
Meeting of the Executive Members for City Strategy and the Advisory Panel

11 September 2006

Report of the Director of City Strategy

Transport Asset Management Plan

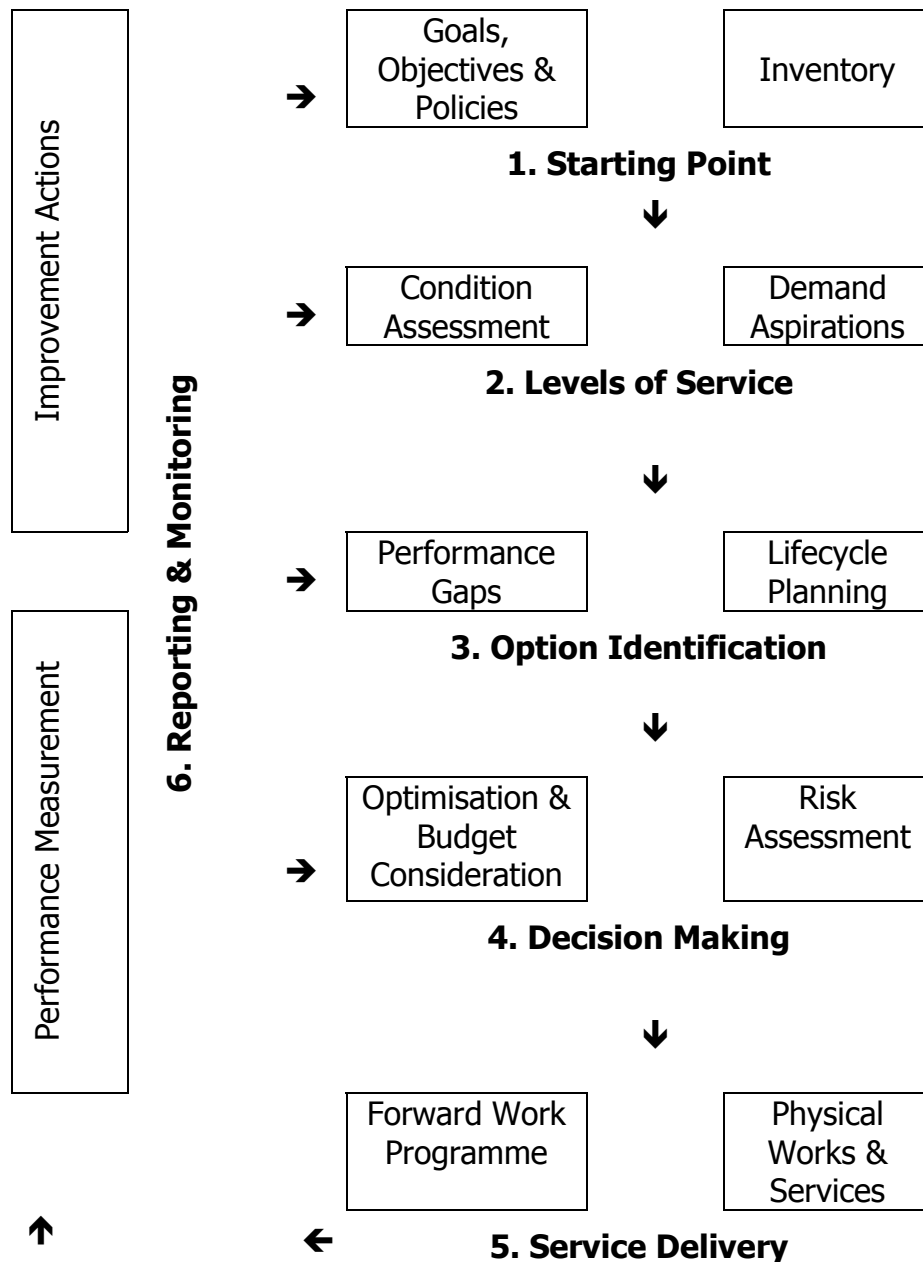
Summary

1. This report presents a draft Transport Asset Management Plan, outlining the documents structure and asks members to endorse and approve its publication in its current form.

Background

2. Infrastructure assets have been defined as the stationary systems (or networks) which support the fabric of modern living, and are taken for granted until something fails or no longer provides the expected service e.g. energy supply systems, water utilities and transport networks.
3. The goal of infrastructure asset management is to meet a required level of service in the most cost effective way. Its key elements are:
 - Taking a lifecycle approach
 - Developing cost effective management strategies for the long term, providing a defined level of service and monitoring performance
 - Managing risk associated with asset failure
 - Sustainable use of physical resources
 - Continuous improvement in asset management practice.
4. There are a number of drivers requiring the Council to produce a Transport Asset Management Plan (TAMP). These include the Local Transport Plan, Whole Government Accounting, The Prudential Code, Best Value, Codes of practices for highway maintenance, street lighting, structures and the introduction of rethinking construction.
5. The TAMP shall also be used as a supporting document for the highway maintenance PFI expression of interest submission in September 2006. If the bid is successful it will also be used to develop a business plan.

6. The plan is written in accordance with the 'Framework for Highway Asset Management', published by the County Surveyors' Society in April 2004 and 2 copies of the draft TAMP have been placed in the Members Library. The framework is outlined below:



7. The draft September 2006 plan has been compiled to include stages 1, 2 and 3 with the remainder being developed with the new service provider either through a PFI or other form of long-term highways maintenance procurement.
8. Stages 4, 5 and 6 of the plan will take the options identified in stage 3 and relate them to current budget considerations. The process will identify a link between the level of service and budget allocations.

