

CYNGOR SIR POWYS COUNTY COUNCIL.

CABINET

8 October 2019

**REPORT AUTHOR: County Councillor Rosemarie Harris
Leader**

SUBJECT: Highways Asset Management Plan (HAMP)

REPORT FOR: Decision

1 Summary

- 1.1 This report considers options for the adoption of an updated Highways Asset Management Plan (HAMP) based on the Portfolio Holder delegated decision of 11th July 2017.
- 1.2 The Council as highway authority has an overarching duty under section 41 of the Highways Act 1980 to maintain highways maintainable at public expense. This and other legislation is not generally prescriptive about the way in which the duty should be discharged.
- 1.3 Successive codes of practice have over the years sought to inform best practice to achieve this and Powys County Council has in general followed this guidance.
- 1.4 The UK Roads Liaison Group (UKRLG) published new guidance “ (*Well-managed Highway Infrastructure - A Code of Practice*” (CoP)” in October 2016. Whilst not legally binding the new publication is considered to represent industry best practice guidance and will likely provide a standard that the courts will measure performance against in any legal action.
- 1.5 The CoP promotes a risk-based approach and makes 36 recommendations. Welsh authorities have been assessing the recommendations through the County Surveyors Society Wales (CSSW). A review of Powys’ progress against the recommendations is included at Annex 1 to this report.
- 1.6 Detailed work has been completed through CSSW to review and develop working practices to develop a national Welsh response to the recommendations. Whilst work remains ongoing CSSW have formally approved an approach primarily around the key aspects of establishing: a Network Hierarchy; Inspection Regime and Repair Regime. This is included at Annex 2 “*CSSW Nationally Consistent Response to Code of Practice (2016) – Request for CSSW Approval of Method*” together with “*CSSW’s Risk Based Approach to Highway Management Rationale Behind the Approach*” at Annex 3.

2 Proposal

- 2.1 To adopt the Highways Asset Management Plan (HAMP) and supporting documents developed in association with CSSW and included with this report as follows:

- Annex 4: Highways Asset Management Plan (HAMP);
- Annex 5: HAMP Policy Statement;
- Annex 6: Annual Status and Options Report for Carriageways and Footways;
- Annex 7: Annual Status and Options Report for Structures;
- Annex 8: Highways Maintenance Manual.

3 Options Considered / Available

3.1 Options 2, 3 and 4 are based on the 6 elements identified below:

Element	Overarching Aim(s)
Hierarchy	Categorise assets having regard to their importance, use, character etc to inform priorities and actions.
Inspection	A planned and reactive regime of inspections aimed at identifying issues and informing future requirements and works programmes.
Defect	Identify and quantify specific items requiring action.
Repair	Prioritise identified defects for attention having regard to the level of perceived Risk (Probability and Impact). A repair may comprise temporary or permanent action to minimise or remove the risk e.g. signing/guarding.
Programmed Repairs	Grouping lower priority repairs by type and location to improve efficiency e.g. patching repairs. Specific schemes aimed at maintaining serviceability to maximise asset life. Renewal schemes to replace failing or end of life assets.
Planned Maintenance	Planned routine or periodic activities aimed at maintaining a safe highway asset e.g. grass cutting, winter gritting.

3.2 Option 1

No change, continue to operate under the 2007 HAMP.

3.3 Option 2

Adopt an updated HAMP using the CSSW Recommended Risk Based Approach outlined in Annex 2 Section 4, page 5.

3.4 Option 3

Adopt an updated HAMP using the CSSW Dimensionless Approach outlined in Annex 2 Section 3, page 4.

3.5 Option 4

Adopt an updated HAMP using the CSSW Hybrid Approach outlined in Annex 2 Section 3, page 4.

4 Preferred Choice and Reasons

4.1 The preferred choice is Option 4, to adopt an updated HAMP using the CSSW Hybrid Approach outlined in Annex 2 Section 3, page 4.

