

Well-managed Highway Infrastructure

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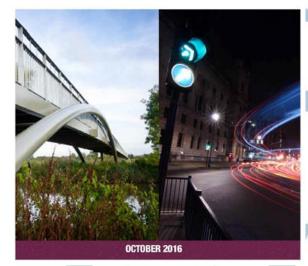
Content

- Progress on Implementation
- Lessons from Winter
- Challenges and priorities for action





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Well-managed Highway Infrastructure Code

- Move from prescribed to risk based
- 36 Recommendations
- October 2016 plus 2 years maximum to implementation

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WELL-MANAGED HIGHWAY INFRASTRUCTURE: A CODE OF PRACTICE







Key recommendations

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- Consistency with other authorities (5)
- Risk Management (7 and 14)
- Network Hierarchy, Inspections,
 Defect Repair (12,16 and 19)
- Competencies and Training (15)
- Cross Asset Priorities (30)



Recommendation 5 Consistency with Other Authorities

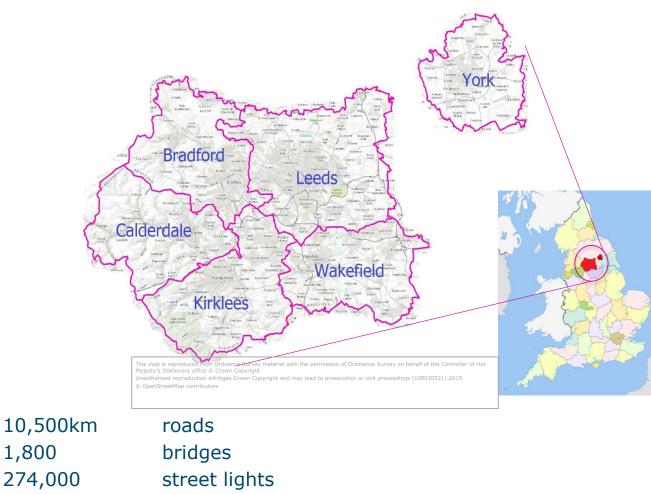
'To ensure that users' reasonable expectations for consistency are taken into account, the approach of other local and strategic highway and transport authorities, especially those with integrated or adjoining networks, should be considered when developing highway infrastructure maintenance policies.'

- 6 authorities working together since 2014
- Previously asset management and self-assessment
- Evolved into revised code of practice
- Engaged Metis consultants to manage, check and challenge.



