**Appendix B i:** **TAMP Phase 1 – Original Standards and Progress Yearly Breakdown 2014/15 to 2019/20**

|  |  |  |  |
| --- | --- | --- | --- |
| **Asset Category** | **Condition Measure** | **Service Standards** | **Asset Condition** |
| **POOR** | **ACCEPTABLE** | **FAIR** | **GOOD** | **EXCELLENT** | **2014/15** | **2015/16** | **2016/17** | **2017/18** | **2018/19** | **2019/20** |
| Start Year 1 | End Year 1 | End Year 2 | End Year 3 | End Year 4 | End Year 5 |
| **A Roads** | % RED / AMBER | **>25%** | 25% - 16% | 15% - 11% | 10% - 6% | ≤5% | 30.37% | 23.92% | 23.08% | 22.29% | 21.51% | 23.13% |
| **B Roads** | **>40%** | 40% - 21% | 20% - 16% | 15% - 6% | ≤5% | 36.01% | 28.10% | 26.27% | 24.65% | 23.97% | 26.26% |
| **C Roads** | **>50%** | 50% - 31% | 30% - 21% | 20% - 11% | ≤10% | 38.59% | 30.62% | 34.26%6 | 32.04% | 29.80% | 31.03% |
| **Residential Unclassified** | % RED / AMBER | **>40%** | 40% - 29% | 28% - 19% | 18% - 14% | <14% | Condition data not collected – new service standard to be set in Phase 2  |
| **Rural Unclassified** | % RED / AMBER | **>40%** | 40% - 29% | 28% - 19% | 18% - 14% | <14% |
| **Footways** | Number of. defects | **>50,000** | 50,000 - 40,000 | 40,000 -15,000 | 15,000-10,000 | <10,000 | 22,171 | 13,533 | 13,037 | 7,142 | 5,430 | 10,585 |
| Number of claims | **>600** | 500-400 | 400-250 | 250-150 | <150 | 298 | 259 | 130 | Not Available | Not Available | Not Available |
| **Bridges and similar Structures** | Bridge Condition Index (Ave.) | **<40** | 40-60 | 60-79 | 80-90 | >90 | 89.99 | 90.19 | 89.75 | 89.67 | 89.78 | 89.60 |
| **Street Lighting** | % of high & medium risk columns | **>35%** | 25%-35% | 20%-25% | 10%-20% | 5%-10% | 23.15% | 17.72% | 20.01% | 16.15% | 15.66% | 22.67% |
| **Traffic Signals** | % of units beyond design life | **>40%** | 30%-40% | 20%-30% | 10%-20% | <10% | 32.80% | 30.31% | 30.31% | 46.73% | **47.79%** | 36.36% |

**Appendix B ii: TAMP Phase 2 – A, B, C Road Revised Standards 2020/21 – 2024/25 [PROVISIONAL – subject to APSE\DMG Benchmarking final figures]**

