

Development of Transport Asset Management Plans

2nd Local Transport Plan Progress Report

Part 2

Bolton Metropolitan Borough Council

BOLTON METROPOLITAN BOROUGH COUNCIL

TAMP element	Progress	Proposed development work/ desired practice	Timescale
Overall Progress			
Approved TAMP document	<ul style="list-style-type: none"> Detailed outline of service provisions described Current levels of funding and expenditure patterns identified Comprehensive inventories and condition surveys available for all except lining/road markings, street furniture/barriers/fencing, embankments and retaining walls Consideration and implications associated with improving the highway and winter serviced included Gaps in levels of service/public aspirations/inventory data identified, costed and the risks assessed Prioritisation processes detailed Workshops with Service Groups held and immediate Improvement Actions identified Executive Summary for Council approval being prepared. 	<p>For each Maintenance Activity a Service Group has been formed. They will take consider the Improvements Actions and Service Levels, prepare and cost options to resolve any gaps in the service provisions, strategic objectives or public aspirations and asses risks.</p> <p>The Service Groups will report their progress to a Project Board who will co-ordinate the implementation of the Plan</p> <p>Options for Levels of Service and shortfalls in funding will be considered by Council who will approve future actions/changes to current Service provisions and funding levels</p> <p>Policy documents, specifications and service levels amended accordingly</p>	Sept/Oct 08
Draft TAMP			Ongoing
Service Levels			

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TAMP element	Progress	Proposed development work/ desired practice	Timescale
Does the TAMP provide a framework linking service levels to corporate strategic objectives?	<p>Current Levels of Service compared with National recommendations, the aims of the Local Transport Plan, the Authority's strategic objectives and the public's aspirations.</p> <p>The resultant "Gaps" in service provision and shortfall in funding have been identified and prioritised, based on assessing the risks of not overcoming the "gap"</p>	<p>The Service Groups will identify and cost options for various levels of funding</p> <p>These will be considered and approved by Council</p> <p>Policy documents, specifications and service levels adjusted and implemented</p>	<p>Sept/Oct 08</p> <p>Tie in with approval</p>
Has work been undertaken to understand customer/ stakeholder priorities for asset/network performance?	<p>Surveys, focus groups and Citizen Panels consultation exercises have been undertaken to identify aspirational shortfalls in the current service provision and general satisfaction levels with the maintenance operations.</p>	<p>Periodical back-up research will be organised to update the public's aspirational needs and satisfaction levels</p>	<p>Ongoing</p>
Coverage of the plan			
Highways (Roads)	Draft chapters completed.	<p>Various options, based on different funding scenarios will be prepared by the Service Groups</p> <p>The input from the Service Groups will be</p>	Sept/Oct 08
Public Rights of Way	Service Groups formed		Sept/Oct 08
Highway	Improvement Actions and "Gaps" in Service		Sept/Oct 08

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TAMP element	Progress	Proposed development work/ desired practice	Timescale
Structures	Levels identified, costed and prioritised based on assessing the risks involved	reviewed by the Project Board and Authority wide proposals formulated	Sept/Oct 08
Street Lighting			Sept/Oct 08
Winter Service		Proposals and options considered and approved by Council Approved actions implemented by the Service Groups and the Plan updated	Sept/Oct 08
Improving the Highway			
Car parking	Comprehensive inventory well documented but not currently included in the Plan	To be included in the Plan in the future	To be discussed
Traffic Signals	Not included as considered the remit of the Greater Manchester Traffic Unit or public transport providers	No further action	Discussions ongoing
Bus stations			N/A
Bus stops			N/A
Data management and asset valuation			
Is there a data management plan (including validation and updating schedules and prioritised	Being developed authority wide – oracle management system EMS Comprehensive inventories, condition surveys and pavement management systems for carriageways footways and verges	The collection of any additional Roads and signs data will have to be financially justified and will depend on the results of the review of the service provision by the Service Group	Ongoing March 09

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<p>programme of data capture)?</p> <p>Has a schedule been developed of condition and performance data required to inform investment needs?</p>	<p>Comprehensive inventories, condition surveys and maintenance histories for street lighting and illuminated road signs and bollards</p> <p>Comprehensive inventory and inspection of bridges and other highway structures</p>	<p>and the proposed system to be used to manage the asset.</p> <p>The details and condition of retaining walls and embankments will be obtained</p>	<p>March 09</p>
<p>Is inventory data sufficient for risk assessment, performance management and whole life cost analysis?</p>		<p>Individual installations/inventory details to be included in the Authority's GIS data base Once options have been agreed by Council the Service Groups will review the risks, set the levels of service and performance measure, implement whole life costing and programme the work</p>	<p>March 09</p>
<p>Has the Gross Replacement Cost been established?</p>	<p>Generally these follow system developed by the Greater Manchester districts which uses common average unit rates and template. The Authority has however developed its own system for public rights of way, street signs and lining/markings</p>	<p>Annual updating</p>	

