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 analysed[1]	Collected being analysed[1]	Collected being analysed[1]
Rural Unclassified	% RED / AMBER						
Footways	No. defects	51,395[2] 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	0[4] Excellent	0[4] 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	30.31[5] 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.