

TRANSPORT ASSET MANAGEMENT PLANS

INTRODUCTION

Over the last five years transport asset management has been guided by LTP1, supported by various local transport and maintenance policies.

In June 2004 the *Framework for Highways Asset Management* was published. This encouraged highway authorities to develop a strategic approach to highways asset management. The five West Yorkshire highway authorities are using this framework to build upon earlier work to develop Highways Asset Management Plans (HAMPSs).

Metro has, for a number of years, been using an asset management process more suited to public transport operations.

The TAMPs will address the condition of the highway asset and public transport infrastructure assets and need to have strong linkage with maintenance programmes funded through the LTP.

They will also cover demand aspirations and will challenge whether the right asset is being provided to enable the public to travel on the transport network which has capacity, is safe and available to use and matches aspirations. The TAMPs will have strong linkages with the integrated transport programmes funded through the LTP.

Developing TAMPs will produce:

- a longer term view of planning and programming;
- modelling to create the best whole life options for the asset;
- greater use of asset performance indicators to inform decisions;
- explicit consideration of customer expectation; and documentation of levels of service.

The development of LTP2 and the TAMPs are running in parallel but to different time scales. Although the process of producing LTP2 will

help inform the TAMPs, the scope and the public consultation for the TAMPs will be different and the results may impact on LTP2 proposals. These will be re-visited as required to better reflect the views of the public and the outcomes from the asset management process.

TAMPs cover all of the transportation assets, including many services which are not funded through the LTP. To ensure proper consideration is given to developing comprehensive TAMPs, the 'stages' of effective asset management have been used to analyse the issues to inform the LTP2 programme.

PROGRESS

Table I.1 provides an overview of current position in relation to asset management. It has been prepared using the headings in the *Framework for Highways Asset Management*. It includes consideration of all elements of asset management including highway maintenance, structures, street lighting, UTMC, traffic management, integrated transport and public transport.

The planned state for 2011 and the gap analysis indicates how LTP and HAMP/TAMP implementation will interact to achieve the shared objectives and priorities.

Table I.2 gives the scoring system being used and tables I.3 to I.7 show the progress that has been made by individual district authorities.

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Table I.1 Overview of Current Position

Area for Consideration	Current State 2005	Planned 2011	Gap Analysis
Goals, Objectives & Policies	<ul style="list-style-type: none"> • Informed by BVPI reviews and National best practice including legislative requirements, codes of practice, user group guidelines, DfT design notes and traffic signs directions & advice notes • Inform service and organisational improvement plans • Generates uniform but largely annual / responsive management of the asset • Lifecycle planning aspirations only partially met 	<ul style="list-style-type: none"> • HAMP/TAMP developed by district authorities • User aspirations more clearly absorbed • Co-ordinated, holistic approach to all elements of the asset • Life cycle planning issues fully addressed • Opportunities for demand and performance management better facilitated • Clear progress monitoring with target dates • Overall SMART (Specific, Measurable, Achievable, Relevant and Timed) Management of the asset 	<ul style="list-style-type: none"> • Use of <i>Framework for Asset Management</i> • Document and adapt current procedures • Respond to on-going changes in codes of best practice and legislation • Development of Traffic Management Act duties • Maximise potential for new and emerging technologies

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Area for Consideration	Current State 2005	Planned 2011	Gap Analysis
Inventory	<ul style="list-style-type: none"> • Good data on road lengths, generally with widths, NRSWA criteria, surface type etc • Comprehensive list of structures other than walls • Good traffic signal databases, regularly checked and updated • Complete Metro street furniture asset register • Street Lighting data collected, of varying quality • Some good illuminated sign data but poor non illuminated sign data • Minimum data on highway drainage, trees, street furniture etc • Quality and accuracy of measured data varied • Storage and retrieval systems varied 	<ul style="list-style-type: none"> • Complete data for elements and features of the asset where such information gives real benefit to effective asset management • High confidence in accuracy data stored • Improved storage and retrieval system for certain elements of the asset • Greater use of Geographical Information Systems (GIS) • Regular data audits • Data shared on all elements of the asset • Regular asset valuation 	<ul style="list-style-type: none"> • Full evaluation of gaps in inventory availability and quality • Cost benefit analysis of collecting missing data • Prioritised and funded inventory collection programme • Review of storage and retrieval systems • Consistent criteria for measuring data quality and accuracy • Consistent standards of inventory and recording systems within and between district authorities • Adapt and expand current systems to accommodate new data, eg Metro system to include grade 1 bus stations

