

Y Bwrdd Gweithredol 2ai Gorffennaf 2018

CYNLLUN RHEOLI ASEDAU PRIFFYRDD

Y Pwrpas:

Ystyried Cynllun Rheoli Asedau Priffyrdd 2018 a chyflwyno sylwadau arno. Mae'r Cynllun yn pennu'r amcanion a'r fframwaith polisi a strategaeth ar gyfer rheoli'r rhwydwaith priffyrdd, ac mae'n cydymffurfio ag argymhellion y *Côd Ymarfer newydd – Seilwaith Priffyrdd sy'n cael ei Reoli'n Dda*.

Yr argymhellion / penderfyniadau allweddol sydd eu hangen:
Cymeradwyo Cynllun Rheoli Asedau Priffyrdd 2018.

Y Rhesymau:

Mae polisi a fframwaith y Cynllun hwn yn pennu amcanion, polisiâu a strategaeth y Cyngor ar gyfer rheoli ei asedau seilwaith priffyrdd ac mae'n cydnabod pwysigrwydd ei seilwaith priffyrdd o ran cefnogi amcanion corfforaethol, cenedlaethol, rhanbarthol a lleol. Mae'r Cynllun yn mabwysiadu dull seiliedig ar risg yn unol â'r Côd Ymarfer ac mae'n cydnabod yr adnoddau sydd ar gael a blaenoriaethu adnoddau i dargedu meysydd lle mae'r angen a'r budd ar eu mwyaf.

Angen ymgynghori â'r Pwyllgor Craffu perthnasol - **NAC OES**

Angen i'r Bwrdd Gweithredol wneud penderfyniad **OES 2 Gorffennaf 2018**

Angen i'r Cyngor wneud penderfyniad **OES 11 Gorffennaf 2018**

YR AELOD O'R BWRDD GWEITHREDOL SY'N GYFRIFOL AM Y PORTFFOLIO:-

Y Gyfarwyddiaeth: Yr Amgylchedd	Swydd:	Rhifau ffôn: / Cyfeiriadau E-bost:
Enw Pennaeth y Gwasanaeth: Stephen Pilliner	Pennaeth Trafnidiaeth a Phriffyrdd	01267 228150 sgpilliner@sirgar.gov.uk
Awdur yr Adroddiad: Richard Waters	Rheolwr Priffyrdd a Thrafnidiaeth	01267 228825 RWaters@sirgar.gov.uk
Chris Nelson	Prif Beiriannydd – Rheoli Asedau a'r Rhwydwaith	01267 224538 cnelson@sirgar.gov.uk

EXECUTIVE SUMMARY

Executive Board

2nd July 2018

Highway Asset Management Plan (HAMP)

1. BRIEF SUMMARY OF PURPOSE OF REPORT

The Highway Asset Management Plan 2018 (HAMP) complies with the new *Well-Managed Highway Infrastructure – A Code of Practice* for the management of the highway network. The HAMP sets out our objectives and strategy in managing the network and how these play a key role in supporting corporate, national, regional and local goals.

In line with the code of practice the HAMP sets out the adoption of a risk based approach to target our resources to areas where they are most needed and where our investment will derive greatest value. The HAMP explains how an evidence led methodology will be utilised in the management of our highway infrastructure. The HAMP will also facilitate the analysis and reporting of how the asset has been managed, its condition and how future investment will impact.

The HAMP consists of four key parts which set out the strategy and policy, a management framework, an annual statement of condition and investment all of which will guide the development of a maintenance manual for the various element comprising the highway asset. The HAMP will act as an overarching portfolio with respect to evolving individual strategies for elements of the asset, such as gulley cleaning for example, and how they are to be maintained going forward.

Part 1 explains the supporting role of the highway network in the wider policy context. At the national level, this includes key legislation such as the Future Generations (Wales) Act 2015 and Active Travel (Wales) Act 2013. At regional level highway infrastructure the Joint Local Transport Plan for South West Wales (2015-2020) and the developing Swansea Bay City Region. Corporately the HAMP supports the objectives set out in the recent Corporate Strategy 2018- 2023.

Part 2 sets out the overarching highway network policies which are in place, or will be developed, and our objectives adopted in managing the highway network. This includes areas such as our Network Hierarchy, Parking and Cycling strategies. Further strategies will develop as we move forward.

Part 3 provides a template for providing an annual report which will set out the condition of the asset, our progress over the last 12 months and our plans for the forthcoming 12 months. It will assist in informing decision making around future spending and priorities.

