

NORTH YORKSHIRE
LOCAL ACCESS FORUM

WEDNESDAY 21ST AUGUST 2013

PUBLIC RIGHTS OF WAY MAINTENANCE UPDATE

1.0 PURPOSE OF REPORT

- 1.1 Following the maintenance update given at the June, members requested further detail concerning the types of issues resolved over the previous financial year, numbers of high and low priority issues reported and resolved and the age profile of the backlog.
- 1.2 Members also requested details of the real time network condition data being collected.

2.0 ANALYSIS OF 2012/13 ISSUES

- 2.1 The breakdown of issue type for the top ten issues both recorded and resolved is represented in the following table:

Issues Logged		Issues Resolved	
Type	No.	Type	No.
Vegetation	670	Vegetation	651
Waymarking	319	Waymarking	307
Gate	264	Gate	280
Stile	237	Stile	237
Terrain	234	Signposting	177
Signposting	170	Terrain	158
Ploughing_Cropping	166	Ploughing_Cropping	151
Obstacles	126	Sign roadside	124
Sign roadside	110	Cross path	119
Cross path	101	Obstacles	90

- 2.2 Vegetation was a particular issue owing to weather conditions and length of growing season experienced over the period, whilst refurbishment of a number of high priority promoted routes is reflected in the level of waymarking undertaken.
- 2.3 Each issue is accorded a priority in line with the priority model previously discussed by the Forum (attached at Appendix 1). The following table represents the issues handled by priority level and the average resolution time:

Issue Priority	Issues Logged	Issues Resolved	Avg. Resolution (months)
High	34	29	16.9
Medium	51	450	17.4
Low	2727	2157	17.7

2.4 A large number of low priority issues were recorded in the year – the High/Medium/Low category bands are under review but it should be remembered that each issue has its own unique score, bands are for guidance only.

2.5 The average resolution time for high priority issues is skewed upwards by the relatively low number of issues and the presence of bridge and surfacing issues which due to funding constraints can take several years to progress – routes where danger is present are routinely closed on a temporary basis to ensure public safety.

3.0 ANALYSIS OF BACKLOG

3.1 The following table represents an age profile of the backlog at 9th August 2013:

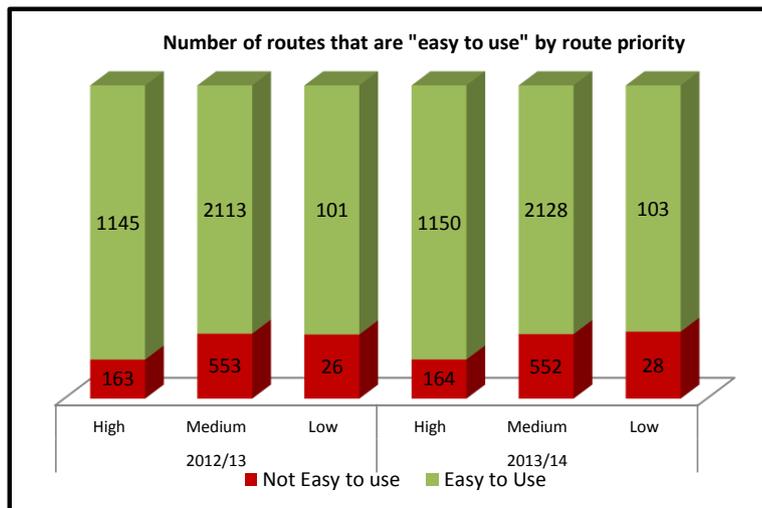
Year	Outstanding Issues			
	High	Medium	Low	Total
2013/14	0	153	487	640
2012/13	5	234	793	1032
2011/12	0	163	674	837
2010/11	4	141	469	614
2009/10	1	114	409	524
2008/09	0	153	727	880
2007/08	1	130	682	813
2006/07	2	169	1236	1407
2005/06	1	201	1250	1452
2004/05	1	77	387	465
2003/04	2	65	218	285
Older	3	85	244	332
				9281

3.2 All High priority outstanding issues are long term issues associated with bridges or natural surface issues.

- 3.3 Approximately 50% of outstanding issues were reported between 2005 and 2009, which coincides with the period during which the 100% network survey data was recorded.

4.0 NETWORK CONDITION DATA

- 4.1 Following the discontinuation of the BVPI 178 network condition indicator at a national level, the County Council decided to move away from the premise of a bi-annual 5% network survey. This has been replaced by a method which allows condition information to be collected as part of day to day duties.
- 4.2 Each time a route is visited by a member of the team, and in future by volunteers, as part of maintaining the network, the condition is assessed against the BVPI 178 criteria and recorded allowing a rolling indication of condition to be produced.
- 4.3 The following chart shows the latest position, which is updated quarterly:



- 4.4 The current sample size reflects 4125 routes surveyed out of 8402 in total or 49%. Not all visits are current year and may date as far back as 2007 for some routes – full date analysis is not yet available.