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Area for Consideration	Current State 2005	Planned 2011	Gap Analysis
Condition Assessment	<ul style="list-style-type: none"> • Some customer information on their perspective of condition • Asset fault reports • Extensive historic records on carriageway and footway condition to national and local standards, including machine surveys and safety surveys • BVPI condition data trends • General and principal inspection data for structures, also assessment for 40tonne loads • Periodic inspection of traffic signals, street lights etc. in conjunction with routine maintenance • Some good fault and condition logging systems in place 	<ul style="list-style-type: none"> • Continuity in method of data collection for BVPIs for trend analysis • Adequate condition data to assess maintenance needs and priorities for all elements of the asset • Customer driven serviceability condition data • Analysis methods which enable full lifecycle planning and whole life costing • Strategic approach to all safety inspections to promote safety and assist defence of claims • Consistency of output 	<ul style="list-style-type: none"> • Develop experience, continuity and consistency in analysis of scanner data for roads • Full implementation of Bridge Condition Indicator (BCI) for all structures • Review of condition assessment processes generally • Streamline processes for collection, retrieval and interrogation of data • Introduce effective cyclical assessments for elements such as trees, retaining walls and non illuminated signs • Improve use of new technology for managing data and displaying output, including GIS
Demand Aspirations	<ul style="list-style-type: none"> • Information exists from focus groups, Elected Member input, public meetings, consultations and questionnaires • Some service standards well established <p>Key known demand aspirations are:</p> <ul style="list-style-type: none"> • To travel over network safely and in comfort • To use streets without fear of crime • Good accessibility with no congestion or delays • Clean green spaces • Parking provision 	<ul style="list-style-type: none"> • Provision of infrastructure which is fit for purpose • Informed decision making with customer input sensitive to community requirements • Levels of service for all elements of the asset • Customer charters which match demand aspirations to resources • Regular customer input and review of demand aspirations 	<ul style="list-style-type: none"> • Expand upon current understanding of public demand aspirations • Systematic and transparent mechanism to listen and include customer aspirations within decision making and service provision • Rigorous monitoring, review and feedback system

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Area for Consideration	Current State 2005	Planned 2011	Gap Analysis
Performance Gaps	<ul style="list-style-type: none"> • Condition of roads and paths fail to meet customer aspirations • Current assets needs extensive maintenance, improvement or replacement in some areas, eg bridges, street lighting • Insufficient evidence in other areas to identify performance gaps 	<ul style="list-style-type: none"> • Improvement in many elements of asset condition, especially roads, paths, structures and street lighting • Improvement in reliability and effectiveness of the asset • Better meeting of customers demand aspirations 	<ul style="list-style-type: none"> • Need better analysis of condition assessments and demand aspirations to strategically identify performance gaps for all elements of asset
Lifecycle Planning	<ul style="list-style-type: none"> • Metro asset management system facilitates lifecycle planning • Elsewhere informal processes in place • Street lighting PFIs give full lifecycle planning for street lighting and illuminated signs • Removal/rationalisation of assets to minimise street clutter • Risk managed reactive replacement of ageing assets 	<ul style="list-style-type: none"> • Lifecycle models (eg UK Pavement Management System - UKPMS module) to be developed and applied • Planned replacement of ageing or non compliant assets • Systematic approach to up-grading assets to new technologies, eg UTMC 	<ul style="list-style-type: none"> • Review options for lifecycle planning • Review existing processes to ensure assets continue to be fit for purpose • Develop new processes as required • Formalise, document and fund strategy for implementation
Optimisation & Budget Consideration	<ul style="list-style-type: none"> • Prioritisation of works based on existing inspection regime and informal lifecycle processes • Safety work takes precedence , eg signal faults, street lights out etc • Some budget allocated to preventative maintenance eg bulk lamp change, bridge painting and road surface dressing • Predictable annual spend with minimum transfer of budget between elements of asset • Informal cost benefit analyses 	<ul style="list-style-type: none"> • Identified intervention levels from lifecycle model to be actioned in line with available funds • Rigorous process of optimisation. • Significant progress in reducing the effect of un-programmed reactive / emergency events • Maintenance management co-ordinated with optimisation in the use of the asset, eg UTMC asset facilitating increased traffic or pedestrian flows 	<ul style="list-style-type: none"> • Adapt current practise and document. • Build lifecycle models for different elements of the asset

