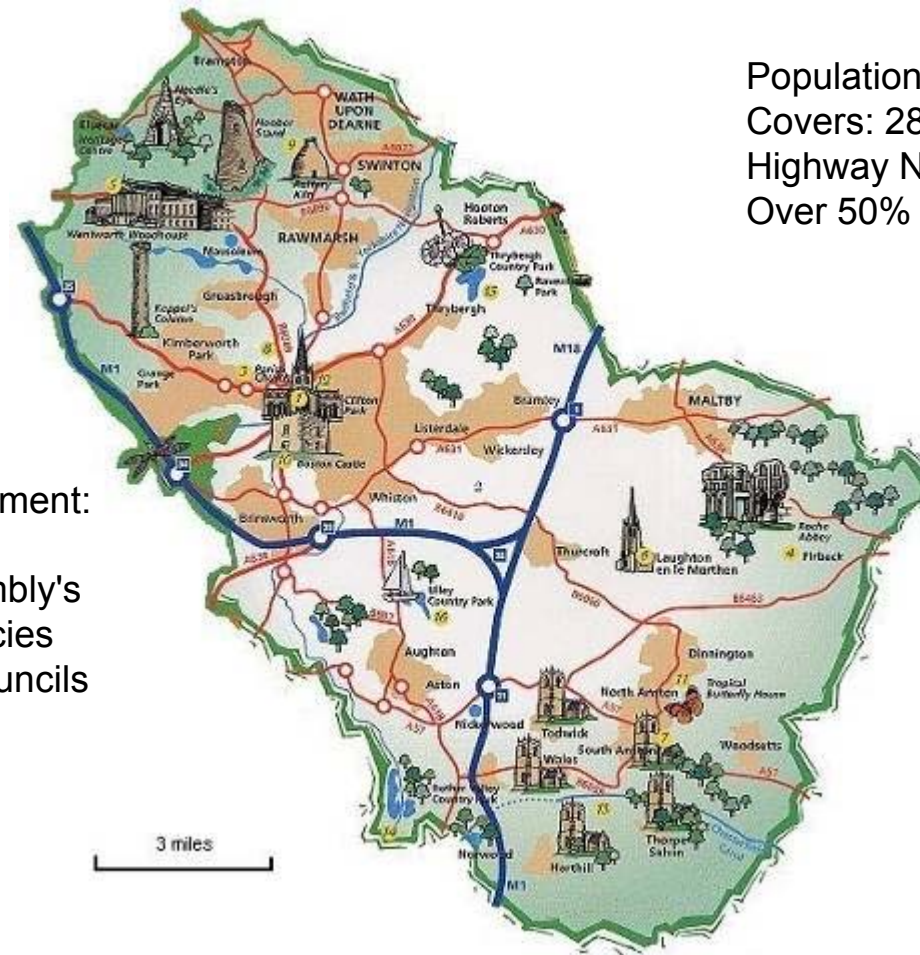


HIGHWAY INSPECTIONS AND ASSET MANAGEMENT

- **The practicalities of a good inspection regime**
- **Claim repudiation**
- **Links to asset management**

Stephen Finley
Principal Highway Asset Management Engineer



Population: 253,000
Covers: 285Km²
Highway Network: 1139Km
Over 50% Rural

Political Alignment:
21 Wards
7 Area Assembly's
3 Constituencies
22 Parish Councils

Background

Carriageway	Principal A Roads	114.7km
	Non-Principal B Roads	96.4km
	Non-Principal C Roads	176,66km
	Unclassified U Roads	751.4km
		1139.1km

Footway	Principal A Roads	171.2km
	Non-Principal B Roads	110.3km
	Non-Principal C Roads	155.6km
	Unclassified U Roads	1146.2km
	Link Footpaths	93.4km
	Public Right of Way	419.3km
		2095.3km

Highway Maintenance Budget

Year	LTP	Revenue Works	Basic Maintenance	Rotherham Capital	TOTAL
2015/2016	£3,068,000	£627,892	£958,551	£3,000,000	£7,654,443

