

**North Yorkshire County Council**  
**Business and Environmental Services**

**Executive Members**

**22 February 2019**

**Updated Highways Infrastructure Asset Management Policy**

**Report of the Assistant Director - Highways and Transportation**

**1.0 Purpose of Report**

- 1.1 The purpose of this report is to seek members' views on the updated Highways Infrastructure Asset Management Policy Appendix 1) and approve it for submission to the Transport Environment and Economy Overview and Scrutiny Committee. Ultimately it is planned that the policy will be submitted to Executive and then County Council for adoption.

**2.0 Background**

- 2.1 The Highways Infrastructure Asset Management Policy describes how North Yorkshire County Council's highways service will use an asset management based approach to deliver key portions of the Council Plan and the most recent Local Transport Plan.
- 2.2 This document is an update to a previous version that was adopted by County Council in June 2015. The changes reflect the following influences during the intervening period.
- The most recent version of the Council Plan - 2018 was the version referenced in the updated policy.
  - The updated version of the Council's Local Transport Plan - version 4 was considered within the updated policy
  - Additional advice and guidance from the Department for Transport published on the subject of highways delivery including asset management.
  - Experience and knowledge gained within the highways service during the period.
- 2.3 The updated policy demonstrates a commitment to a well-managed integrated network, efficient service delivery with a strong customer / stakeholder focus and performance management.
- 2.4 The adoption of the asset management Policy is fully in line with the Department for Transport's forming a key component of its Highway Maintenance Efficiency Programme.
- 2.5 The policy has been signed off by highways heads of service and was included in a management board report in October 2018 where they were happy for it to proceed.

### **3.0 Next Steps**

3.1 It is proposed that the updated policy, including any review comments, will follow the timetable below

- 17th April 2019 - TEE O&S Committee
- 25th June 2019 - Executive
- 24th July 2019 - County Council

Ultimately being adopted at the last meeting.

3.2 The decision to proceed with the policy and strategy simultaneously is valid as both documents are updates to previous versions but were written sequentially to ensure continuity.

### **4.0 Financial Implications**

4.1 Demonstrating a commitment to an asset management framework is a key component in the Department for Transport Highway Management Efficiency Programme. In particular the existence of an asset management policy at the head of the framework is essential.

4.2 Related to this, the Highway Management Efficiency Programme self-service questionnaire has a question on both a policy and a strategy. Failing to meet the requirements of this question means the loss of a significant amount of funding which for the 2019/2020 financial year amounts to £4.8m.

### **5.0 Legal Implications**

5.1 The County Council, as highway authority, has a statutory duty to maintain the highway under Section 41 of the Highways Act 1980 and the development of this policy will support the Council in fulfilling its duty.

5.2 The accompanying policy has been reviewed by Legal and Democratic Services and amendments were made where recommended.

### **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 an Equality Impact Assessment is not required is attached as Appendix 2.

### **7.0 Recommendation**

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

BARRIE MASON  
Assistant Director, Highways and Transportation

Author of Report: Stephen Lilgert

Background papers: None

## North Yorkshire County Council

### Highways Infrastructure Asset Management Policy

***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***

- North Yorkshire County Council vision statement

***...how the transport services and infrastructure provided by the County Council and partners aim to contribute towards our shared Vision and the NYCC Council Plan priorities***

- Excerpt from the North Yorkshire Local Transport Plan 2016-2045

The North Yorkshire Highways and Transportation service recognises the importance that an effective transport network plays in delivering the overall council vision. It underpins the delivery of council services, enables residents and visitors to access both work and leisure destinations along with essential services such as health, social care and education and provides a key supporting role in the council's economic growth ambitions.

The Department of Transport's Highways Maintenance Efficiency Programme recommends that a highways authority adopt an asset management approach to the delivery of the highways service. The principles of the programme are investment in highway maintenance to demonstrate value for money over the life of the asset and to meet increasing public demands and expectations.

As part of our policies and procedures we already have an asset management framework in place. Supported by this framework, we will, through continuous improvement, ensure that the highways service meets the current and future challenges that North Yorkshire faces and delivers the key highways priorities of the council's vision.

#### **Developing a modern integrated transport network**

A modern, integrated transport network is essential if North Yorkshire is to be a place with a strong economy and a commitment to sustainable growth. An asset management framework supports this through an understanding not only of individual asset performance but of how they interact to produce a whole network infrastructure.

Our asset management approach will track the performance of both assets and asset groups giving us a wider view of the highway network. This view will allow us to optimise the delivery of our highway services to better fit the long term vision of the council. The aim is to provide a strategic, sustainable and safe network which enables our citizens to fulfil their ambitions and aspirations.

#### **Efficient delivery of services**

In times of financial pressures, it is essential that we deliver our highways services in an efficient and cost effective manner. An asset management framework is widely accepted as a means to delivering an efficient highways service through long term planning of asset maintenance. This ensures that a highways service is delivered within achievable budgets.

We will continue to drive the use of asset management to keep the delivery of the highways management service as efficient as possible. Key to this is an emphasis on the implementation and monitoring of our long term planned maintenance programme and a robust risk based approach to maintaining the transport network.

### **A council that puts the customer at the heart of services**

The highways network impacts the lives of residents and visitors alike both directly and indirectly. Ensuring that we meet the expectations of our customers every day is a key part of the highways service. The information based approach of an asset management framework lends itself to a more open and two-way conversation with customers.