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Area for Consideration	Current State 2005	Planned 2011	Gap Analysis
Risk Assessment	<ul style="list-style-type: none"> Risk and insurance policies are individual to each district authority Risk identification and analysis processes generally in place Accident claims viewed as major risk and is focus of action plans 	<ul style="list-style-type: none"> Update risk identification, analysis and documentation Risk reduction through effective risk management Continuous monitoring and evaluation of risk 	<ul style="list-style-type: none"> Prepare full risk registers, including for impacts of climate change Develop maintenance strategies to mitigate risk Determine how unavoidable risk is to be managed Align resources to needs taking account of risks
Forward Work Programme	<ul style="list-style-type: none"> Medium term works planning in place, eg carriageway resurfacing, upgrading of pedestrian crossings, strategic route signing Focus is on ensuring assets receive appropriate maintenance Volume of emergency and reactive /short term work can impact on ability to deliver planned works programmes 	<ul style="list-style-type: none"> SMART responsive programme with inherent flexibility 10 year plan Financial allocation for emergency and reactive maintenance to match needs Cross cutting programmes covering all elements of the asset, eg interface of traffic control systems with other data / control technologies 	<ul style="list-style-type: none"> Review works programmes in line with priorities as determined from development of HAMPs and TAMPs Develop SMART 10 year rolling programme with built in flexibility to account for un-programmable / emergency events
Service Delivery	<ul style="list-style-type: none"> Efficient delivery of allocated funds Utilising opportunities to strengthen supply chains and identify economies by electronic tendering, joint district authority tendering and purchasing Partnering with contractors and consultants 	<ul style="list-style-type: none"> Gershon efficiency improvements realised 	<ul style="list-style-type: none"> Review procurement procedures Identify further opportunities for co-ordination and partnering to reduce costs

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Area for Consideration	Current State 2005	Planned 2011	Gap Analysis
Reporting and Monitoring	<ul style="list-style-type: none"> • LTP1 indicators • Other local and national indicators • Benchmarking data • Management reporting with internal indicators • Specific arrangements for PFI performance monitoring linked to payment mechanisms 	<ul style="list-style-type: none"> • Effective performance management regime which is easy to manage • Measurement of progress against strategic goals • Minimum number of key Performance Indicators which adopt National recommendations 	<ul style="list-style-type: none"> • Adopt proposed national indicators, including new bridges and street lighting indicators • Review all local indicators to ensure fit for purpose • Consider adoption of local indicators in national codes of practice • Develop indicators for key areas for improvement, eg non-illuminated signs • Develop performance management regime for HAMPs and TAMPs around strategic goals • Eliminate unnecessary local indicators
Improvement Actions	<ul style="list-style-type: none"> • Annual service improvement plans • Some longer term improvement goals in key areas and within LTP 	<ul style="list-style-type: none"> • Improvement plans arising out of HAMP and TAMP development 	<ul style="list-style-type: none"> • Need to work through stages of HAMP and TAMP development to maximise opportunities for service improvement which this process is designed to generate

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PROGRESS REPORTS

Progress made by each of the district authorities in inventory and condition data collection, the reliability of that data and summary of the action plans is given in the tables on the following pages.

The scoring regime used by all the district authorities is shown in Table I.2.

Table I.2 Asset Management Progress Reports Scoring Criteria

Extent of Data Collection						
Extent	Definition					
Nil	No data stored in electronic or hard copy storage/retrieval system					
Initial	Up to 10% of asset has data in either electronic or hard copy system					
Partial	10-30% of asset data is stored in either electronic or hard copy system					
Average	30-70% of asset data is stored in electronic or hard copy system					
Above Average	70-95% of asset data is stored in electronic or hard copy system					
Complete	>95% of asset data is stored in electronic or hard copy system					
Reliability of Data Stored						
Reliability	Definition					
Very poor	Stored data is hardly ever correct					
Poor	Stored data is sometimes correct					
Good	Stored data is normally correct half the time					
Very Good	Stored data is correct most of the time					
Excellent	Stored data is very seldom incorrect					
Confidence Level for Data – Doubles Table						
Confidence Level is the combination of the two above						
Reliability/Extent	Nil	Initial	Partial	Average	Above Average	Complete
Very Poor	None	Low	Low	Low	Low	Low
Poor	None	Low	Low	Low	Low	Low
Good	None	Low	Low	Med	Med	Med
Very Good	None	Low	Low	Med	High	High
Excellent	None	Low	Low	Med	High	High