DfT Highway Asset Valuation

2015	Valuation	Depreciation
Carriageway	£1,356,461,000	-£55,997,000
Footway	£240,615,000	-£29,867,000
	£1,597,076,000	-£85,860,000

Number of Safety Defects Per Year

Year	No. Actionable Defects	Cost to repair	Cost Per Defect
2007/2008	10,138	£240,163	£23.69
2008/2009	12,062	£242,872	£20.14
2009/2010	20,245	(*1)£703,149	£37.73
2010/2011	28,229	(*2)£1,109,291	£39.30
2011/2012	28,347	£427,204	£15.07
2012/2013	32,530	£455,681	£14.01
2013/2014	32,386	£395,356	£12.21
2014/2015	34,069	£435,463	£12.70
2015/2016(*3)	23,351	£305,732	£13.09

(*1) includes £300,000 from DfT

(*2) includes £691,000 from DfT

(*3) 2015/2016 from April to December

Highway Condition 2015/2016

Road Class	Survey Type	National Average (*1)	RMBC
A	SCANNER	4%	3%
B	SCANNER	NA	5%
C	SCANNER	NA	7%
B/C	SCANNER	8%	6%
U	CVI	18%	24%
Footway	CVI	NA	29%

(*1) DfT figures for 2013/2014

Maintenance Strategy

Rotherham has a three pronged approach to highway maintenance:

1. To ensure the highway is safe. This is done by eight Area Highway Inspectors (AHI) carrying out cyclic safety inspections, responding to reports and ad-hoc inspections. This is done by using our Code of Practice for Highway Inspection and Assessment (CoPHIA) .
2. To record none dangerous defects to feed in to the planned works programme. For example ponding, surface fretting, surface stripping.
3. To ensure that our highway network condition is at or better than the national average, carrying out highway maintenance on a “Not Worst First” basis. Focus on a programme of preventative maintenance and pick off the worst ones. This is based on our Highway Asset Management Plan (HAMP) Policy, Strategy and the HAMP 2015-2021.

The practicalities of a good inspection regime



Code of Practice for Highway Inspection & Assessment



Revised and reissued
June 2015



A good inspection regime requires:

- Have well trained, flexible and motivated inspectors.
- Have a well defined policy that is adopted by the Council.
- Have a well developed Code of Practice (COP) that is reviewed on a regular basis. The COP to include clearly defined cyclic inspection regime.
- Liaise with partners to ensure COP is fit for purpose. Include Third Party Claims Team, Insurance Company, Solicitors and Barristers.
- Have a mobile and flexible delivery team.
- Monitor performance on a monthly basis.
- Use external benchmarking (APSE, Alarm, Sheffield City Region partners etc.) to make improvements.
- Have clearly defined inspection areas (index groups).
- Have a developed highway asset management system in place.
- Incorporate other duties, Street Works, Enforcement, Skips/Scaffolds .

Safety Repair

We have three Priorities for dealing with safety defects:

1. Priority A (PA). These are actionable defect requiring repair within four hours of identification. These are defects that could give a very high risk of harm.
2. Priority 1 (P1). These are actionable defects requiring repair within 24 hours of identification. These are “normal” safety defects.
3. Priority X and Priority 5 (PX and P5). These are actionable defects that are permanently repaired using the “Multihog”.

Safety Repair

We also have two follow up Priorities for dealing with safety defects:

1. Priority 2 (P2). For those defects that are not actionable now, but are at such a level they may cause a risk prior to the next safety inspection.
2. Priority 0 (P0). Follow up repairs to such things as street furniture lid repairs, etc.

All these priorities have assisted greatly in our defence against third party claims.

Claim Repudiation

We provide regular court training for highway inspectors, third party claims investigators and senior managers.

We always have a face to face meeting to discuss what should be included in our statements, prior to them being drafted.