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TAMP element	Progress	Proposed development work/ desired practice	Timescale
	The value of land, earthworks, traffic signals and public transport assets have not been included		
Has the Depreciated Replacement Cost been calculated?	Uses the results of condition surveys and the Greater Manchester average unit rates	Annual updating	March 09
Have Annual Depreciation Charges been calculated?	The 2007/08 financial year assumed to be the baseline for the Valuation of the Asset. A procedure to up date the unit rates to cover the effects of future inflation has been formulated	Annual Updating	March 09
Cost of the Maintenance Backlog determined	Based on the results of the condition surveys and the actual unit maintenance costs associated with each class of road (averaged over the last three years)	Annual Updating	March 09
Annual cost of depreciation determined		Annual Updating	March 09
Risk management			
Has a costed risk model been	Based on the system outlined in "Well-maintained Highways – a code of practice for highway maintenance management"	Will be reviewed by the Service Groups once the options, levels of service and funding have been approved by Council	

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TAMP element	Progress	Proposed development work/ desired practice	Timescale
developed for the assets to enable both appraisal of options and budgeting?			
Have risk reduction or mitigation measures been clearly documented?	The risks associated with the gaps in service provision have been prioritised and costed	Will be reviewed by the Service Groups once the options, levels of service and funding have been approved by Council	
Whole Life Costing/ Planning			
Have whole life cost options been identified for the asset groups?	The Pavement Management System used to monitor structural highway maintenance performance and works programming has the capacity to produce and compare programme options based on various funding scenarios. This has not currently been implemented due to lack of recourse and uncertainty of future levels of service.	Work on whole life cost options and works programming will be put in hand by the Service Groups once the options and levels of service have been approved by Council	March 2009
Has work been undertaken to develop and compare projections of			March 2009

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TAMP element	Progress	Proposed development work/ desired practice	Timescale
asset condition/ performance under different whole life cost regimes?	Research into methods and possible deterioration models ongoing		
Forward programming			
2-5 years (detailed programme)	Based on current policies and expected/indicative funding levels Reviewed annually following results of condition surveys and consultation	Will be reviewed once options and priorities have been considered and approved by Council	March 2009
5-10 years			March 2009
10+ years	Not considered appropriate at this time		March 2009

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Bury Metropolitan Borough Council

BURY METROPOLITAN BOROUGH COUNCIL

TAMP Element	Progress	Proposed development work/desired practice	Timescale
Overall Progress			
Approved TAMP document	Nothing has been presented to Councillors.	It is anticipated that the main TAMP will be progressed through the Council system during 2009	December 2009
Draft TAMP	A basic draft document has been produced. From work undertaken by Atkins in 2006.	A long term investment plan for all highway elements will be developed.	
Service Levels			
Does the TAMP provide a framework linking service levels to corporate strategic objectives	Yes the work by Atkins in 2006 looked at corporate linkages and produced a gap analysis which is being address as the TAMP progresses.		
Has work been undertaken to understand customer/stakeholder priorities for asset/network performance?	No work has been undertaken in this area yet.		

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Coverage of the plan			
Highways	<p>Condition data has been collected for the UKPMS, which forms the basis of current and near future scheme prioritisation.</p> <p>Asset inventory has been collected in one of the six local area partnership regions of the borough.</p> <p>An anti- skid policy has been produced and been reported to scrutiny committee.</p>		
Public Rights of Way	<p>Bury's ROWIP was published in December 2007. It is an aspirational document combining outcomes from widespread consultation and the knowledge of relevant officers.</p> <p>The Authority is working with the West Pennine Moors Countryside Service on delivering the West Pennine Moors Bridleway Strategy.</p> <p>Proposals - To adopt an Enforcement Policy by March 2009</p> <p>Publish a series of local walk leaflets aimed at those people who do not currently use the rights of way network by March 2009</p>	Enforcement plan	March 2009