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Table I.3 Bradford Metropolitan District Council's Position Statement May 2005

Asset Strategy Element		CSS Fig. 2 Position	Paper	Comp	Extent of Data Coverage	Information Reliability	Confidence Level	Action Plan
M1	Road	Inventory Condition		◆ ◆	Complete Complete	Very Good Excellent	High High	Set up GIS and digitised network and work towards verification of full inventory and high quality condition assessments
M1	Footways	Inventory Condition		◆ ◆	Above Ave Above Ave	Good Poor	Medium Low	Utilise safety inspection regimes to verify footway inventory and rationalise to single data base. Develop high quality condition assessments
M1	Verges	Inventory Condition		◆	Above Ave Nil	Good Very Poor	Medium None	Set up GIS linked to highway network and work towards verification of full inventory. Consider need for condition data
M1	Gullies	Inventory Condition		◆	Average	Good	Medium	Inventory and condition assessment to be developed/improved. Set up GIS linked to highway network and work towards verification of full inventory. Assess integrity of drainage system
M1	Highway Drains	Inventory Condition			Nil	Very Poor	None	
M1	Land Drains	Inventory Condition		◆	Above Ave	Very Good	High	Work in conjunction with Bradford District Water Maintenance Group (BDWMG) on flood research and planning
M1	Road Markings	Inventory Condition		◆	Initial	Very Good	Low	Consider developing systematic prioritised data collection for inventory and condition information to be linked to highway GIS
M1	Safety Fencing	Inventory Condition			Nil	Very Poor	None	Consider development of GIS linked inventory and condition data and prioritise collection
M2	Highway Bridges	Inventory Condition	◆ ◆	◆ ◆	Above Ave Above Ave	Very Good Very Good	Medium Medium	Ongoing development of BCI Inspections for all structures and improve prioritisation systems using condition data collected. All new data to be in electronic format
M2	Highway Walls	Inventory Condition	◆	◆ ◆	Partial Initial	Very Good Very Good	Low Low	Collect inventory and condition data for all routes expanding ongoing work with new technology

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Asset Strategy Element		CSS Fig. 2 Position	Paper	Comp	Extent of Data Coverage	Information Reliability	Confidence Level	Action Plan
M2	Highway Structures	Inventory Condition	◆ ◆	◆	Initial Initial	Good Good	Low Low	Utilise BCI inspection data for all structures to develop prioritisation of maintenance works
M3	UTMC	Inventory Condition	◆ ◆		Complete Complete	Excellent Excellent	High High	Electronic system to be implemented. Utilise inventory to prioritise cost effective upgrading of system and operating resources
M3	CCTV	Inventory Condition	◆ ◆	◆	Above Ave Above Ave	Very Good Very Good	High High	Develop cable route inventory
M4	Traffic and Road Safety Assets	Inventory Condition	◆	◆	Partial Nil	Good Very Poor	Low None	Consider developing GIS linked data collection for inventory and condition. Ensure all new build schemes are included in inventory. Develop Inspection Regime
M4	Street Lighting and Lit Signs	Inventory Condition		◆ ◆	Average Partial	Good Good	Medium Low	Complete inventory and condition assessment in 2005/06 and link to GIS. Integrate new scheme updating and develop inspection regime
M6	Car and Lorry Parks	Inventory Condition	◆ ◆		Above Ave Initial	Very Good Good	High Low	Review inventory for on and off street and develop condition assessment and recording system
M7	ROW	Inventory Condition	◆ ◆	◆ ◆	Complete Average	Good Good	Medium Medium	Develop inspection and condition assessments. Review 1998 survey. Joint working with Structures and review management of asset (ongoing)

The core rationale supporting the work carried out to date is that the process defined in the *Framework for Highways Asset Management* combined with the essential fact that Asset Management is a key link to all the 4 LTP priorities. These priorities are mirrored in the Council's corporate objectives.