|  |  |  |  |
| --- | --- | --- | --- |
| **Asset Category** | **Condition Measure****(SCANNER)** | **Service Standards: Based on APSE\DMG 19/20 Shire Council Benchmarking data** | **Asset Condition** |
| **POOR****(Quartile 4)** | **ACCEPTABLE****(Quartile 3)** | **FAIR****(Quartile 2)** | **GOOD****(Quartile 1)** | **EXCELLENT****(top 10 Percentile)** | **2019/20** | **2024/25 End Year 5 - Target** |
| **Base** | **Current Funding Levels** | **Capital Strategy: Acceptable Risk Managed Funding** |
| **A Roads** | % RED  | **>4.32%** | 4.32% - 2.88% | 2.88% -2.01% | 2.01%– 1.53% | ≤1.53% | 2.1% | 2.88% -2.01% | 2.01%– 1.53% |
| % AMBER | **>35.72%** | 35.72% - 25.06% | 25.06%- 20.47% | 20.47% - 18.86% | ≤18.86% | 20.47% | 25.06%- 20.47% | 20.47% - 18.86% |
| **B Roads** | % RED | **>6.04%** | 6.04% - 3.73% | 3.73% - 2.19% | 2.19% - 1.95% | ≤1.95% | 3.09% | 3.73% - 2.19% | 2.19% - 1.95% |
| % AMBER | **>31.90%** | 31.90% - 29.13% | 29.13%-22.73% | 22.73% -19.63% | ≤19.63% | 22.73%\* | 29.13%-22.73% | 22.73% -19.63% |
| **C Roads** | % RED | **>6.02%** | 6.02% - 5.1% | 5.1% - 3.54% | 3.54% - 3.24% | ≤3.24% | 5.23% | 6.02% - 5.1% | 5.1% - 3.54% |
| % AMBER | **>32.78%** | 32.78% - 28.87% | 28.87% - 24.92% | 24.92% - 22.38% | ≤22.38% | 28.87%\* | 31.40% - 27.77%  | 28.87% - 24.92% |

* The condition scores of these two assets are on the exact grade boundary between two service standards – hence why they have two colours associated with them

**Appendix B iii TAMP Phase 2 – Bridges Revised Standards 2020/21 – 2024/25**

|  |  |  |  |
| --- | --- | --- | --- |
| **Asset Category** | **Condition Measure** | **Service Standards:**  | **Asset Condition** |
| **POOR** | **ACCEPTABLE** | **FAIR** | **GOOD** | **EXCELLENT** | **2019/20** | **2024/25** End Year 5 - Target |
| Base | Current Funding Levels |
| **Bridges: Planned Targeted** | Bridge Condition Index (Critical) | **<40** | 40-60 | 60-79 | 80-90 | >90 | 78.89 | FAIR (60-79) |
| **Planned Preventative** | **<40** | 40-60 | 60-79 | 80-90 | >90 | 80.59 | FAIR (72 – 79) |
| **Planned Do Minimum** | **<40** | 40-60 | 60-79 | 80-90 | >90 | 83.01 | FAIR (65 – 72) |

**Appendix B iv: TAMP Phase 2 – Street Lighting Revised Standards 2020/21 – 2024/25**

|  |  |  |  |
| --- | --- | --- | --- |
| **Asset Category** | **Condition Measure** | **Service Standards** | **Asset Condition** |
| POOR | **ACCEPTABLE** | **FAIR** | **GOOD** | **EXCELLENT** | **2019/20** | **2024/25** End Year 5 - Target | **2029/30 End Phase 3 Target** |
| Base | Current Funding Levels | Capital Strategy: Acceptable Risk Managed Funding | Capital Strategy: Acceptable Risk Managed Funding |
| **Street Lighting** | No. of columns aged over 40 years old | >16,000 | 16,000 – 12,001 | 12,000 - 8,001 | 8,000 – 4,001 | <4,000 | 13,639 | >16,000 | >16,000 | 12,000 -8,001 |

**Appendix B v: TAMP Phase 2 – Traffic Signals Revised Standards 2020/21 – 2024/25**

|  |  |  |  |
| --- | --- | --- | --- |
| **Asset Category** | **Condition Measure** | **Service Standards** | **Asset Condition** |
| **POOR** | **ACCEPTABLE** | **FAIR** | **GOOD** | **EXCELLENT** | **2019/20** | **2024/25** End Year 5 - Target |
| Base | Current Funding Levels  | Basic TAMP  | Capital Strategy: Acceptable Risk Managed Funding  |
| **Traffic Signals** | No. of obsolete and vulnerable traffic signal sites\* | **>270** | 270 - 201 | 200 -135 | 134 - 70 | <70 | **337** | **313** | **289** | 241 |

\*Obsolete sites refers to sites that are older than their 20 year design life. Vulnerable sites refers to additional sites that have obsolete controllers