

Report to the Chief Officer (Highways and Transportation)

Date: 09 June 2015

Subject: Amendment to Section 4 of Highway Infrastructure Asset Management Plan

Capital Scheme Number: not applicable

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Summary of main issues

1. Section 4 of the Highways Infrastructure Asset Management Plan (HIAMP) documents the processes to be followed for the inspection and assessment of highways.
2. Section 4 was last amended in March 2013 when the inspection processes were reviewed and updated.
3. At that time the processes were further reviewed and the Serviceability inspections were incorporated into the various condition surveys that are undertaken.
4. This report seeks to amend the processes for Serviceability inspections within the HIAMP to accommodate the changes made to current practice.

Recommendations

5. The Chief Officer (Highways and Transportation) is requested to approve the amendment to paragraph 4.7 (Serviceability Inspections) of Section 4 of the HIAMP with immediate effect.

1 Purpose of this report

The purpose of this report is to amend Section 4 of the HIAMP to reflect current practice in relation to Serviceability inspection.

2 Background information

- 2.1 Section 4 of the Highways Infrastructure Asset Management Plan (HIAMP) documents the processes to be followed for the inspection and assessment of highways.
- 2.2 Section 4 was last amended in March 2013 when the inspection processes were reviewed and updated.
- 2.3 At that time the processes were further reviewed and the Serviceability inspections were incorporated into the various condition surveys that are undertaken.
- 2.4 Undertaking Serviceability surveys at the same time as other condition surveys represents the most efficient use of resources and is in accordance with the national code of practice for highway maintenance.
- 2.5 This report seeks to amend the processes for Serviceability inspections within the HIAMP to accommodate the changes made to current practice.

3 Main issues

- 3.1 Section 4.7 Serviceability inspections currently states that: “Service inspections are undertaken as part of and at the same time as the routine walked safety inspections on category 4(b) roads, all other classes receive a separate annual service inspection. These will identify the following:

- Low ironwork
- Poor verge condition
- Poor ride quality
- Settled or poor trench re-instatements
- Tree root damage in footways
- Blocked gullies;
- Other potential drainage problems;
- Faded and missing road markings;
- Signs obscured by vegetation.”

It is proposed that we change the wording to:

“4.7 Serviceability Surveys

Service inspections are focused on ensuring the highway meets the levels of service required. Service inspections are undertaken as part of and at the same time as the routine Condition surveys and CVI surveys.”

4 Corporate Considerations

4.1 Consultation and Engagement

4.1.1 No consultation has been undertaken to effect this minor amendment to internal processes.

4.2 Equality and Diversity / Cohesion and Integration

4.2.1 There are no equality and diversity impacts as a result of this report.

4.3 Council policies and City Priorities

4.3.1 This amendment satisfies the council priority to ensure the efficient delivery of services.

4.4 Resources and value for money

4.4.1 The proposals within this report eliminate the need for separate Serviceability inspections and present the efficient delivery of highway inspections and assessment.

4.4.2 Capital Funding and Cash Flow.

There are no capital funding or cash flow issues as a consequence of the proposals within this report.

4.5 Legal Implications, Access to Information and Call In

4.5.1 This is an administrative decision and is not subject to call-in.

4.5.2 The change has legal implications in that the document is used to defend our decisions and maintenance activities and priorities with respect to public liability claims. Legal Services have been consulted on the changes and are happy with the proposed changes.

4.6 Risk Management

4.6.1 The proposed changes to Section 4.7 of the HIAMP brings our current process in-line with our strategy document which strengthens our defence against liability claims where serviceability surveys would be admissible. The changes represent the most efficient use of resources and accord with the national code of practice for highway maintenance.

5 Conclusions

5.1 Highway inspection processes are constantly reviewed to deliver the most cost effective service without detriment to service delivery. The changes represent the most efficient use of resources and accord with the national code of practice for highway maintenance.

6 Recommendations

6.1 The Chief Officer (Highways and Transportation) is requested to approve the amendment to paragraph 4.7 (Serviceability Inspections) of Section 4 of the HIAMP with immediate effect.

7 Background documents¹

7.1 None

¹ The background documents listed in this section are available for download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.