The work for LTP2 builds on good practice developed through the life of LTP1 but also broadens that scope moving forward to address the wider needs of the District as a whole. There are many common links between individual asset management fields and the Plan will examine these links and redefine asset management processes where benefits are identified.

In developing the Plan reference will be made to national maintenance Codes of Practice which are due to be published in 2005. Third Party asset owners will be consulted to form an integral part of the Plan.

Effective Asset Management is seen as a key to aiding the ongoing economic regeneration of the City and the District as a whole.

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The Director for Transportation Design and Planning and his Management Team have carried out a comprehensive risk assessment based on national indicators, LTP indicators and corporate priorities to prioritise both inventory/condition data collection and current resource allocation. This risk assessment has been the basis for the development of the Action Plan listed above and will form the skeleton on which Bradford's Asset Management Plan is developed. The current programme aims to have prepared an Asset Management Plan for consultation by January 2006.

Table I.4 Calderdale Metropolitan Borough Council's Position Statement May 2005

LTP Strategy Element		CSS Fig. 2 Position	Paper System	Electronic System	Extent of Data Coverage	Reliability of Stored Information	Confidence Level	Action Plan
M1	Road Surfacing	Inventory Condition	◆	◆ ◆	Above Ave Above Ave	Very Good Excellent	High High	Develop the Insight Highway Management Maintenance System to best suit the needs of the service Adopt new Maintenance Code of Practice and review service Review carriageway condition inspections and assessment consistent with UKPMS for forward programming Establish a baseline for length of principal road that doesn't meet required levels of skid resistance
M1	Footways & verges	Inventory Condition	◆	◆ ◆	Above Ave Average	Very Good Very Good	High Medium	Review footway condition, inspections and assessment consistent with UKPMS for forward programming
M1	Highway Drainage	Inventory Condition	◆	◆	Initial Nil	Good Poor	Low None	Review highway drainage service including inventories, inspections and cleansing frequencies
M1	Road Markings	Inventory Condition	◆		Average Nil	Very Good Very Poor	Medium None	Set up full inventory of road markings and integrate with highway and street lighting inspections Review maintenance systems for lead in to decriminalised parking enforcement
M1	Safety Fencing	Inventory Condition	◆		Average Nil	Good Very Poor	Medium None	Inventory to be completed by 2006. Condition Survey to follow

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LTP Strategy Element		CSS Fig. 2 Position	Paper System	Electronic System	Extent of Data Coverage	Reliability of Stored Information	Confidence Level	Action Plan
M2	Highway Bridges	Inventory Condition	◆	◆ ◆	Above Ave Above Ave	Very Good Very Good	High High	Adopt new Bridges Code of Practice and implement Bridge Management Expert computer software (BMX) with link to Insight Highway Management Maintenance System. Transfer existing inventory database & GIS link to BMX. All condition inspections including BCIs to be recorded in BMX. BCI data used to produce prioritised schedule of work
M2	Highway Walls	Inventory Condition		◆ ◆	Partial Partial	Very Good Very Good	Low Low	Ongoing prioritised asset inventory and condition survey recorded in BMX. Analyse condition data to produce prioritised schedule of works
M3	UTMC	Inventory Condition		◆ ◆	Complete Complete	Excellent Excellent	High High	Analyse condition survey data to prioritise installation upgrades
M3	CCTV	Inventory Condition	◆	◆	Above Ave Partial	Very Good Very Good	High Low	Review of CCTV service currently ongoing
M4	Street Lighting	Inventory Condition	◆ ◆	◆ ◆	Average Partial	Very Good Very Good	Medium Low	Condition survey analysis to recommend a way forward for the service
M4	Lit Signs	Inventory Condition		◆	Complete Nil	Excellent Very Poor	High None	Condition survey to be carried out and repairs prioritised
M4	Unlit Signs	Inventory Condition		◆	Complete Nil	Excellent Very Poor	High None	Condition survey to be carried out and repairs prioritised