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<p>Highway Structures</p>	<p>Bury MBC has recently purchased the SAMIS Bridge Management System developed by Stockport Borough Council. This will enable the analysis of Bridge Condition Indicators (BCI) in respect of the Authority's stock of structures for the first time. General Inspections are continuing to be undertaken in accordance with the new inspection reporting regime required to enable the determination of BCIs. It is hoped that by 2009/10 our full structures stock will have a BCI based on these general inspection.</p> <p>With respect to the implementation of the Code of Practice for the Management of Highway Structures the Milestone One actions are substantially in place and Milestone Two actions are under consultation with the various engineers with responsibility for highway structures. Some guidance is expected from GMADE with respect to Milestone Three.</p>		
<p>Street Lighting</p>	<p>The street lighting database is currently held in a Dataease application known as RAMOL.</p> <p>This is regularly updated, for example, when new streets are adopted; equipment is changed due to maintenance work, new schemes installed, etc.</p>	<p>This data set is to be transferred into CONFIRM the integrated package that the authority has acquired.</p>	<p>Christmas 2009</p>

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	<p>Work is also currently underway to collect and up date the data for streets that are not currently in this database.</p> <p>Dataease as an application, however, is rapidly becoming dated, and Bury has recently updated to Confirm as its data and asset management system.</p> <p>Work is currently underway to transfer the existing street lighting database from RAMOL to Confirm. This will greatly assist with both asset management and maintenance and allow potential problematic areas to be more easily identified.</p> <p>Structural inspections have been carried out on both street lighting columns and illuminated bollards, and it is hoped that the data collected during these inspections will be transferred into the Confirm system.</p>		
Car Parking	Not started		
Traffic Signals	Not started		
Data Management and asset valuation			

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<p>Is there a data management plan (including validation and updating schedules and prioritised programme of data capture)?</p>	<p>Data has been collected in one are board and is kept up to date in the asset records team.</p>		
<p>Has a schedule been developed of condition and performance data required to inform investment needs?</p>	<p>MARCH has traditionally been used to prioritise highway maintenance schemes.</p>		
<p>Is inventory data sufficient for risk assessment, performance management and whole life cost analysis?</p>	<p>SCRIM is available for the Principal Route Network. Since 2007 all structures general and principal inspections are stored in SAMIS Highway safety inspection information is currently not stored in the CONFIRM highway maintenance system. We are considering implementing this.</p>		
<p>Have Gross Replacement Costs been established?</p>	<p>Draft costs have been determined for the following: Carriageways – (£ 751 m) Footways – (£ 90 m) Street Lighting – (£ 15 m)</p>		

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Have Depreciated Replacement Costs been calculated?	No	Further guidance from CIPFA awaited	
Risk Management			
Has a costed risk model been developed for the assets to enable both appraisal of options and budgeting?	Strategic risks have been detailed in service business plans for individual disciplines within the Engineering & Development Services Division		
Have risk reduction or mitigation measures been clearly documented?	Strategic risks are detailed in the EDS service development plan. Structural testing of street lights enables immediate risks to be identified and a rolling programme of replacements initiated.		
Whole Life Costing/ Planning			
Have whole life cost options been identified for the asset groups?	This work has yet to be undertaken.	Being undertaken in consultation with the GMADE asset management group.	
Has work been undertaken to develop and compare projections of asset condition/ performance under	As above		

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different whole life cost regimes?			
Forward programming			
2-5 years (detailed programme)	A highways programme can be produced with some confidence from the MARCH data and is used as a rolling program approved via the LAP's.	The work on the TAMP will strengthen this approach	
5-10 years	Not done		
10+ years	Not done		

MANCHESTER CITY COUNCIL

TAMP element	Comments	Proposed development work/ desired practice	Timescale
Overall Progress			
Approved TAMP document	TAMP is actually running in Parallel with HAMP which has yet to be completed		
Draft TAMP	Presently working parallel with HAMP which has a completion date of 28 th July 2008, for the HAMP, Intended TAMP is to be completed by March 2009	Production of HAMP and adoption of aforementioned Production of TAMP	March 2009
Service Levels			
Does the TAMP provide a framework linking service levels to corporate strategic objectives?	Review done as part of Manchester Improvements Programme (MIP) where service is being reviewed as part of the Service Improvement Programme (SIP) to encapsulate all appropriate / none repeating objectives from various sources and plans. This will be fostered by both the HAMP and TAMP outcomes. Service Improvement Project will re-design the service in line with strategic objectives and the TAMP. Strategic Objectives, HAMP and TAMP should drive service development and improvement.	SIP phase 1 & 2 will focus on redesign and implementation of Highways customer services. TAMP and HAMP work will run in parallel with SIP work and all improved working practices and service provision developed through SIP will then feed into the HAMP and TAMP.	TAMP March 2009 and on-going SIP Phase 1 and 2 complete by March 09

