



Cyngor Castell-nedd Port Talbot
Neath Port Talbot Council

NEATH PORT TALBOT COUNTY BOROUGH COUNCIL

Environment, Regeneration and Streetscene Services Cabinet Board

14th November 2023

Joint Report of Head of Streetcare – M. Roberts and Head of Engineering & Transport – D. W. Griffiths

Matter for: Decision

Wards Affected: All Wards

Highway Asset Management Plan

Purpose of Report:

To update Members with regard to the continuing development of Highway Asset Management planning, to seek endorsement of a revised plan for 2023-2026, and identify some important additional work required.

Executive Summary:

Neath Port Talbot County Borough Council's Highway Asset Management Plan (HAMP) provides an integrated framework for the delivery of highway maintenance services across the Authority's road

network and optimises resources for the management of the highway infrastructure.

Background:

In Neath Port Talbot, as in other areas, residents, visitors and the business community rely on the local highway infrastructure to undertake their everyday activities. In line with guidance and best practice the Council is continuing to improve Highway Asset Management Planning. The Council's current Highway Asset Management Plan was adopted by Members in 2020.

The HAMP identifies the main asset groups of the highways infrastructure, individual asset inventory and condition data, along with any gaps where issues need to be reviewed to bring practices/assets up to required standards.

The aim of adopting an Asset Management strategy is to allow a planned approach to improve the management of the highway asset in respect of those components that are maintainable at public expense and for which the Council, as Highway Authority, is responsible. The aim is to ensure the asset is maintained efficiently to both a safe and serviceable condition in support of the objectives established in the Council's Corporate Plan, and the asset plan is intended to set out in practical terms the strategy for doing so.

This is the sixth review of the Council's HAMP since its original adoption and the document has been developed in line with nationally agreed criteria.

As part of the current review, the need for other important work has been identified in relation to the Regional Transport Plan for South West Wales. This work still needs to be completed, based on the

priorities set out in the Llwybr Newydd, the national transport strategy for Wales, however, it is proposed the attached document is endorsed in the interim whilst this is done.

In addition, more clarity is needed in relation to the management of cycleways because some cycleway provision is made as part of 'shared' footway provision on highways (which is subject to an associated inspection/management regime), whilst some provision is also made as part of 'shared' carriageways (and subject consequently to potentially a different inspection/maintenance regime).

Furthermore, whilst the HAMP relates to adopted highway, there are also cycleways on other land which is not adopted highway, subject to a different asset management regime. There is also a further complication, in that whilst there are existing cycleways shown on the Council's adopted Active Travel Network Map (ATNM) which meet the Active Travel Act Guidance (ATAG), there are others which exist and don't meet the required standards. These non-compliant cycleways are included on the map as potential future routes.

So the management of cycle routes needs to be reviewed overall, and looked at across the adopted highway network, un-adopted highway and other land, and also the adopted Active Travel Network including as necessary a review of further documents such as the ATAG and the council's Highway Maintenance Plan. This is required to consider the management of the cycleway assets as a whole, including any de-minimus inspection and maintenance standards, which may in turn give rise to budgetary considerations. This is a substantial piece of work and may even warrant a specific asset management plan, notwithstanding that aside from the Active Travel Network Map aspirations, considerations probably also need extending to the Council's approach to any future re-allocation of road space to cycling as part of developing Active Travel. This will take significant effort to complete, hence it is similarly proposed the attached plan update is

adopted in the interim, and a further report is brought back when the Regional Transport Plan and cycleway work is completed.

Financial Impacts:

No direct financial implications.

The Highway Asset Management Plan and associated documents is a means of identifying the implications of given spending levels and ensuring that available monies are spent to best effect.

Integrated Impact Assessment:

A first stage impact assessment has been undertaken to assist the Council in discharging its legislative duties under the Equality Act 2010, the Welsh Language Standards (No.1) Regulations 2015, the Wellbeing of Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016.

The first stage assessment, as provided in Appendix B, has indicated that a more in-depth assessment is not required.

The plan is structured to help ensure funding is invested to best effect and where it is most needed, thereby maximising community benefit.

Valleys Communities Impacts:

No implications.

Workforce Impacts:

No direct implications. Any changes in the size of the works programme or in the balance of work undertaken internally or externally could potentially have workforce implications

Legal Impacts:

No implications.

Risk Management Impacts:

An asset management approach to Highway infrastructure provides a framework for informed decision making. This plan sets out the management arrangements required to ensure the benefits of investment are optimised and that the highway asset is managed to meet the expectations of the highway user, within the context of the Council meeting its statutory duties as the Highway Authority.

Consultation:

There is no requirement for external consultation on this item

Recommendations:

Having had due regard to the Integrated Impact Assessment, it is recommended that Members endorse:

- (i) The draft Highway Asset Management Plan 2023-26 as provided in Appendix A.
- (ii) That a further update be brought back to Environment, Regeneration & Streetscene Cabinet Board after completion of the Regional Transport Plan and Cycleway management work.

Reasons for Proposed Decision:

To keep up to date and continue developing, in line with good practice, the Council's Highway Asset Management Planning.

Implementation of Decision:

The decision is proposed for implementation after the three day call in period

Appendices:

Appendix A – Highway Asset Management Plan 2023-2026

Appendix B – Integrated Impact Assessment Screening Document

Officer Contact:

Mr. Aled Jones, Network and Programme Manager

Email: a.jones9@npt.gov.uk

Mr. Steve Owen, Highway and Drainage Manager

Email: s.owen@npt.gov.uk