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LTP Strategy Element		CSS Fig. 2 Position	Paper System	Electronic System	Extent of Data Coverage	Reliability of Stored Information	Confidence Level	Action Plan
M6	Car Parks	Inventory Condition	◆ ◆	◆ ◆	Complete Above Ave	Excellent Very Good	Excellent Very Good	Annual audit and 3 monthly inspections now in place. Defects/action taken logged through the Highway 1 system 5 Year programme (2004 – 2009) of improvements due to the securing of capital investment (£150,000 pa) Minimum standards for car parks currently being developed.
M7	ROW – Surfacing	Inventory Condition	◆ ◆		Complete Initial	Poor Excellent	Low Low	Introduce Rights of Way Management System similar to Highway Maintenance Insight for all aspects of ROW management and update surfacing and condition data as information becomes available.
M7	ROW - Structures	Inventory Condition	◆ ◆		Initial Initial	Excellent Excellent	Low Low	Introduce Rights of Way Management System similar to Highway Maintenance Insight for all aspects of ROW management and update structures and condition data as information becomes available.

Calderdale Metropolitan Borough Council have used the *Framework for Highway Asset Management*, Hertfordshire's County Council's Asset Management Plan and have held preliminary meetings with specialist consultants to develop their approach to the preparation of an Asset Management Plan for highways and transport.

Much of what the Asset Management approach represents already takes place in current practices and the challenge now is to look at the areas where improvements are required and develop a plan that complements Calderdale's vision and corporate priorities.

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Table I.5 Kirklees Metropolitan Council's' Position Statement May 2005

Asset Strategy Element		CSS Fig. 2 Position	Paper System	Electronic System	Extent of Data Coverage	Reliability of Stored Information	Confidence Level	Action Plan
M1	Road Surfacing	Inventory Condition	◆ ◆	◆ ◆	Above Ave Above Ave	Good Good	Medium Medium	Work towards collection of full inventory and condition assessments being incorporated into Authority's GIS
M1	Footways & verges	Inventory Condition	◆ ◆	◆ ◆	Above Ave Above Ave	Poor Good	Low Medium	As above
M1	Gullies	Inventory Condition		◆ ◆	Average Average	Very Good Very Good	Medium Medium	Work towards collection of full inventory and condition assessments being incorporated into Authority's GIS Systematic prioritised inventory data collection system to be implemented and linked to Authority's GIS Systematic prioritised inventory data collection system to be implemented and linked to Authority's GIS
	Highway Drainage	Inventory Condition	◆ ◆		Initial Initial	Poor Poor	Low Low	
	Watercourses	Inventory Condition	◆ ◆		Initial Initial	Good Poor	Low Low	
M1	Road Markings	Inventory Condition	◆	◆ ◆	Initial Initial	Excellent Excellent	Low Low	Systematic prioritised inventory data collection system to be implemented and linked to Authority's GIS
M1	Safety Fencing	Inventory			Nil	Very Poor	None	As above
M2	Highway Bridges	Inventory Condition	◆ ◆	◆ ◆	Above Ave Above Ave	Very Good Very Good	Medium Medium	Ongoing development of BCI Inspection for all structures and improve prioritisation system using condition data collected. All new data to be stored electronically
M2	Highway Walls	Inventory Condition	◆	◆ ◆	Partial Initial	Very good Very Good	Low Low	Ongoing collection of inventory and condition data for all routes and improve prioritisation systems using data collected. All new data to be stored electronically
M3	UTMC	Inventory Condition		◆ ◆	Complete Complete	Excellent Excellent	High High	Existing electronic system to be integrated within Authority's GIS

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Asset Strategy Element		CSS Fig. 2 Position	Paper System	Electronic System	Extent of Data Coverage	Reliability of Stored Information	Confidence Level	Action Plan
M3	CCTV	Inventory Condition		◆ ◆	Complete Complete	Excellent Excellent	High High	Existing electronic system to be integrated within Authority's GIS
M4	Street Lighting	Inventory Condition		◆ ◆	Complete Complete	Excellent Excellent	High High	Existing electronic system to be integrated within Authority's GIS
M4	Lit Signs	Inventory Condition		◆ ◆	Complete Complete	Excellent Excellent	High High	Existing electronic system to be integrated within Authority's GIS
M4	Unlit Signs	Inventory	◆		Initial	Very Good	Low	Systematic prioritised inventory data collection system to be implemented and linked to Authority's GIS
M6	Car Parks	Inventory Condition	◆ ◆		Complete Average	Excellent Good	High Medium	
M7	ROW Surfacing	Inventory Condition	◆ ◆		Partial Initial	Very Good Very Good	Low Low	Systematic prioritised inventory data collection system to be implemented and linked to Authority's GIS
M7	ROW - Structures	Inventory Condition	◆ ◆	◆ ◆	Above Ave Above Ave	Very Good Very Good	Medium Medium	Ongoing development of BCI Inspection for all structures and improve prioritisation system using condition data collected. All new data to be stored electronically

