

**North Yorkshire County Council****Transport, Economy and Environment Overview and Scrutiny Committee****15 April 2015****Highways Infrastructure Asset Management Policy****Report of the Corporate Director – Business and Environmental Services****1.0 Purpose of Report**

- 1.1 The purpose of this report is to seek members views on the draft Highways Infrastructure Asset Management Policy prior to it being submitted to Executive and then County Council for adoption.

**2.0 Background**

- 2.1 The Highways Infrastructure Asset Management Policy describes the County Council's commitment to highway infrastructure asset management. The asset management policy aims to demonstrate to the public and all stakeholders, including senior decision makers, elected members, practitioners and service providers, how it supports the County Council's corporate objectives. It provides a visible commitment to achieving the benefits that can be delivered through asset management.
- 2.2 The adoption of the asset management policy is fully in line with the Department for Transport's Highway Maintenance Efficiency Programme requirements and a draft copy is attached at Appendix 1.
- 2.3 The policy has been developed in line with the Local Transport Plan 3, adopted in 2011 and will complement and further enhance our established asset management based approach to highways maintenance and management. A Highway Infrastructure Asset Management Strategy is also being developed and this will be the subject of a further report in the coming months.

**3.0 Next Steps**

- 3.1 It is proposed that the draft asset management policy, along with any comments from the Transport, Economy and Environment Overview and Scrutiny Committee, is reported to Executive for approval on 28 April and ultimately County Council for adoption on 20 May 2015.

**4.0 Financial Implications**

- 4.1 It is anticipated that the formal adoption of a Highway Infrastructure Asset Management Policy will be a key part of the Department for Transport's (DfT) highway efficiency self-assessment questionnaire. The outcome of the self-assessment process later this year will determine part of the County Council's highway maintenance capital allocation for 2016/17.

## **5.0 Legal Implications**

- 5.1 The County Council, as highway authority, has a statutory duty to maintain the highway under the Highways Act 1980 and the development of this policy will support the Council in fulfilling its duty.

## **6.0 Equalities Implications**

- 6.1 Consideration has been given to the potential for any adverse equality impacts arising from the recommendation. It is the view of officers that the recommendation does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. A copy of the 'Record of Decision that Equality Impact Assessment is attached as Appendix 2.
- 6.2 As stated at 2.3 above, a Highway Infrastructure Asset Management Strategy is also being developed which will influence our approach to highway maintenance work and therefore may impact on the public and this will be the subject of a further equalities assessment.

## **7.0 Recommendations**

- 7.1 It is recommended that Members provide comments on the draft Highway Infrastructure Asset Management Policy which will then be included in the report to Executive seeking approval for the strategy ahead of adoption by the County Council.

DAVID BOWE  
Corporate Director – Business and Environmental Services

Author of report – Barrie Mason

Background Papers: None

# Highways Infrastructure Asset Management Policy



2015

<b>Background Documents:</b> Draft	<b>Issue Reference:</b> Version 2.1
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<b>Title</b>	Highways Infrastructure Asset Management Policy
<b>Document Type</b>	Policy
<b>Author</b>	DG Huzzard
<b>Approved By (including date)</b>	
<b>Approval Date</b>	
<b>Issue Date</b>	
<b>Review Date</b>	
<b>Reviewing Officer</b>	
<b>Links to other NYCC documents</b>	Local Transport Plan (3) Highway Maintenance Plan Highway Safety Inspection Manual

<b>Document Control</b>	<b>Date</b>	<b>Version</b>	<b>Comment</b>
Approved Document			
Under Development	March 2015	2.1	B Mason
Under Development	March 2015	2.0	DG Huzzard
Initial Concept	February 2015	1.0	DG Huzzard

### **Scope**

This policy will form the basis for strategy development for the management and maintenance of Highways Infrastructure related assets.

### **Legislation and Standards**

In addition to a general Duty of Care, there are a number of specific pieces of legislation which provide the basis for powers and duties relating to highway maintenance.

The Highways Act 1980 sets out the main duties of highway authorities in England and Wales. In particular, Section 41 imposes a duty to maintain highways maintainable at public expense, and almost all claims against authorities relating to highway functions arise from the alleged breach of this section.

Section 58 provides for a defence against action relating 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.