If a claim does go to court we always:

- Have the highway inspector (to deal with the actual inspection outcome), senior manager (to deal with the COP), our solicitor (Kennedys or Plexsus), a Barrister and, if required, the person who carried out the third party claims investigation.
- We have pre-trial meetings with the solicitor and barrister on the day of the trial and, if required, one prior to the trial date.
- Learn from the outcome of the trial.

For 2014/2015 we had 275 claims, with 42 ongoing.

We dealt with 233, with 223 being repudiated (95%).

We paid out in 10 cases at a cost of £8,704.

This continues our long term performance in repudiation.

Highway Asset Management - Policy

Corporate Priorities

Rotherham Council places great significance on the management of its highway network within its Corporate priorities which for 2013-16 are:

CP1 - stimulating the local economy and helping people into work.

CP2 - protecting our most vulnerable people and enabling them to maximise their independence.

CP3 - all areas of Rotherham are safe, clean and well maintained:

Making sure Rotherham's roads and footpaths are safe to use and that the condition is as good as (or better) than the national average (links to CP3 above).

CP4 - helping people from all communities to have opportunities to improve their health and wellbeing.

Highway Asset Management - Policy

Statutory Obligation

In addition to meeting our corporate and service priorities, the Council also has a statutory duty under the Highways Act 1980 to maintain our highway network.

Policy Statement

Good asset management is essential if the Council is to effectively deliver highway services to achieve its long term corporate priorities. Asset management principles enable informed decisions to be made about investment and maintenance funding. Resources can then be targeted at where they are most effective and enable the identification and management of risk associated with our statutory duty to manage and maintain.

Highway Asset Management – Policy

Highways Asset Management Plans

The UK Government recommends local highway authorities to publish a Highways Asset Management Plan (HAMP) to set out a strategy to show how their statutory duty will be met and to show how the highways network will be managed and maintained. The Council will publish a new HAMP and Strategy in 2015 which will set out how we intend to:

- Adopt a systematic approach which takes a long term view of how we maintain and manage highway assets.
- Take into consideration whole life costs when maintaining assets through detailed knowledge of the size, safety, condition and value of our highways asset.

Highway Asset Management - Policy

- Using our Corporate Priorities as a lead, establish and define what level of service we need from each asset taking into consideration customer expectations. Use life cycle planning to monitor and anticipate the future condition of assets and to know when we need to maintain or replace it.
- Optimise assets by the use of a robust evidence based decision making process for the prioritisation of work.
- Adopt a continuous improvement approach to asset management policies and practices to ensure best value for money is achieved to maximise our available funding.

Highway Asset Management - Policy

Consultation and Engagement

Engagement has been carried out with key stakeholders on the strategy for managing our highway assets and our decision making process.

Communicating the Policy

This policy will be published on the Council's website (www.Rotherham.gov.uk) along with the associated Highways Asset Management Strategy and Plan.

Highway Asset Management

The scheme are selected by using a combination of:

- Condition data (SCANNER and CVI).
- Safety Highway Inspection observations.
- Councillor suggestions.
- Coordinated works (external and internal).
- Scheme selection matrix.

Highway Asset Management

By using a structured approach and been supported by Councillors:

- We have ensured that the Principal (A) Road network is better than national average.
- We have ensured that the Non-Principal (B/C) Road network is better than national average.

We are now concentrating on ensuring the Unclassified (Estate) Road network is better than national average.

Bringing the up the condition of our footway/footpath network will be our next priority.

In the meantime we will continue to bid for an increase in our base Revenue Highway Maintenance budget to sustain the condition of our entire network.

Highway Asset Management

By carrying out good highway asset management we will reduce the number of actionable defects, it will reduce our risk of third party claims and it will improve our customer perception.

By having a good network it will reduce reactive maintenance and increase our ability to carry out planned maintenance.

A good network will allow our highway inspectors to concentrate on resolving customer issues.

QUESTIONS?

Stephen Finley
Principal Engineer
Environment and Development Services
Streetpride
Network Management Group
Highway Asset Management Team
stephen.finley@rotherham.gov.uk
Office: 01709822937
Mobile: 07881794535