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Table I.6 Leeds City Council's Position Statement May 2005

LTP Strategy Element		CSS Fig. 2 Position	Paper System	Electronic System	Extent of Data Coverage	Reliability of Stored Information	Confidence Level	Action Plan
M1	Roads	Inventory		◆	Complete	Very Good	High	Continue verification of inventory to increase reliability
		Condition		◆	Complete	Good	Med	Increase reliability by recording refurbishment work as it occurs
M1	Footways & verges	Inventory		◆	Complete	Very Good	High	Continue verification of inventory to increase reliability
		Condition		◆	Complete	Good	Med	Increase reliability by recording refurbishment work as it occurs
M1	Highway Gullies	Inventory			Nil	-	-	Systematic prioritised inventory and condition data collection system to be implemented
		Condition			Nil	-	-	
M1	Highway Drains	Inventory		◆	Partial	Very Good	Low	Prioritised inventory and condition data collection system to be considered concentrating on readily available data and new build first
		Condition		◆	Initial	Very Good	Low	
M1	Road Markings	Inventory			Nil	-	-	Prioritised inventory collection system to be considered concentrating on readily available data and new build first
		Condition		◆	Above average	Good	Med	Increase reliability by recording refurbishment work as it occurs
M1	Safety Fencing	Inventory			Nil	-	-	Systematic prioritised inventory and condition data collection system to be implemented
		Condition			Nil	-	-	
M2	Highway Bridges	Inventory		◆	Above average	Very Good	High	Continue to add structures to database. Upgrade data handling capabilities with a bespoke bridge management system
		Condition		◆	Above average	Very Good	High	Record refurbishment work, as it occurs to increase reliability
M2	Highway Walls	Inventory		◆	Partial	Poor	Low	Continue to collect verified data to increase coverage and reliability

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LTP Strategy Element		CSS Fig. 2 Position	Paper System	Electronic System	Extent of Data Coverage	Reliability of Stored Information	Confidence Level	Action Plan
		Condition	◆	◆	Partial	Very Good	Low	Collect verified data to increase coverage and record refurbishment work to maintain reliability
M2	Highway other structures incl high mast lighting	Inventory		◆	Above average	Very Good	High	Continue to collect verified data to increase coverage and reliability
		Condition	◆	◆	Above average	Very Good	High	Record refurbishment work, as it occurs to increase reliability
M3	UTMC	Inventory		◆	Complete	Excellent	High	Verified system is in place. No proposed changes
		Condition	◆	◆	Complete	Excellent	High	Plan to introduce electronic hand held data capture devices to move to fully electronic system
M3	CCTV	Inventory		◆	Complete	Excellent	High	Maintenance and verification of data to continue
		Condition		◆	Complete	Excellent	High	
M4	Street Lighting	Inventory		◆	Complete	Very Good	High	Verified system is in place and will transfer to PFI provider
		Condition			Nil	-	-	Street Lighting PFI provider will implement a full system of condition assessment
M4	Lit Signs	Inventory		◆	Complete	Excellent	High	Verified system is in place and will transfer to PFI provider
		Condition			Nil	-	-	Street Lighting PFI provider will implement a full system of condition assessment
M4	Unlit Signs	Inventory	◆	◆	Initial	Very Good	Low	Some data available but not easily retrievable. Formal database to be introduced
		Condition			Nil			
M6	Car Parks	Inventory		◆	Above average	Very Good	High	System improvements are in place to collect additional data for sign and lighting inventory and condition to upgrade coverage
		Condition		◆	Average	Very Good	Med	
M7	ROW – Surfacing	Inventory	◆		Average	Excellent	Med	Convert definitive map and statement to digital format and extend coverage to previously unsurveyed areas