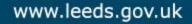
METIS





Around 4% of England local highways assets





Calderdale

Council

www.bradford.gov.uk

Leeds

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City of Bradford MDC

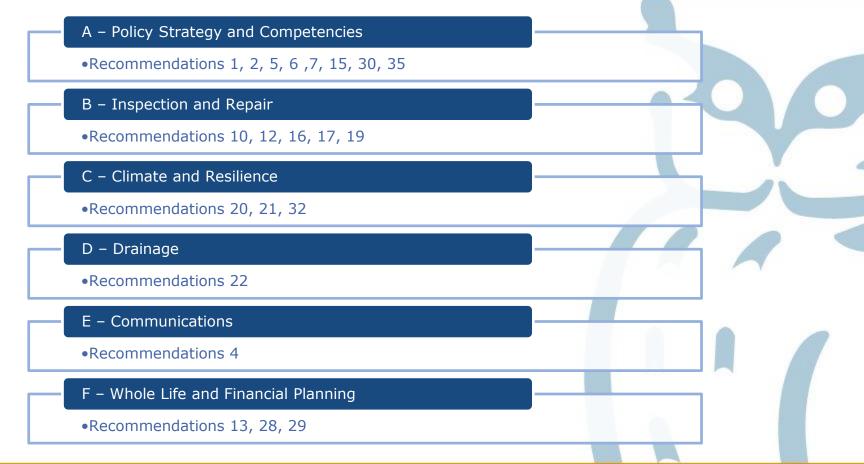
S Kirklees

- 36 Recommendations
- Gap analysis and action plan

Group Lead	Rec No	Recommendatio n	Priorit Y	Gaps	Actions	Desired Position by Oct 2018	Aug-1	7 Sep-17	Oct-17 ##	### Dec-17	an-18 Feb-1	.8 #####	Apr-18	*****	Jun-18	Jul-18 A	ug-18 Se	p-18 Oct-
	5	Consistency with Other Authorities	High	There are some significant differences in policy between districts, particularly around safety inspections and reactive responses.	WYCA and investigate the	A clear understanding of the policies and practices of authorities neighbouring the WYCA districts. These policies and practices are aligned where appropriate, but where this is not the case, differences are known and the reasons why are understood and	Est. T&F group s	Est. prog & scope		Deliver actions		<u>.</u>	Get sign-off		Mobilise and impler actions		100 C 100 C 100 C	
	6	An Integrated Network	High	Many of the asset groups are dealt with in silos and there is a lack of integration between asset groups.	policy which incorporates all	A common methodology for considering the highway as an integrated set of assets with interconnected maintenance programmes and investment strategies.	Est. T&F group s	T&F Est. prog & Deliver actions G				Get si	gn-off	Mobilise and implement actions				
Andrew Molyneux	7	Risk Based Approach	High	There is a lack of risk based approaches to the management of assets, especially with levels of service and inspection regimes.	Develop a risk based approach and risk management regime which covers: investment, levels of service, operations and	Have a common approach to risk covering; investment, levels of service, operation and inspections. This may be a common risk management policy statement.	Est. T&F group s	Est. prog & scope		Deliv	er actions			Get si	gn-off	Mobili	se and ir action	nplemen s
	30	Cross Asset Prioritisation	High	dealt with within asset groups and not across asset groups.	Within the asset management strategy consider the priorities and programmes of assets as a whole and distribute funding accordingly between assets	A common, documented methodology of distributing funding across all asset groups based on risk.	Est. T&F group s	Est. prog & scope		Deliv	er actions			Get si	gn-off	Mobili	se and in action	nplemen s
	1	Use of the Code	Med	There are significant gaps in outlining and planning future asset management improvements.	Establish an implementation and improvement plan for highway infrastructure maintenance.						1	To Be Agre	eed					
	2	Asset Management Framework	Med		Develop a WYCA 'framework' of key asset management documents and how they interlink.			To Be Agreed										
	15	Competencies and Training	High	of internal staff have been reviewed, however there needs to be a review of the awareness of external staff, and the training	Develop a training programme to bridge any gaps that are found in the competencies framework adopted by WVCA. Also, where appropriate engage contractors to raise awareness of the asset management approaches that the authorities are taking.	A minimum level of competencies for officers and contractors involved in delivering the highway service.	Est. T&F group S	Est. prog & scope		Deliv	er actions			Get si	gn-off	Mobili	se and in action	1. S.
	35	Environmental Impact, Nature Conservation and Biodiversity	Med	conducting maintenance is not	Conduct an environmental impact assessment of the maintenance activities that are currently being operated, and review the potential to utilise more environmental practices and						1	To Be Agre	eed					



Task and Finish Groups





Risk Management

Recommendation 14 Risk Management

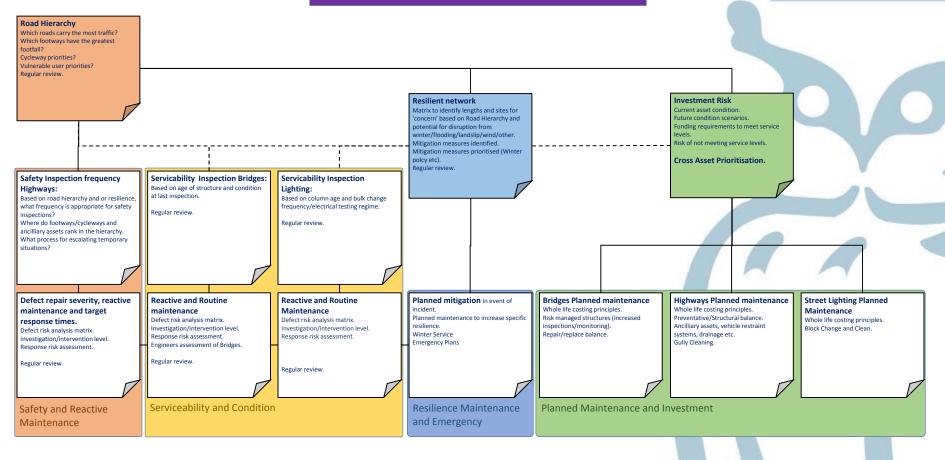
'The management of current and future risks associated with assets should be embedded within the approach to asset management. Strategic, tactical and operational risks should be included as should appropriate mitigation measures.'

- Many work streams
- Working within Task and Finish Groups
- Understanding interaction of risk throughout the services



Risk Management

Well maintained Highway Infrastructure Potential Risk Matrix





Network Hierarchy, Inspections, Defect Repair

Recommendation 12 Network Hierarchy

'A network hierarchy, or a series of related hierarchies, should be defined which include all elements of the highway network, including carriageways, footways, cycle routes, structures, lighting and rights of way. The hierarchy should take into account current and expected use, resilience, and local economic and social factors such as industry, schools, hospitals and similar, as well as the desirability of continuity and of a consistent approach for walking and cycling.'

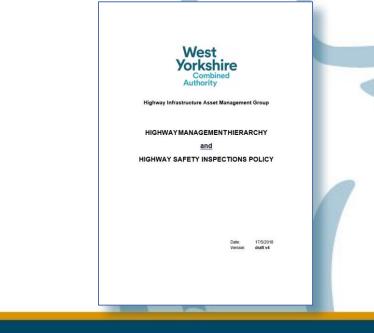
Recommendation 16 Inspections

'A risk-based inspection regime, including regular safety inspections, should be developed and implemented for all highway assets.'

