

## Transport Asset Management Plan Refresh 2018 - Highway Asset Condition 2013/14 to 2017/18

The table below sets out the Transport Asset Management Plan Service Standards, the 2013 baseline condition data and subsequent years condition data.

Asset Category	Measure	Service Standard					Asset Condition				
		POOR	ACCEPTABLE	FAIR	GOOD	EXCELLENT	2013/14	2014/15	2015/16	2016/17	2017/18
A Roads	% RED / AMBER	>25%	25 - 16%	15 - 11%	10 - 6%	≤5%	22.1%	30.37%	23.92%	23.08% <sup>6</sup>	22.29%
B Roads		>40%	40 - 21%	20 - 16%	15 - 6%	≤5%	42.3%	36.01%	28.10%	26.27%	24.65%
C Roads		>50%	50 - 31%	30 - 21%	20 - 11%	≤10%	48.7%	38.59%	30.62%	34.26% <sup>6</sup>	32.04%
Residential Unclassified	% RED / AMBER	>50%	50 - 31%	30 - 21%	20 - 11%	≤10%	Not Collected	Not Collected	Not Collected	Collected being analysed <sup>1</sup>	Collected being analysed <sup>1</sup>
Rural Unclassified	% RED / AMBER	>50%	50 - 31%	30 - 21%	20 - 11%	≤10%	Not Collected	Not Collected	Not Collected	Collected being analysed <sup>1</sup>	Collected being analysed <sup>1</sup>
Footways	No. defects	>50,000	50,000 - 40,000	40,000 - 15,000	15,000- 10,000	<10,000	51,395 <sup>2</sup>	22,171 <sup>2</sup>	13,533 <sup>2</sup>	13,037 <sup>2</sup>	7,142
	No. claims	>600	500-400	400-250	250-150	<150	359	298	259	130	0 <sup>4</sup>
Bridges and Similar Structures	Bridge Condition Index (Ave.)	<40	40-60	60-79	80-90	>90	89.3	89.99	90.19	89.75	89.67
Street Lighting	% of high / medium risk installations	>35%	25-35%	20-25%	10-20%	5-10%	23.15%	17.72% <sup>3</sup>	19.99% <sup>3</sup>	16.15% <sup>3</sup>	15.66%
Traffic Signals	% of units beyond design life	>40%	30-40%	20-30	10-20	<10%	33.11%	33.11	30.31	30.31 <sup>5</sup>	13.83
1 - Condition data is being collected for the unclassified network using Detailed Video Survey methodology for unclassified roads. Analysis is currently being undertaken and will be reported as part of the 2018/19 data refresh. Provisional data shows that the unclassified road network is POOR compared to the C road network											
2 - Changes in defect reporting systems for footways meant 2013 data is not comparable to subsequent year's data. Detailed Video Survey data for footways is available											
3 - Data cleansing means that 2013 & 2014 data is not directly comparable with subsequent years data for Street Lighting											
4 - Migration to HAMS means we data can no longer be split by road classification – condition assumed to remain unchanged.											
5 - There was a delay in 2016/17 in updating traffic signal inventory as efforts were focused on keeping these installations operational.											
6 - The condition of the 2016/17 'A' road network has been amended after minor errors were detected in the 2016/17 calculation which did affect our overall score last year											