**Progress TAMP Phase 2 – Data Refresh 2021**

**2019/20 (base) v 2020/21 (End Year 1) v 2024/25 (End of Phase Target)**

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  |  |  |  |  |  |  | **Asset Condition** | | |
| **Asset Category** | **Condition Measure** | **Service Standards** | | | | | **Base Date April 2020** | **End of Year 1 2020/21** | **Target Year5**  **2024/25** |
| **POOR** | **ACCEPTABLE** | **FAIR** | **GOOD** | **EXCELLENT** |
| **A Roads** | % RED | **>4.32%** | 4.32% - 2.88% | 2.88% - 2.01% | 2.01% - 1.53% | **≤1.53%** | 2.10% | **1.43%** | 2.88% -2.01% |
| % AMBER | **>35.72%** | 35.72% - 25.06% | 25.06% - 20.47% | 20.47% - 18.86% | **≤18.86%** | 20.47% | **16.8%** | 25.06% -20.47% |
| **B Roads** | % RED | **>6.04%** | >6.04% - 3.73**%** | 3.73% - 2.19% | 2.19% - 1.95% | **≤1.95%** | 3.09% | 2.70% | 3.73 - 2.19% |
| % AMBER | **>29.13%** | 31.90% - 29.13% | 29.13% -22.73% | 22.73% - 19.63% | **≤19.63%** | 21.10% | 20.55% | 29.13% – 22.73% |
| **C Roads** | % RED | **>6.02%** | 6.02% - 5.1% | 5.1% - 3.54% | 3.54% - 3.24% | **≤3.24%** | 5.23% | 4.15% | 6.02% - 5.1% |
| % AMBER | **>32.78%** | 32.78% - 28.87% | 28.87% - 24.92% | 24.92% -22.38% | **≤22.38%** | 28.87% | 26.46% | 31-40% - 27.77% |
| **Residential Unclassified\*\*** | % RED | **>25%** | 25% - 20% | 20% - 15% | 15% - 10% | **≤10%** | N/a | **26.74%** | Not Set |
| % AMBER | **>40%** | 40%-35% | 35%-30% | 30%-25% | **≤25.00%** | N/a | **20.16%** | Not Set |
| **Rural Unclassified\*\*** | % RED | **>25%** | 25% - 20% | 20% - 15% | 15% - 10% | **≤10%** | N/a | **25.28%** | Not Set |
| % AMBER | **>40%** | 40%-35% | 35%-30% | 30%-25% | **≤25.00%** | N/a | **22.33%** | Not Set |
| **Footways\*\*** | % RED | **>25%** | 25% - 20% | 20% - 15% | 15% - 10% | **≤10%** | N/a | 11% | Not Set |
| % AMBER | **>40%** | 40%-35% | 35%-30% | 30%-25% | **≤25.00%** | N/a | 39% | Not Set |
| **Bridges and similar Structures** |  | | | | | | | | |
| Planned Targeted | Bridge Condition Index (CRIT) | **<40%** | 40% - 65% | 65% - 79% | 80% - 90% | **>90%** | 78.89% | 78.67% | 80%≤ - <90% |
| Planned Preventative | 80.59% | 80.47% | 72% - 79% |
| Planned Do Minimum | 83.01% | 82.19% | 65% - 72% |
| **Retaining Walls** |  | | | | | | | | |
| Planned Targeted | Wall Condition Index (CRIT) | **<40%** | 40% - 65% | 65% - 79% | 80% - 90% | **>90%** | 72.80% | 73.58% | Not Set |
| Planned Preventative | 69.97% | 69.78% | Not Set |
| Planned Do Minimum | 73.32% | 73.72% | Not Set |
| **Street Lighting** | No Columns ≥40 years old | **>16,000** | 16,000 – 12,001 | 12,000 – 8,001 | 8000 - 4001 | **<4,000** | 13,693 | 14,544 | <16,000 |
| **Traffic Signals** | % vulnerable installations | **>270** | 270 - 201 | 200 - 135 | 134 - 70 | **<70** | N/a\* | **337** | <289 |
| \* new service standard approved December 2020 | | | | | | | | | |
| \*\* The Unclassified Residential and Rural carriageway, and the Footway condition is measured by Detailed Video Survey. Currently no National Standards are set; however, the DfT have started consultation and it is expected advice will be available before the end of the current TAMP Phase 2. Therefore, the Service Standards are provisional. Lifecycle modelling during 2021 will help develop targets for end of Phase2 (March 2025) and end of the TAMP (March 2030) | | | | | | | | | |