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** |  | **Asset Condition** |
| **2013/14** | **2014/15** | **2015/16** | **2016/17** | **2017/18** | **2018/19** |
| **A Roads** | % RED / AMBER | **22.1%****Acceptable** | **30.37%****Poor** | **23.92% Acceptable** | **23.08% Acceptable** | **22.29% Acceptable** | **21.51 Acceptable** |
| **B Roads** | **42.3%****Poor** | **36.01% Acceptable** | **28.10% Acceptable** | **26.27% Acceptable** | **24.65% Acceptable** | **23.97 Acceptable** |
| **C Roads** | **48.7%****Acceptable** | **38.59% Acceptable** | **30.62%****Fair** | **34.26%6 Acceptable** | **32.04% Acceptable** | **29.80****Fair** |
| **Residential Unclassified** | % RED / AMBER | Not Collected | Not Collected | Not Collected | Collected being analysed1 | Collected being analysed1 | Collected being analysed1 |
| **Rural Unclassified** | % RED / AMBER |
| **Footways** | No. defects | **51,3952****Acceptable** | **22,171 Good** | **13,533 Good** | **13,037 Excellent** | **7,142 Excellent** | **5,430 Excellent** |
| No. claims | **359****Acceptable** | **298****Good** | **259****Good** | **130 Excellent** | **04 Excellent** | **04 Excellent** |
| **Bridges and Similar Structures** | Bridge Condition Index (Ave.) | **89.3****Good** | **89.99****Good** | **90.19 Excellent** | **89.75****Good** | **89.67****Good** | **89.78****Good** |
| **Street Lighting** | % of high / medium risk columns | **23.15%****Fair** | **17.72% Good** | **19.99% Good** | **16.15% Good** | **15.66% Good** | **18.50% Good** |
| **Traffic Signals** | % of units beyond design life | **33.11%****Acceptable** | **33.11 Acceptable** | **30.31 Acceptable** | **30.315 Acceptable** | **46.73**6**Poor** | **47.79****Poor** |
|  |  |
| Notes |  |
| 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 TAMP Phase 2 review in the summer of 2020. 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 and will be reported as part of the TAMP Phase 2 review in the summer of 2020 |
| 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 2017/18 Traffic Signals asset has been amended after errors were detected in the 2017/18 calculation. |