TAMP element	Comments	Proposed development work/ desired practice	Timescale
Has work been undertaken to understand customer/ stakeholder priorities for asset/network performance?	Review done as part of Manchester Improvements Programme (MIP) / Service Improvement Programme (SIP). The SIP will identify where there is a gap in customer consultation and carry out as necessary. This will be fostered by both the HAMP and TAMP outcomes	Improved working practices and service provision focussing on a Customer Consultation strategy being in place and all appropriate exercises carried out	March 2009
Coverage of the plan			
Highways	HAMP / TAMP has identified the scale of information presently be available for this assessment. On some issues further data capture will be required. Information exists of network in various forms depending on assessment /data criteria	Streamline existing data sources. Centralising of data source to enable all users to have access. Introduction of electronic data capture in fieldwork to keep data 'live' and centralised for all users to access. Capture of all 'missing' or poor data.	March 2009 and on-going
Public Rights of Way	HAMP / TAMP has identified the scale of information presently be available for this assessment. On some issues further data capture will be required. A PROW Map exists for MCC already and data is generally a good standard	Further develop data capture and update accordingly	March 2008 and on-going
Highway	LTP2 funding has provided for a programme to	The bridge strengthening programme is	

TAMP element	Comments	Proposed development work/ desired practice	Timescale
Structures	<p>be developed to meet national and corporate transport objectives, including the works to meet the 40 tonne EU limit. We have also addressed the strengthening of the bridge parapets on the A57(M) Mancunian Way Flyover, which was essential on safety grounds.</p> <p>We have been successful in securing £1.4m to strengthen the bridges over the Primary Route Network, including Queens Road, Hyde Road and Cheetham Hill Road bridges for 2008/09/10. This funding is in addition to the ordinary LTP funding for bridgeworks.</p>	<p>progressing well and should be completed by the end of 2010/11. At the start of 2008/09 we had 30 weak structures and these will be managed by various methods, namely: strengthening, protection or weight restrictions so they comply with the EU limit. When this stage is reached the bridge stock's structural maintenance works will be ongoing to maintain the structures at this acceptable standard.</p>	
Street Lighting	<p>Manchester considered a range of options for improving its street lighting services including illuminated signs and bollards, which culminated in a business case being submitted to the DfT resulting in PFI credits being approved in December 2001. The contract represented the best value for money option and provides Manchester with cost effective lighting services. To date a cumulative total of 36,686 lighting columns have been removed and replacement lighting systems installed in compliance with European standard EN13201.</p>		

TAMP element	Comments	Proposed development work/ desired practice	Timescale
	EC Harris has independently certified all of the new lighting systems. The Council and its service provider work closely together to deliver the highest standards of service.		
Car parking			
Traffic Signals	Forms part of UTC HAMP		
Bus stations	PTE		
Bus stops	PTE		
Data management and asset valuation			
Is there a data management plan (including validation and updating schedules and prioritised programme of data capture)?	<p>The data requirements to support the re-engineered service processes will be identified as part of the SIP.</p> <p>Various electronic data capture systems are in place already which include SCANNER for Principal Network, together with the introduction of EXOR's RASWA and TM database.</p> <p>Technical Services also use the DVI and CVI as a data monitoring / capture process feeding into future works programmes and prioritising demands</p>	Data requirements identified and plan for capture in place	December 2009

TAMP element	Comments	Proposed development work/ desired practice	Timescale
	<p>Data and systems are a work stream within the HAMP implementation plan and the departments Service Improvement Project. This work involves assessing current processes, determining their value and robustness of data captured and ensuring it is used in the most advantageous way. One example is the BVPI 165 data spreadsheet. This is now electronically maintained. The information it contains is then used to determine the most effective programme of providing improvements in this area.</p>		
<p>Has a schedule been developed of condition and performance data required to inform investment needs?</p>	<p>The condition and performance of the asset will be part of the HAMP and TAMP and will need to be managed as part of highways service delivery</p> <p>As detailed above, data and systems are currently been assessed as part of out HAMP and Service Improvement Programmes. The review being done as part of the Service Improvement Programme (SIP) will also assist in encapsulate objectives and investment needs.</p>		

