



REGENERATION AND ENVIRONMENT (PERFORMANCE MANAGEMENT) SCRUTINY COMMITTEE – 15TH NOVEMBER 2012

SUBJECT: HIGHWAY ASSET MANAGEMENT PLAN

REPORT BY: CHIEF EXECUTIVE

1. PURPOSE OF REPORT

- 1.1 To inform and seek comments from Scrutiny Committee on Caerphilly County Borough Council's approach to developing and implementing it's Highway Asset Management Plan (HAMP).

2. SUMMARY

- 2.1 The Highway Asset Management Plan details the authorities strategic approach to good asset management. It identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers.
- 2.2 The HAMP allows the council to identify affordable standards, provide long term planning, seek appropriate budget allocation to deliver these services in order to manage the risk that is apparent within the delivery of highway maintenance services.

3. LINKS TO STRATEGY

- 3.1 The report links directly to the regeneration of the county borough making Caerphilly County Borough a better place to live and work.
- 3.2 The report links directly to the council's priority to improve the look and feel of its streets and to make Caerphilly a safer place to live and work.

4. BACKGROUND

- 4.1 Highway asset management is not a new phenomena. Nevertheless, many authorities have not progressed with fully developing a HAMP for many reasons. Caerphilly County Borough Council is one of a number of authorities where the principles of good asset management are being applied but currently do so without a formally approved documented approach.
- 4.2 CSS Wales recognised the weaknesses within this area and four years ago embarked on an All Wales approach to Asset Management, primarily to achieve consistency. A project board was established to appoint a consultant to deliver a standard approach for All Wales. This was undertaken via a competitive tender process.

- 4.3 After award of the contract to EXP Consulting in 2010, Welsh Government (WG) joined the project board and have provided additional funding to stimulate each authority to take this project forward as an All Wales project.
- 4.4 In order to provide additional impetus, WG have also stipulated that each authority must have a fully developed HAMP available for inspection in order for authorities to continue to access the LGBI funding for years 2013/14 and 2014/15.
- 4.5 Much work has been undertaken over the last three years by the majority of the Welsh authorities in identifying and collecting asset inventories in selected areas relating to the highway network.
- 4.6 The documents now provide a consistent approach to asset management for long term planning.

5. EQUALITIES IMPLICATIONS

- 5.1 An EqIA screening has been completed in accordance with the Council's Equalities Consultation and Monitoring Guidance and no potential for unlawful discrimination and/or low level or minor negative impact have been identified, therefore a full EqIA has not been carried out.

6. THE REPORT

- 6.1 Caerphilly is currently seen to be at the forefront of developing the HAMP in accordance with the guidance being provided by EXP Consulting.
- 6.2 The current EXP Consulting contract runs until March 2013. However, developments and amendments made to the HAMP will continue over the coming months. It should be noted that the HAMP is a living document and should continually evolve and develop based on the dictated priorities and available budget.
- 6.3 The HAMP will provide the Council with a long term strategic view of the effects of investment in the highway network which will assist in future decision making and prioritisation.
- 6.4 The HAMP Annual Status and Option Report attached (Appendix 1) details the authorities approach to asset management in accordance with the recently published WG guidelines.
- 6.5 As previously stated, the HAMP will continually evolve and develop to provide relevant strategic information to allow informed longer term decisions in future work prioritisation.
- 6.6 The current HAMP Annual Status and Option Report is attached for overview and comment. It is proposed for long term strategic planning that the information identified within this document is utilised to assist in future decision making towards the annual highway maintenance budget apportionment.
- 6.7 The HAMP Annual Status and Option Report will be submitted with the LGBI bid to WG to support the authorities identified priorities. It is likely that any future WG funding will also require further submissions of an updated Annual Status document.

7. FINANCIAL IMPLICATIONS

- 7.1 The HAMP is a formalised way of determining budget setting priorities.
- 7.2 The document will inform the annual reports on budget setting for highway maintenance.

8. PERSONNEL IMPLICATIONS

8.1 There are currently no personnel implications.

9. CONSULTATIONS

9.1 Please refer to the list of consultees below.

10. RECOMMENDATIONS

10.1 It is recommended that members note the report and provide appropriate comments on the HAMP Annual Status and Option Report 2012 and its application by the authority in determining priorities in budget setting for the future delivery of highway maintenance. The report will be taken to Cabinet on 27 November 2012.

11. REASONS FOR THE RECOMMENDATIONS

11.1 To ensure that the Council's highway network is maintained with the most efficient and effective approach for the future strategic delivery of highway maintenance services.

Author: Marcus Lloyd, Highway Operations Group Manager

Consultees: Cllr T.J. Williams, Cabinet Member for Highways, Transportation and Engineering
Cllr DT Davies, Chair of Regeneration & Environment Scrutiny Committee
Cllr Mrs E.M. Aldworth, Vice Chair of Regeneration & Environment Scrutiny Committee
Anthony O'Sullivan, Chief Executive
Nigel Barnett, Deputy Chief Executive
Nicole Scammell, Head of Corporate Finance
Dan Perkins, Head of Legal and Governance
Mike Eedy, Finance Manager
Terry Shaw, Head of Engineering Services

Appendices:

Appendix 1 HAMP Annual Status and Option Report 2012