

**PLACE, SUSTAINABILITY & CLIMATE CHANGE  
SCRUTINY COMMITTEE  
24<sup>TH</sup> NOVEMBER 2022**

**HIGHWAY ASSET MANAGEMENT PLAN –  
ANNUAL STATEMENT REPORT 2022**

**Purpose:**

To present the Highway Asset Management Plan (HAMP) Annual Statement Report 2022 for information and consideration

**The Scrutiny Committee is asked to:-**

To note the contents of the report which provides an update on the condition and performance of the highway network and related financial information.

**Reasons**

The Highway Asset Management Plan adopted in 2018 included an undertaking that an Annual Statement Report would be presented each year to inform Council on the condition and performance of the highway asset.

**CABINET MEMBER PORTFOLIO HOLDER:-**

Cllr. Edward Thomas, Cabinet Member for Transport, Waste and Infrastructure Services.

Environment Directorate  
Stephen Pilliner

Head of Highways & Transport

[SGPilliner@carmarthenshire.gov.uk](mailto:SGPilliner@carmarthenshire.gov.uk)

**Report Authors:**

Richard Waters  
Darren King  
Chris Nelson

H&T Services Manager  
Highway Services Manager  
Highway Asset Manager

[rwaters@carmarthenshire.gov.uk](mailto:rwaters@carmarthenshire.gov.uk)  
[dking@carmarthenshire.gov.uk](mailto:dking@carmarthenshire.gov.uk)  
[CNelson@carmarthenshire.gov.uk](mailto:CNelson@carmarthenshire.gov.uk)

# EXECUTIVE SUMMARY

## PLACE, SUSTAINABILITY & CLIMATE CHANGE SCRUTINY COMMITTEE

24<sup>TH</sup> NOVEMBER 2022

### HIGHWAY ASSET MANAGEMENT PLAN: ANNUAL STATEMENT REPORT 2022

#### BRIEF SUMMARY OF PURPOSE OF REPORT.

In July, 2018 Council adopted the Highway Asset Management Plan (HAMP) which included an undertaking to present each year an Annual Statement Report on the condition and performance of the highway network.

The Report was to include investment options and their implications on the asset condition. Annual Statement Reports were subsequently presented in 2019, 2020 and 2021.

The Annual Statement Report 2022 includes an overview of the highway network and provides detailed commentary on the following three key highway asset areas:

- Highways (carriageways, footways and cycleways)
- Bridges and Structures
- Highway Lighting and Traffic Signals

The HAMP also sets out how the Council has adopted a risk-based approach in managing the highway asset to mitigate risk and safeguard road users.

#### Highways

Carmarthenshire County Council has a statutory duty to maintain the highway under the Highways Act 1980. A failure in this duty has a consequence for residents and businesses within Carmarthenshire and exposes the authority to the potential risk of claims for damages. The Highway network in Carmarthenshire is the second largest in Wales and carries the third highest levels of traffic.

The highway asset deteriorates naturally over time and this rate of deterioration is accelerated by traffic levels and adverse weather. Carmarthenshire has a £45m backlog of highway maintenance work, which is growing.

The HAMP adopted a risk-based approach in line with the national code of practice *Well-Managed Highway Infrastructure* which prioritises resources to areas of greatest need.

Over the last three years Carmarthenshire's A and B road network has shown a modest improvement in condition and the C class network has remained relatively stable. This reflects the risk-based approach. However, the more minor, unclassified road network will have deteriorated considerable.

Carmarthenshire has one of the lower quartile rates of spend per kilometre on highways and roads for Wales.

It is necessary to invest £6M each year into the highway network to achieve a 'standstill' position. In 2021/22 through Welsh Government and County Council £3.05M was invested and in 2022/23 this increased to £3.9M. This is significantly below the standstill figure but was sufficient to enable the authority to keep the higher class roads in reasonable condition. There is no indication of any Welsh Government funding being available for 2023/24 and current County Council funding is expected to be £1.4M. This scenario will increase the percentage of roads requiring resurfacing from 9% in the current year to 18% in 10 years and 31% in 20 years.

Our highway drainage system is also being revealed as a particular concern. Drainage surveys have been undertaken on strategic routes to improve network resilience. However the surveys are indicating that 20% of drainage pipes are compromised. The authority's footway and cycle network exceed 1000km in length, investment in maintenance has been very modest and is mainly focused on local priorities.

### **Bridges and Structures**

Our highways are supported by almost 1,900 structures (820 bridges, 560 retaining walls 459 large culverts and 49 footbridges).

Highway Structures condition indicators show that the asset is in a relatively stable condition and is assessed as good to very good.

There are currently 47 sub-standard structures which are subject to a monitoring regime to ensure that are safe for public use. This represents 7% of the bridge stock and is the second highest number of sub-standard structures in Wales.

### **Highway Lighting and Traffic Signals**

Our street lighting system includes over 20,000 lighting units. We also manage 5000 units for our Town and Community Councils. LED lighting units have been introduced for County and Community lights to replace less efficient street lighting units on an invest to save basis. This has lowered energy costs, improved light quality and reduced carbon emissions by 1,200 tonnes of carbon dioxide each year.

There are two significant challenges for the Public Lighting Team:

- Ageing lighting columns, including more than 7,000 steel columns need to be replaced to avoid the risk of collapse. A programme is underway for this.
- 304Km of deteriorating underground electrical cabling needs replacing to prevent cable faults, power outages and to ensure public safety. A funding application is being put forward for this.

There are also 3,400 illuminated traffic signs and bollards on the highway network, 54 pedestrian crossings and 20 signalised junctions.

**DETAILED REPORT ATTACHED ?**

**Highway Asset Management Plan: Annual Statement Report 2022**

# 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 Pilliner**

**Head of Highways & Transportation**

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

## Finance

The Annual Statement Report 2022 details the implications of various funding scenarios which will be subject to future budget setting and grant availability

## 5. Risk Management Issues

The HAMP adopts a risk-based approach to managing the highway network in accordance with the National Code of Practice. Details of this are set out within the HAMP

## 6. Physical Assets

The HAMP sets out the Council's approach in managing the highway asset and relates this to national, regional and County Council objectives. The Annual Statement Report 2022 provides information on the current condition of the asset and sets out how the asset condition has changed and will change in the future depending on funding scenarios.

**CABINET MEMBER PORTFOLIO HOLDER(S) AWARE/CONSULTED**

YES

**Section 100D Local Government Act, 1972 – Access to Information  
List of Background Papers used in the preparation of this report:**

**THERE ARE NONE**