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LTP Strategy Element		CSS Fig. 2 Position	Paper System	Electronic System	Extent of Data Coverage	Reliability of Stored Information	Confidence Level	Action Plan
		Condition	◆	◆	Average	Very good	Med	Increase cyclical inspections to increase data coverage and reliability
M7	ROW - Structures	Inventory	◆		Average	Excellent	Med	Convert inventory to digital format. Carry out a proactive cyclical condition survey and develop processes in line with quality management systems
		Condition	◆		Average	Excellent	Med	

Leeds City Council has an in-house team with the expertise to take a corporate overview on issues relating to asset management. Following the launch of the *Framework for Highways Asset Management* a report on the implications was tabled at the asset management board. The Deputy Chief Executive was subsequently appointed as the project champion for developing a HAMP. This project will build upon current asset management practice as incorporated within the Leeds Highway Maintenance Policy Statement and Plan and the Leeds Highway Structures Policy Statement and Plan but will specifically follow the stages within the guidance document.

The existing bridge asset management system is being reviewed in accordance with the draft Code of Practice for the Management of Highway Structures, which will be published in its final form in September 2005. This system will be upgraded as soon as is practical to a bespoke system, to incorporate all the elements of highway structure management, including BCIs and Performance Measures for Highway Structures (key Performance Indicators for Condition, Availability, Reliability and backlog of work).

Part of the street lighting strategy for Leeds is to implement a street lighting PFI. Procurement of this is well advanced. The PFI provider will address all issues of asset management, inventory, condition and performance.

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TRANSPORT ASSET MANAGEMENT PLANS

Table I.7 Wakefield Metropolitan District Council's Position Statement May 2005

Asset Strategy Element		CSS Fig. 2 Position	Paper System	Electronic System	Extent of Data Coverage	Reliability of Stored Information	Confidence Level	Action Plan
M1	Road Surfacing	Inventory Condition	◆	◆ ◆	Average Complete	Good Very Good	Medium High	Work towards collection of full inventory
M1	Footways & verges	Inventory Condition	◆	◆ ◆	Average Complete	Good Very Good	Medium High	Work towards collection of condition info for Types 3 & 4 footways
M1	Drainage: Gullies Sewers Land Drain	Inventory Inventory Inventory		◆	Average Nil Nil	Good Very Poor Very Poor	Medium None None	
M1	Road Markings	Inventory			Nil	Poor	None	Determine prioritisation
M1	Safety Fencing	Inventory		◆	Average	Very Good	Medium	Need inventory update
M2	Highway Bridges	Inventory Condition	◆ ◆	◆ ◆	Above Ave Above Ave	Very Good Very Good	High High	Aim to link with GIS and all new data to be electronic format.
M2	Highway Walls	Inventory Condition	◆	◆ ◆	Initial Initial	Very Good Very Good	Low Low	Systematic prioritised inventory data collection system to be implemented linked to GIS
M3	UTMC	Inventory Condition	◆ ◆		Complete Complete	Excellent Excellent	High High	Electronic system to be implemented
M3	CCTV	Inventory Condition	◆ ◆	◆ ◆	Complete	Excellent	High	
M4	Street Lighting	Inventory Condition	◆ ◆	◆ ◆	Complete Complete	Very Good Very Good	High High	Major revision to inventory as replacement programme proceeds under PFI
M4	Lit Signs	Inventory Condition	◆ ◆	◆ ◆	Complete Complete	Very Good Very Good	High High	Update as replacement programme proceeds under PFI.
M5	Unlit Signs	Inventory		◆	Average	Poor	Low	Need inventory update linked to GIS

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Asset Strategy Element		CSS Fig. 2 Position	Paper System	Electronic System	Extent of Data Coverage	Reliability of Stored Information	Confidence Level	Action Plan
M6	Car Parks							
M7	ROW – Surfacing	Inventory	◆		Average	Poor	Low	Update and link to GIS
M7	ROW - Structures	Inventory	◆		Average	Poor	Low	Inventory and condition info to be collected electronically and linked to GIS
		Condition	◆		Average	Poor	Low	

Wakefield Metropolitan District Council have appointed Chris Britton Consultants to assist in the HAMP preparation and having undertaken a desk top audit and current position review are preparing a Project Action Plan to meet deadlines. Deadline for draft report is Dec 2005 for HAMP.