5.0 RECOMMENDATIONS

- 5.1 It is recommended that members receive this report for information.

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Public Rights of Way Priority Model

In thinking through an approach to prioritisation it was felt prudent to take a risk management based approach, which resulted in two conclusions:

1. A key consideration when dealing with Issues on the network must be the safety of the user
2. Additionally consideration must be given to the importance of the route to users and the effect of that issue on the route

1. The priority calculation

In order to produce a priority score for every issue it is necessary to record the key aspects which can then be used in a calculation. It is logical to use the CAMS database, the existing record of all network issues.

Using the available functionality of the CAMS database it has been possible to produce a calculation based on the following factors:

Factor No.	Factor Description	Factor Relates To	Priority Score Range
1	Likelihood of an accident	Issue	1-5
2	Potential Severity of the accident	Issue	1-5
3	Route Priority	Route	1-5
4	Effect on route	Route	1-6

The calculation has its base in the standard risk assessment calculation (Risk = Likelihood x Severity) which is then added to the Route based factors:

Priority = Likelihood x Severity + Route Priority + Effect on Route

This calculation returns a range of possible scores between 3 and 36, allowing all issues to be ranked in priority score order

Certain score ranges are linked to 'High, Medium and Low' priorities as an indication for the public. These are as follows:

Score Range	Priority given to the public
1 – 14	Low
15 – 24	Medium
25 and over	High

In the first instance the scored priority list will determine the work of the Ranger teams. However it is acknowledged that in the large area of operation which exists, it is efficient to deal with issues within the same geographical area at the same time, irrespective of priority. Thus a ranger will visit an area to deal with a high priority issue and whilst there will seek to resolve any nearby issues, ensuring that the whole route which was initially visited is as far as possible in a good condition before the ranger moves on.

2. Route Priority

Route priority score is awarded on the basis of Low = 1point, Medium = 3points, High = 5 points. In order to provide clarity and consistency in the priority awarded to individual routes as part of the prioritisation model, the following criteria are proposed:

Priority	Path Characteristics
High	<ul style="list-style-type: none"> • National Trails • Routes on the approved Promoted Route schedule • Routes providing access to employment & amenities • Routes linking communities • Routes within 1km of a community • Routes giving access to Open Access Land • Multi user paths with a clear public benefit
Medium	<ul style="list-style-type: none"> • Routes not falling into the High or Low categories
Low	<ul style="list-style-type: none"> • Cul-de-sac routes with no terminal point of interest • Routes which are duplicated by another route of greater convenience

3. Work Programmes

Whilst all issues can be scored using the model there are groups of issues which can be effectively dealt with as part of work programmes, which seek to maximise efficiency of resource. The following table summarises the proposed work programmes to be dealt with outside of the priority model:

Issue Type	Reason for Work Programme	Suggested approach
Seasonal Undergrowth	Undergrowth affects the network at specific times during the year and can be efficiently managed through a proactive cutting regime which reduces the number of reported issues	A proactive cutting programme with all reported undergrowth issues dealt with between April and October as part of the programme delivered by contractors and volunteers
Ploughing & Cropping	Ploughing and cropping	Two annual ploughing

	affects the network during specific time windows through the year and a consistent blanket approach to inspection and resolution is possible using the countryside volunteers	and cropping inspections (at sowing and peak growth periods) undertaken through the year using Countryside Volunteers supported by information and enforcement letters to landowners
Bridge replacement	Responsibility for the replacement of bridge structures lies with the Highways Asset management team who also provide funding. Priority decisions need to be taken in conjunction with that team	A bridge replacement programme prioritised separately in conjunction with Highways Asset management, backed up by an inspection regime supported by the Countryside Volunteers.
Major Projects	Works which require significant funding and specialist design and procurement input may be best dealt with as part of an annual programme allowing proactive scheduling.	An annual major projects work programme prioritised separately and with works scheduled in advance to maximise design and procurement efficiency.
Signposting	The most efficient use of funding in addressing missing roadside signposts is to bulk together signpost and signpost installation requirements, allowing economies of scale to be realised.	Two signposting programmes undertaken within the year, any new missing signpost reports will be bulked together and dealt with at the next signposting programme, meaning no more than 6 months for signposting issues to be resolved

Opportunities for further work programmes will be continuously reviewed.