Part 4 will be developed as a Maintenance Manual which will set out the way we will manage and plan the individual elements which comprise our highway infrastructure asset. The maintenance manual will set out technical processes and procedures for day to day delivery of the highway maintenance service. As we adapt to changing demands, resources and technology and continuously implement best asset management practice, aspects of the plan will be updated. We will work closely with neighbours and other local authorities in a collaborative manner and with engagement through the County Surveyors Society (Wales) asset management project.

2. OTHER OPTIONS AVAILABLE AND THEIR PROS AND CONS

Do nothing option

Should the authority decide not to develop its Highway Asset Management Plan we will not be in a position to demonstrate our approach to the new *Well-Managed Highway Infrastructure – a Code of Practice*. There is a deadline of October 2018 by which time all authorities are expected to have developed plans to adopt a risk based approach to maintenance and management of the highway asset. The authority may be more vulnerable to claims as a result and may lose out on funding opportunities.

It is a condition of recent Welsh Government funding that the authority has in place an effective Highway Asset Management plan and can demonstrate how its resources are targeted.

The authority is part of the County Surveyors Society's collaborative Highway Asset Management project. This enables us to work with our neighbours and similar authorities in developing a joint approach to Highway Asset Management and to support the potential for shared resources in the future. This updated HAMP will enable to us to demonstrate how we are adopting initiatives from the all Wales approach.

3. Recommendation

That the Highway Asset Management Plan be approved.

DETAILED REPORT ATTACHED ?	YES – Carmarthenshire Highway Asset Management Plan (Parts 1-3) 2018
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IMPLICATIONS

I confirm that other than those implications which have been agreed with the appropriate Directors / Heads of Service and are referred to in detail below, there are no other implications associated with this report :

Signed: S. G. Pilliner Head of Transportation and Highways

Policy, Crime & Disorder and Equalities	Legal	Finance	ICT	Risk Management Issues	Staffing Implications	Physical Assets
YES	NONE	YES	YES	YES	NONE	YES

Policy, Crime & Disorder and Equalities

The HAMP sets the policy for the prioritisation of the resources, it complies with the Well Managed Highways Code of Practice and meets the key goals of the Future Generations Act in taking a long term view of needs, acting proactively to prevent problems occurring, supporting well-being objectives, working collaboratively with partners and involving all stakeholders.

Finance

The Highways Asset Management Plan (HAMP) will enable Highways Infrastructure investment to be targeted on a more strategic and risk based approach. Allocated budgets will be prioritized in accordance with the principles of the HAMP.

Part 3 of the HAMP forms a template for reporting annually on the condition of the asset, progress over the last twelve months and the investment options for the coming twelve months.

ICT

Part 2 of the HAMP includes reference to the Information and Data strategy and this will be an important aspect in adopting an evidence-led approach. The strategy will set out how we will collect, manage and use asset data and information. Key to this is an integrated asset management system. In essence, this inventory of highway assets, maintenance records and condition information will be stored with sufficient detail to be both fit for purpose and meet the business needs of the council. The Department will work closely with the ICT teams to develop and agree its strategy and computer systems to comply with the corporate policies.

Risk Management Issues

Risk Management forms a central pillar of this HAMP and is a key recommendation of the Code of Practice. In brief, our strategy will be to identify and rank assets with a risk based scoring mechanism. This scoring mechanism will then guides our investment in the asset to optimise the benefit to road users and ensure the integrity of the asset.

This management system will incorporate activities from the strategic to operational levels, ensuring a continuity of asset management approach to asset condition and status.

Physical Assets

The HAMP is specifically drafted to ensure that our physical highway assets are optimally managed with respect to the resources available. The HAMP will allow investment and maintenance priorities to be targeted at the highest priority sections of the network subject to risk and needs assessment. Subject to funding we will move towards adopting a long-term Lifecycle Planning approach.

CONSULTATIONS

I confirm that the appropriate consultations have taken in place and the outcomes are as detailed below

Signed: S. G. Pilliner Head of Transportation and Highways

1. Scrutiny Committee

NA

2. Local Member(s)

NA

3. Community / Town Council

NA

4. Relevant Partners

NA

5. Staff Side Representatives and other Organisations

NA

Section 100D Local Government Act, 1972 – Access to Information

List of Background Papers used in the preparation of this report:

THERE ARE NONE

Title of Document	File Ref No.	Locations that the papers are available for public inspection