9. Included within the plan are all the constituent elements of the adopted highway plus local transport assets which the Council has a duty to maintain:
- Carriageways and footways including on-street cycle routes
 - Structures – bridges, culverts and retaining walls
 - Street lighting including illuminated signs and bollards
 - Road markings and signs including coloured surfaces
 - Verges, trees and street furniture including bus stops, and barriers and safety fencing that are not associated with structures
 - Highway drainage
 - Traffic signals and urban traffic control including variable message signs
 - Public rights of way
 - Car parks
 - Park and ride sites
10. The aim of the plan is to demonstrate a whole life approach to the maintenance of the highway assets. The principal behind the plan is to detail the required level of service, determining the existing service level and backlog. Also to establish whole life maintenance regimes to maintain the desired level of service.

Consultation

11. The 'Framework for Highway Asset Management' and the 'Guidance Document for Highway Infrastructure Asset Valuation' are both national publications. Both documents have received wide scale consultation prior to their publication.

Options

12. Option 1 – Members note and approve this report and agree to the structure of the TAMP and publication in its current form.

Option 2 - Members note the report and suggest any changes they would like to see within the TAMP before publication.

Option 3 – Members note the report and reject the TAMP and its publication.

Analysis

13. The TAMP represents a document that details the whole life cycle of the highway assets. It commences with the Council's goals, objectives and policies, and concludes with a reporting and monitoring regime (see framework in para 6).
14. The plan details the maintenance regimes required to maintain the assets to a desired condition, optimising budgets and minimising risk. If adopted the TAMP will form the basis of future maintenance regime analysis, linking condition to resources and budgets. It will give detailed options relating to the asset condition and the setting of budget levels.
15. The document has been developed through consultation with all those responsible for the maintenance of the asset and is the first plan to detail a coherent approach.
16. The adoption of options 1 or 2 will comply with the strong recommendation of the Department of Transport (DfT) and will support the LTP2 and future funding through the introduction of Whole of Government Accounts (WGA).
17. Option 3 will result in the non compliance with the DfT recommendation and be detrimental in the LTP2 submission. There will also be no supporting data for future funding requirements through the introduction of WGA and may result in a reduced level of funding.

Corporate Priorities

Maintenance of the public highway assets has a direct impact on several of the Council's corporate aims and objectives:

18. **Corporate Aim 1: (Environment) Take Pride in the City**, by improving quality and sustainability, creating a clean and safe environment.

Specific objectives:

- 1.1 Increase resident satisfaction and pride with their local neighbourhoods.
 - 1.2 Protect and enhance the built and green environment that makes York unique.
 - 1.3 Make getting around York easier, more reliable and less damaging to the environment.
19. **Corporate Aim 3: (Economy) Strengthen** and diversify York's economy and improve employment opportunities for residents.
Not directly relevant to any of the specific objectives, but good quality highway infrastructure is vital to the local economy.
 20. **Corporate Aim 4: (Safer City) Create a safe City** through transparent partnership working with other agencies and the local community.

Specific objectives:

4.7 Make York's roads safer for all types of user.

21. **Corporate aim 8: (Corporate Health)** Transform City of York Council into an excellent customer-focused "can do" authority.

Specific objective:

8.9 Manage the Council's property, IT and other assets on behalf of York residents.

22. **LTP aim:** To maintain, improve and make more efficient use of the existing transport network.

23. Implications

Financial

24. Supporting document for the LTP2 structural maintenance allocation and the introduction of WGA in the future.

25. There are no financial implications in the adoption of the TAMP other than identifying and supporting levels of funding.

Human Resources (HR)

26. Staff in Highway Asset Management team within the Highway Infrastructure section manage the production of the TAMP and will produce annual progress reports.

Equalities

27. There are no equalities implications.

Legal

28. The Council, in its capacity as the Highway Authority, has a statutory duty under the Highways Act 1980 to maintain the public highway.

Crime and Disorder

29. There are no crime and disorder implications.

Information Technology (IT)

30. There are no information technology implications.

Property

31. There are no property implications.

Other

32. There are no other implications.

Risk Management

33. In compliance with the Council's risk management strategy, the main risks that have been identified in this report are risks arising from hazards to assets and people (Physical), those which could lead to financial loss (Financial), and non-compliance with legislation (Legal & Regulatory).
34. Measured in terms of impact and likelihood, the risk score all risks has been assessed at less than 16. This means that at this point the risks need only to be monitored as they do not provide a real threat to the achievement of the objectives of this report.

Recommendations

35. That the Advisory Panel advise the Executive Member to:
- 1) note that the Transport Asset Management Plan has been developed in accordance with 'Framework for Highway Asset Management' and the 'Guidance Document for Highway Infrastructure Asset Valuation'.
 - 2) note and approve this report and agree to the structure of the TAMP and the publication in its current form in accordance with Option 1.

Contact Details

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Report Approved **Date** 29 August 2006

Specialist Implications Officer(s)

There are no specialist implications

Wards Affected:

All

For further information please contact the author of the report

Background Papers: Transport Asset Management Plan – 2 copies in Members Library