

THE AYRSHIRE SHARED SERVICE JOINT COMMITTEE

15 JUNE 2018

**AYRSHIRE ROADS ALLIANCE
CODE OF PRACTICE WELL MANAGED HIGHWAY INFRASTRUCTURE**

Report by the Head of Roads - Ayrshire Roads Alliance

PURPOSE OF REPORT

- 1 The purpose of this Report is to advise the Joint Committee on progress being made with meeting the requirements of the new Code of Practice - Well Managed Highway Infrastructure which becomes national policy in October 2018.

BACKGROUND

- 2 The new Code of Practice - Well-managed Highway Infrastructure supersedes the previous Codes used by the Ayrshire Roads Alliance which includes Well-maintained Highways, Well-lit Highways, and the Management of Highway Structures. The new Code of Practice was published on 28 October 2016. This Code is a United Kingdom standard and it was published by the UK Roads Liaison Group. It is recognised that there are different approaches taken throughout England, Northern Ireland, Scotland and Wales and therefore the Code provides general principles for delivery.
- 3 The new Code moves to a risk-based approach in delivering all roads services. A full report will be submitted to the September 2018 meeting of the Joint Committee describing the approach to be taken by the Ayrshire Roads Alliance to meet the requirements of this new standard.
- 4 Through the SCOTS (Society of Chief Officers of Transportation in Scotland) Asset Management Working Group, the 32 Scottish Roads Authorities have been working in partnership to prepare the appropriate and common documentation. Nevertheless, the Code permits Roads Authorities to set their own levels of service against their individual needs, priorities and affordability.
- 5 The Code is produced in one document to cover all aspects of the roads infrastructure to emphasise the integrated approach now taken to manage the complete roads assets. Minimum intervention levels are no longer specified in the Code, instead all defects highlighted during safety inspections will be recorded and the level of response determined on the basis of risk assessment.

- 6 The Code is not statutory. However it provides suitable policy documentation to comply with the Roads (Scotland) Act 1984, the Policy will provide evidence of good practice for service delivery, and it is fully supported by the UK insurance industry. Of particular interest will be the establishment of an effective and appropriate inspection regime for the entire road network. This includes the carriageways and footways for the road network, and a report was submitted to the Joint Committee on 24 October 2014 at which the the Safety Inspection Procedures and Guidance Manual for this element of work was approved.
- 7 As work continues in producing the new Manual to meet the requirements of the Code of Practice, work has focused on a number of elements including the number of bridge inspections that should be undertaken on the 1128 bridges within East Ayrshire and South Ayrshire area.
- 8 The purpose of bridge inspections is to check that the road structure stock is “safe for use” and “fit for purpose”, and also to provide the data required to support the new Code of Practice. All inspections carried out by the Ayrshire Roads Alliance are undertaken in accordance with the recognised professional standard as laid out in the Design Manual for Roads and Bridges (DMRB) which includes the standard “Inspection of Highway Structures”. This standard describes the inspection requirements for structures on motorways and all-purpose trunk roads. There is no statutory requirement for Local Authorities to follow this guidance but most Local Authorities including the Ayrshire Roads Alliance utilise these standards as good practice.
- 9 A review has been carried out to determine whether there is scope to move from the current inspection intervals towards longer inspection intervals based on risk.
- 10 At present there are different levels of inspection.
- 11 General inspections are carried out every two years and this provides information on the physical condition of all the visible elements on a bridge. This visual inspection is carried out without the need for access equipment.
- 12 All structures in East Ayrshire and South Ayrshire have a current general inspection carried out.
- 13 Principal Inspections are carried out every six years and this provides information on the physical condition of all parts of bridges that require to be inspected within touching distance. This inspection is more comprehensive and provides more detailed information than a general inspection. These inspections may require suitable inspection access techniques to be employed. The review identified that all the structures in South Ayrshire have a current principal inspection, but that only 11% of the structures in East Ayrshire have a current principal inspection.

- 14 In order to ensure appropriate compliance with the requirements of the DMRB, work has commenced to complete the outstanding principal inspections in East Ayrshire. Consultants will be engaged and additional staff employed to address this backlog with the work programmed to be completed within the next twelve months.
- 15 A full report will be submitted to the September 2018 Joint Committee which will include all elements of the road infrastructure asset management, and also advise on progress on undertaking the outstanding Principal Inspections.

COMMUNITY PLANNING IMPLICATIONS

- 16 The work to meet the requirements of the new Code of Practice - Well Managed Highway Infrastructure will allow the various risks to be prioritised and as such reduce the overall risk to either Council, and to comply with the Community Plan/Council Plan in both partner bodies.

LEGAL IMPLICATIONS

- 17 The new Code of Practice - Well Managed Highway Infrastructure will be an appropriate management tool to deliver and manage the roads infrastructure. This Code of Practice will not replace the existing statutory duties for both Road Authorities.

HUMAN RESOURCE IMPLICATIONS

- 18 The new Code of Practice - Well Managed Highway Infrastructure will have no direct impact on human resources.

EQUALITY IMPACT ASSESSMENT

- 19 The new Code of Practice - Well Managed Highway Infrastructure complements any Equality Impact Assessment by ensuring that any risk identified is adequately prioritised, managed and either eliminated or mitigated.

FINANCIAL

- 20 The work to comply with the new Code of Practice - Well Managed Highway Infrastructure will be provided by relevant East Ayrshire and South Ayrshire Council budgets. The work to comply with the outstanding principal inspection work will be funded from the East Ayrshire Council local service budget.

RISK IMPLICATIONS

- 21 The new Code of Practice - Well Managed Highway Infrastructure is a risk based approach to service delivery and any additional risks which arise from this work will be added to the existing Ayrshire Roads Alliance Risk Register.

RECOMMENDATIONS

- 22 It is recommended that the Joint Committee:
- i Notes the ongoing work in order to meet the requirements of the new Code of Practice - Well Managed Highway Infrastructure;
 - ii Notes that a full report on delivering the new Code of Practice - Well Managed Highway Infrastructure will be submitted to the September 2018 meeting of the Joint Committee.
 - iii Otherwise, notes the content of the report.

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24 May 2018

BACKGROUND PAPERS

The Ayrshire Shared Service Joint Committee - Safety Inspection Procedures and Guidance Manual - 24 October 2014

For further information on this report, please contact
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