have arisen from the long spells of flooding during this winter 2019/20.
9. At Executive in October 2019 a review of the Highway Asset Management Plan was commenced, this work is ongoing and will influence future years allocations.

Background Street Lighting

10. There are approximately 23,000 street lights of various heights and construction of which 20,000 are steel and 3000 concrete. A high percentage of the steel columns are age expired, and all remaining concrete columns are expired.
11. Street lighting columns all have manufacturer's recommended serviceable life in years. A high percentage of City of York council's street lighting assets are past this date and therefore they are being managed on an annual program of structural testing for steel and visual inspections for concrete.
12. There are a number of the steel columns which have been historically repaired, these repairs render the columns unsuitable for structural testing at the points of the column which are prone to deteriorate. These assets are inspected visually.
13. In addition to the street lighting columns assets are steel sign posts as per street lighting columns, these have manufacturer's recommended serviceable life in years at date of manufacture. The same criteria is applicable.

14. The Council have approximately 1500 illuminated sign posts of various heights. The majority of these are also age expired.
15. Capital funding has been awarded to the service to carry out a street lighting column replacement programme, this money is being utilised and programmed to continue to reduce risk of column failure, reduce energy costs, improve the carbon footprint and upgrade the older technology lighting to achieve energy savings on an annual basis through installation of new steel columns with a 35 year life expectancy and fitted with an energy efficient LED lantern.
16. Contained within the annexes are the programmes for:
 - Annex 4 Footway proactive maintenance programme
 - Annex 5 Carriageway proactive maintenance programme
 - Annex 6 Streetlighting and column proactive replacement
 - Annex 7 Large patching proactive maintenance programme

Additional Budgets and Works Programme Proposals for 2020/21

17. **Additional Maintenance Budget, works funded by the Additional CYC capital.**
18. The Total Highways budget for 2020/21 is shown in Annex 1. The total budget has decreased by 102 thousand.
19. The programmes attached in Annex 2 detailing carriageway, footway, works funded by CYC capital.
20. The programmes attached in Annex 3 detailing the street lighting column replacement programme for 2020/21

Consultation

The executive member for Transport and the ward members are consulted in advance regarding the Street column replacement programmes

Corporate Priorities

44. Through the proposed measures the Directorate of Economy & 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.

Implications

Financial Implications

45. The capital 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 increased 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 additional allocation of budgets for 2020/21
- (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

Annex 3 - Street lighting Column Replacement Programme

Annex 4 - Footway proactive maintenance programme

Annex 5 - Carriageway proactive maintenance programme

Annex 6 - Streetlighting and column proactive replacement

Annex 7 - Large patching proactive maintenance programme