The highways service will continue to work alongside its partners to deliver a network fit to support the needs of our customers. Through our asset management system we will continue to improve access to information about the way we plan, fund and deliver the service and implement efficient methods of reporting and tracking issues.

### **Analyse our performance**

It is the council's approach to analyse our performance, use this to become better at what we do, and share with our stakeholders how we are doing. The data and information available from an asset management framework can be used to measure, benchmark and ultimately identify areas for continuous improvement in the delivery of the service.

The highways service has a mature and robust performance management framework with significant reference to highways asset information. We will continue to use and improve this at a strategic and operational level to monitor the performance of the service against the key council policies and statutory requirements. Records of the performance of our highways assets will continue to be available to all stakeholders.

### **Manage, maintain and improve**

The overall aim of the highways service fully supports the key vision within the council plan. Implementation of this aim ultimately delivers a safe, well managed and maintained highway infrastructure to North Yorkshire meeting the legal and statutory requirements placed upon us.

We will continue to implement our asset management framework as a way of ensuring that the delivery of the service is subject to challenge and continuous improvement; and is fit for the future needs of the county.

The highways infrastructure asset management policy sits at the head of the asset management framework. The delivery of the framework will be through the strategy and the individual asset management plans and will adhere to industry guidance on asset management and the new well managed highway infrastructure code of practice.

<p><b>Initial equality impact assessment screening form</b> (As of October 2015 this form replaces 'Record of decision not to carry out an EIA')</p> <p><b>This form records an equality screening process to determine the relevance of equality to a proposal, and a decision whether or not a full EIA would be appropriate or proportionate.</b></p>	
<b>Directorate</b>	Business and Environmental Services
<b>Service area</b>	Highways and Transportation
<b>Proposal being screened</b>	Updated Highways Infrastructure Asset Management Policy
<b>Officer(s) carrying out screening</b>	Tony Law
<b>What are you proposing to do?</b>	In July 2015, County Council adopted the Highways Infrastructure Asset Management Policy. This form refers to an update to the above policy written during 2018 and expected to be adopted by full council in July 2019.
<b>Why are you proposing this? What are the desired outcomes?</b>	<p>Since the previous version was adopted there have been a number of changes to key council strategic documentation, specifically annual updates to the Council Plan and a newer version of the Local Transport Plan. In addition, DfT published a new code of practice on highways maintenance.</p> <p>With this in mind, it is timely to update the asset management policy to reflect these changes.</p> <p>This policy is a high level document explaining how the Highways and Transportation will utilise asset management principles to assist in the delivery of the highways service within the overall strategic aims of the council.</p>
<b>Does the proposal involve a significant commitment or removal of resources? Please give details.</b>	This is a policy document and requires neither commitment nor removal of resources. It sets the high-level aims of the existing highways service with respect to the way in which it manages its asset portfolio which such items as carriageways, bridges, streetlights et. al
<p><b>Impact on people with any of the following protected characteristics as defined by the Equality Act 2010, or NYCC's additional agreed characteristic</b></p> <p>As part of this assessment, please consider the following questions:</p> <ul style="list-style-type: none"> <li>• To what extent is this service used by particular groups of people with protected characteristics?</li> <li>• Does the proposal relate to functions that previous consultation has identified as important?</li> <li>• Do different groups have different needs or experiences in the area the proposal relates to?</li> </ul> <p><b>If for any characteristic it is considered that there is likely to be a significant adverse impact or you have ticked 'Don't know/no info available', then a full EIA should be carried out where this is proportionate. You are advised to speak to your <a href="#">Equality rep</a> for advice if you are in any doubt.</b></p>	

Protected characteristic	Yes	No	Don't know/No info available
Age		✓	
Disability		✓	
Sex (Gender)		✓	
Race		✓	
Sexual orientation		✓	
Gender reassignment		✓	
Religion or belief		✓	
Pregnancy or maternity		✓	
Marriage or civil partnership		✓	
<b>NYCC additional characteristic</b>			
People in rural areas		✓	
People on a low income		✓	
Carer (unpaid family or friend)		✓	
<b>Does the proposal relate to an area where there are known inequalities/probable impacts</b> (e.g. disabled people's access to public transport)? Please give details.	No		
<b>Will the proposal have a significant effect on how other organisations operate?</b> (e.g. partners, funding criteria, etc.). <b>Do any of these organisations support people with protected characteristics?</b> Please explain why you have reached this conclusion.	The highways service is delivered in collaboration with a number of other organisations the primary one being our long term maintenance provider. As this is an update to an existing policy and no service levels are changing, there will be no impact on these existing providers.		
<b>Decision (Please tick one option)</b>	EIA not relevant or proportionate:	✓	Continue to full EIA:
<b>Reason for decision</b>	<p>This is an update to an existing policy from 2015. It states how Highways and Transportation, following the overall council's policy documentation, will manage all highways assets in an efficient and customer focused manner.</p> <p>As a high level document there are no areas where levels of service will be altered. This means that no customers, including those with protected characteristics will be impacted negatively.</p> <p>The recognised benefits of asset management including improved efficiency, accountability and customer service will have positive impacts on all users of the highways service.</p>		
<b>Signed (Assistant Director or equivalent)</b>	Barrie Mason		
<b>Date</b>	12/02/19		