Other duties and powers are prescribed by:

The New Roads and Street Works Act 1991  
Road Traffic Regulation Act 1984  
Traffic Signs, Regulations & General Directions 2002  
Road Traffic Act 1988  
The Traffic Management Act 2004  
Railways and Transport Safety Act 2003

**Further Documentation**

UK Roads Liaison Group / Highways Maintenance Efficiency Programme (HMEP)

Highway Infrastructure Asset Management Guidance

Well-maintained Highways: Code of Practice for Highway Maintenance and Management

Management of Highway Structures

Well Lit Highways

Management of Electronic Traffic Equipment

**CIPFA**

Code of Practice on Transport Infrastructure Assets – guidance to support asset management, financial management and reporting (2013)

**Policy Statement**

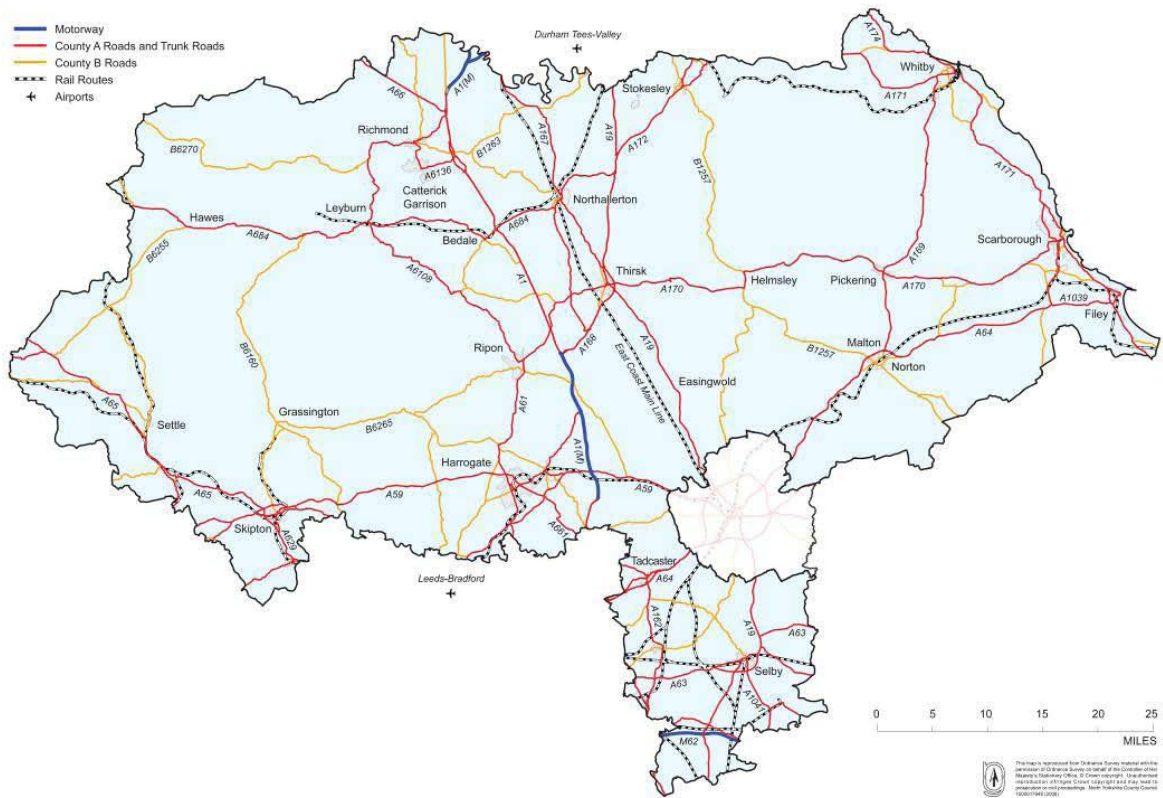
This policy has been developed with the primary aim of providing guidance to those officers responsible for developing strategies for the management and maintenance of highways infrastructure related assets.

**Equality Impact Assessment**

An Equality Impact Assessment is not required. A Highway Infrastructure Asset Management Strategy is also being developed which will influence our approach to highway maintenance work and therefore may impact on the public and this will be the subject of a further equalities assessment.

## Background

Main Transport Infrastructure in the County of North Yorkshire



At over 9000km in length and with an annual highway maintenance budget (capital and revenue) of approaching £50M, the highway network in North Yorkshire is one of the longest of any Highway Authority in the Country. Managing this vast highway asset is therefore vital to achieving the best possible value for money and delivering the best possible outcomes for the users of the highway network, both the residents of North Yorkshire and visitors.

Every business, resident or visitor to North Yorkshire uses the highway network in some way every day of the year and over 5 Billion kilometres are travelled on the County Councils roads every year.

Asset Management is not a new concept but is a strategic approach for addressing the many competing demands associated with managing the highway network. For many years highway authorities have been operating their networks and making the best use of the data and systems available to them.

The culture of continual improvement has been embedded within our systems since the late 1980s and since that time we have improved our data collection and storage processes.

Recent developments in technology have afforded greater benefit by allowing more in depth analysis of condition data to support improved alignment of service delivery with the changing needs of our stakeholders.

## **Policy for Highways Infrastructure Asset Management**

The County Council recognises the vital role played by North Yorkshire's local highway network in supporting the authority's vision -

***"We want North Yorkshire to be a thriving county which adapts to a changing world and remains a special place for everyone to live, work, and visit"***

The County Council is committed to making the best use of its budgets, and advocates an asset management approach for the maintenance of the county's local highway network, in order to help deliver the best long term outcomes for local communities.