Recommendation 19 Defect Repair

'A risk-based defect repair regime should be developed and implemented for all highway assets.'

- Consistent Hierarchy, Inspection and Defect Repair policy (with flexibility)
- Consultation with Insurers and Legal Services





Competencies and Training

Recommendation 15 Competencies and Training

'The appropriate competency required for asset management should be identified, and training should be provided where necessary.'

- Training developed with Metis
- Chief Officers delivered
- Senior practitioners delivered
- Elected Members, Inspectors and Maintenance Teams this Summer





Cross asset priorities

Recommendation 30 Cross Asset Priorities

'In developing priorities and programmes, consideration should be given to prioritising across asset groups as well as within them.'

- Investment Risk
- Work in progress!
- Key to consider relative priorities if 'risk' is a proxy for affordability.



How far have we progressed?

- Understand gaps
- Established a Plan
- Engaged neighbouring authorities and other stakeholders
- Prioritised actions based on risk
- Implement the Plan (by Oct `18)





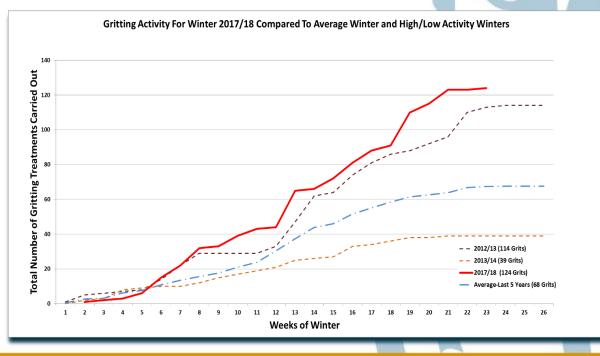
Winter 2017/18





Winter 2017/18 - Busy

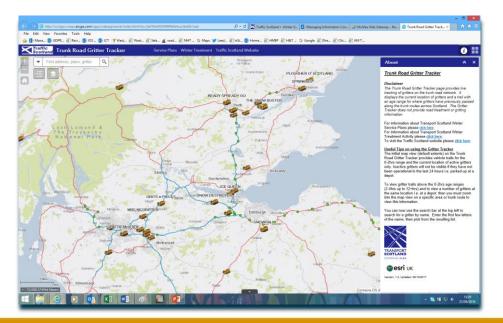
- Busiest winter service period ever recorded
- 124 Full Grits (average of 65 over the last 24 years)
- 28,400 tonnes of salt (previous worst 2009/10 = 23,200 tonnes)
- Relentless, very few quiet weeks





Winter 2017/18 - Issues

- High profile service when it snows
- Rain turning to snow conditions unreasonable expectations?
- Grit bins empty within days
- Social media on the rise
- No one has seen a gritter!

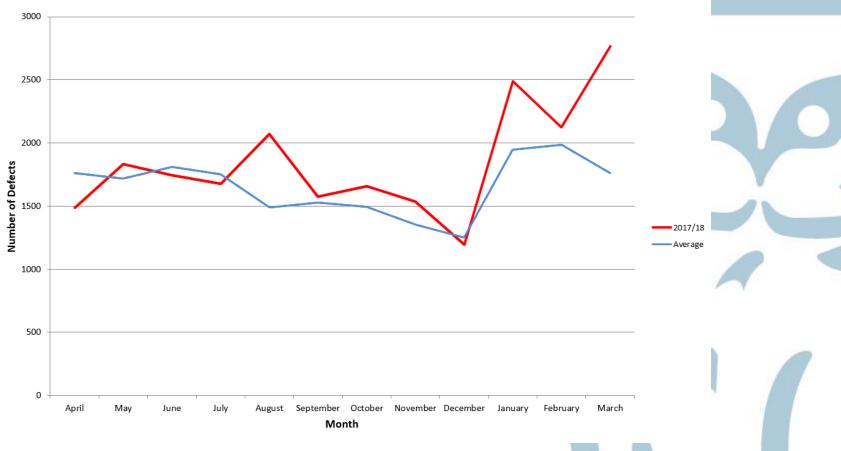






Winter 2017/18 - Consequences

Total Reactive Defects





Winter 2017/18 - Lessons

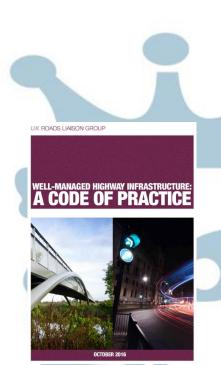
- Overall success for the Winter Service
- Salt stock resilience
- Grit bin review, manage expectations (250 tonnes of salt)
- Social media needs resource
- Lack of resilience in road condition



Summary - Challenges and Priorities

□ WmHI Code:

- Revised Policy and Strategy signed off
- Cover the major risk of Inspection and Repair
- Prepare for Self-assessment 2019.





Winter:

- Increase winter resilience (salt and resources)
- Manage expectations on the service
- Can the pothole fund make a difference?



Any Questions?

Contact details

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