- 4.2 The Hybrid Approach uses the intervention criteria from the CSSW Recommended Risk Based Approach (as Option 2) as an investigatory level with an on-site risk assessment of any defect meeting this level.
- 4.3 CSSW identify that this method can be applied to all or any of the hierarchy categories. This approach would carry with it a need for demonstrating inspector competence.
- 4.4 Whilst a review of evidence included at Annex 9 supports a lower or comparable risk on highways in Powys compared with the CSSW rationale, it is considered that a Hybrid approach should in the first instance be applied to the Criteria for Safety and Maintenance carriageway defects on hierarchy CH4 highways as an Investigatory level intervention.
- 4.5 Powys has operated under a risk-based approach since the adoption of the 2007 HAMP. This has been supported by the use of defect dimensions in assessing the level of risk. There is no evidence to suggest that this approach has affected user safety. The adoption of this option will combine existing practices and provide a more defined response criteria in the upper hierarchy classifications.
- 4.6 Adopting Option 4 provides consistency with the recommendation of CSSW for an all Wales approach to implementing the new Code of Practice.

5 Impact Assessment

- 5.1 An impact assessment has been completed.

6 Corporate Improvement Plan

- 6.1 Vision 2025 - Powys County Council's vision for the future is a plan that sets out the councils priorities.
- 6.2 The adoption of an updated HAMP will ensure continued management of the highway network using recognised asset management principles and will reflect the follow key aspects of Vision 2025:
 - Developing a vibrant economy
 - An effective, integrated health and care in a rural environment
 - Support residents and communities

7 Local Member(s)

- 7.1 The proposed policy will apply across all areas of Powys and will be of interest to all Members. Local Members are able to feed opinions and priorities through the Highways, Grounds and Street Scene (HGSS) Managers.

8 Other Front Line Services

- 8.1 The operation of a frontline highway service will continue to support both directly and indirectly the delivery of other front line services.

9 Communications

9.1 No proactive communication action required at this stage.

10 Support Services (Legal, Finance, Corporate Property, HR, ICT, Business Services)

10.1 Legal: The recommendations can be supported from a legal point of view.

10.2 The Finance Manager notes the contents of the report, all works required within the HAMP will have to be carried out within the current capital and revenue budgets of the service. If additional monies are required this will have to be bid for during the budget process.

10.3 Customer Services have noted the contents of the report and requested to be kept informed of relevant service delivery changes so that they can provide appropriate information in response to customer enquiries.

11 Scrutiny

11.1 The plan has been scrutinised by a Working Group of the Economy, Residents, Communities and Governance Scrutiny Committee. Their findings and recommendations are included at Annex 10 to this report.

12 Data Protection

12.1 The plan does not require the processing of personal information. Personal information will be held in some systems within the HAMP process and each will require a relevant assessment to ensure compliance with legislation.

13 Statutory Officers

13.1 The Head of Finance (Section 151 Officer) notes the comment of the Finance Manager.

13.2 Head of Legal and Democratic Services (Monitoring Officer) commented as follows: "I note the legal comments and have nothing to add to the report".

14 Members' Interests

14.1 The Monitoring Officer is not aware of any specific interests that may arise in relation to this report. If Members have an interest they should declare it at the start of the meeting and complete the relevant notification form.

Recommendation:	Reason for Recommendation:
To adopt the Highways Asset Management Plan and supporting documents as set out in Annex 4 – 8 of this report.	To support delivery of the statutory duty in accordance with recognised best practice.

Relevant Policy (ies):	
Within Policy:	Y
Within Budget:	Y

Relevant Local Member(s):	All Members
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Person(s) To Implement Decision:	Head of Highways, Transport and Recycling
Date By When Decision To Be Implemented:	Ongoing

Is a review of the impact of the decision required?	Y / N
If yes, date of review	On-going as part of the HAMP process
Person responsible for the review	Head of Highways, Transport and Recycling
Date review to be presented to Portfolio Holder/ Cabinet for information or further action	As identified through the Highway Asset Management Strategy Group.

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Background Papers used to prepare Report:

- Portfolio Holder for Highways Delegated Decision Highways Asset Management Plan (HAMP) 11th July 2017
<https://powys.moderngov.co.uk/ieListDocuments.aspx?CId=389&MID=3629>
- UK Roads Liaison Group Well Managed Highway Infrastructure: A Code of Practice October 2016 <http://www.ukroadsliaisongroup.org/en/codes/index.cfm>