The Highway Infrastructure Asset Management Strategy will set out how highway asset management will be delivered in North Yorkshire. This strategy will take into account current and projected financial pressures and will explain how available funds and resources should be utilised to maximise their benefit.

Through its Local Transport Plan (LTP3), in order to further support its vision and duties, the County Council developed a series of local transport objectives. To help meet these objectives, the Highway Infrastructure Asset Management Strategy will seek to:

### **Support flourishing local economies by delivering reliable and efficient transport networks and services (local economies)**

Well maintained highways are essential to the local economy. Reliable journey times for customers, for the delivery of goods and for staff travel are essential to good business. Well maintained roads also reduce the costs of damage and wear and tear on business vehicles. Asset management optimises the planned maintenance over the lifecycle of the highway to contribute to the best possible outcomes for the available funding and also reduces disruption to traffic resulting from unplanned reactive maintenance works.

### **Reduce the impact of transport on the natural and built environment and tackling climate change (environment and climate change)**

A key element of asset management is to integrate sustainable solutions and treatments, which minimise waste and landfill arising from highway maintenance works. Asset management also allows improved highway condition and reduced delays for vehicles at unplanned roadworks which contribute towards improved vehicle fuel efficiency and therefore carbon emissions.

### **Improve transport safety and security and promote healthier travel (safety and healthier travel)**

Asset management, by ensuring that we have the best possible maintenance outcomes for the available funding, contributes towards minimising accidents and incidents (resulting in injury and / or damage to vehicles and property) directly attributable to the condition of the highway network. Good asset management, by helping to ensure good networks for active travel (cycling and walking), also helps people to make healthier travel choices.

### **Promote greater equality of opportunity for all by improving people's access to all necessary services (access to services)**

An effectively maintained local highway network is essential to all modes of travel used to access local services (car, bus, community transport, cycling and walking) and hence contributes towards providing people with easier travel and access to these local services.

### **Ensure transport helps improve quality of life for all (quality of life)**

A well maintained highway network reduces the impact of traffic on communities (e.g. traffic noise), improves the visual amenity of places and generally contributes to an improved quality of life for residents, visitors and travellers.

<b>Record of decision that Equality Impact Assessment is not required</b> (March 2015)	
<b>Directorate and service area</b>	Business and Environmental Services Highways and Transportation
<b>Name and contact of officer(s) taking decision that EIA not required</b>  <b>Barrie Mason Ext. 2137</b>	
<b>What are you proposing to do?</b>  Adopt a Highway Infrastructure Asset Management Policy	
<b>Why are you proposing this?</b>  The Highways Infrastructure Asset Management Policy describes the County Council's commitment to highway infrastructure asset management.	
<b>Does the proposal involve a significant commitment or removal of resources?</b>  The proposal will direct the use of existing resources.	
<b>Will this proposal change anything for customers or staff? What will change?</b>  It provides a visible commitment to achieving the benefits that can be delivered through asset management.	
<b>Will the proposal make things worse for people with protected characteristics (age, disability, sex, disability, gender reassignment, religion or belief, pregnancy or maternity, marriage or civil partnership)? (Customers, staff etc). How do you know? Do you have any evidence to support your assessment?</b>  The policy has been developed in line with the Local Transport Plan and will complement and further enhance our established asset management based approach to highways maintenance and management. As such the adoption of this policy will not impact negatively on any individual's use of the highway.  A Highway Infrastructure Asset Management Strategy is also being developed which will influence our 'on the ground' approach to highway maintenance work and therefore may impact on the public. The strategy will be the subject of further equalities impact assessment work as it is developed.	
<b>If there might be a negative impact on people with protected characteristics can this impact be reduced? How?</b>  -----	
<b>Could the proposal have a significant negative impact on some people with protected characteristics or a less severe negative impact on a lot of people</b>	



<b>with protected characteristics? If “Yes” more detailed analysis should be undertaken and an EIA completed.</b>		
No		
<b>Does the proposal relate to an area where there are known inequalities (e.g. disabled people’s access to public transport)?</b>		
No		
<b>Could the proposal have a greater negative impact on people in rural areas?</b>		
No		
<b>Could the proposal have a worse impact on people with less money?</b>		
No		
<b>Will the proposal have a significant effect on how other organisations operate (e.g. partners, funding criteria, etc). Do any of these organisations support people with protected characteristics?</b>		
No		
<b>Do the answers to the previous questions make it reasonable to conclude that there will be no or very limited adverse impacts on people with protected characteristics?</b>	Yes	
<b>Will there be no or limited adverse impacts on people in rural areas?</b>	Yes	
<b>Will there be no or limited adverse impacts on people with low incomes?</b>	Yes	
<b>Further analysis and full EIA Required</b>		No
<b>Decision not to undertake EIA approved by (Assistant Director or equivalent)</b>	Barrie Mason	
<b>Date:</b>	19.03.15	