TAMP element	Comments	Proposed development work/ desired practice	Timescale
<p>Is inventory data sufficient for risk assessment, performance management and whole life cost analysis?</p>	<p>Present HAMP / TAMP / MIP outcomes have identified that inventory data is fragmented throughout MCC and some of this is being brought together as part of this process. There is a need to improve and collect further data but the scale of this is yet to be determined. Working as part of the Greater Manchester Authorities, various 'global systems and practices are being adopted.</p>	<p>Working as part the HAMP/ TAMP together with other Greater Manchester Authorities, various 'global' systems and practices are being adopted. MIP/ SIP risk assessment and performance actions to be adopted</p>	
<p>Have Gross Replacement Costs been established?</p>	<p>HAMP / TAMP has drawn out some of this based on the existing data available, however this is likely to need further investigation into some areas where data is minimal or not sufficient, in addition to maintaining a 'live' approach to data capture which will impact on the inventory thus impacting outcomes Working as part of the Greater Manchester Authorities, various 'global systems and practices are being adopted.</p>	<p>Working as part the HAMP/ TAMP together with other Greater Manchester Authorities, various 'global' systems and practices are being adopted.</p>	<p>March 2008 and on-going</p>
<p>Have Depreciated Replacement Costs been calculated?</p>	<p>As above</p>	<p>Working as part the HAMP/ TAMP together with other Greater Manchester Authorities, various 'global' systems and practices are being adopted</p>	<p>March 2008 and on-going</p>
<p>Have Annual</p>	<p>As above</p>	<p>Working as part the HAMP/ TAMP together</p>	<p>March 2008</p>

TAMP element	Comments	Proposed development work/ desired practice	Timescale
Depreciation Charges been calculated?		with other Greater Manchester Authorities, various 'global' systems and practices are being adopted	and on-going
Risk management			
Has a costed risk model been developed for the assets to enable both appraisal of options and budgeting?	Subject to HAMP / TAMP final developments.	Adoption of HAMP and TAMP practices together with other Greater Manchester Authorities, various 'global' systems and practices to be adopted	March 2008 and on-going
Have risk reduction or mitigation measures been clearly documented?	Some documentation exists but HAMP / TAMP / MIP has identified the need to review existing and implement further measures	Adoption of HAMP and TAMP practices together with other Greater Manchester Authorities, various 'global' systems and practices to be adopted. In addition MIP/ SIP risk assessment and performance actions to be adopted	March 2008 and on-going
Whole Life Costing/ Planning			
Have whole life cost options	HAMP / TAMP has drawn out some of this based on the existing data available, however	Working as part the HAMP/ TAMP together with other Greater Manchester Authorities,	March 2008 and on-going

TAMP element	Comments	Proposed development work/ desired practice	Timescale
been identified for the asset groups?	this is likely to need further investigation into some areas where data is minimal or not sufficient, in addition to maintaining a 'live' approach to data capture which will impact on the inventory thus impacting outcomes	various 'global' systems and practices are being adopted.	
Has work been undertaken to develop and compare projections of asset condition/ performance under different whole life cost regimes?	MCC HAMP / TAMP being developed at the same time as a uniform approach being developed throughout Greater Manchester . Outcome desired is to have a uniformed approach for all Greater Manchester.	Adoption of HAMP and TAMP practices together with other Greater Manchester Authorities, various 'global' systems and practices will enable a cros border development and comparison mechanism	March 2008 and on-going
Forward programming			
2-5 years (detailed programme)	In certain fields but in fields such as maintenance there is only a limited part of the programmes that you can predict other are impacted on by the changing network, weather and changing footprint demands. The development of SCANNER is only limited to Principal Network, thus limited programmes	Improve systems and working practice will enable cross comparison and programme development to occur for longer periods.	

TAMP element	Comments	Proposed development work/ desired practice	Timescale
	<p>only. Other CVI and DVI programmes are possible to develop in isolation.</p> <p>The Bridge strengthening programme “maps” out works required to ensure all bridges achieve the 40t weight limit objective by 2012.</p>		
5-10 years	<p>Longer term works programmes designed to match need/ objectives against potentially available finance will be developed as part of the HAMP.</p> <p>It is hoped that these programmes may extend upto 10 years.</p>		
10+ years	<p>It is not envisaged at this satge that works programmes in excess of 10 years will be developed. This is due to uncertainties in funding allocations, governance arrangements and exact details of strategic objectives of the City Council.</p>		

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OLDHAM METROPOLITAN BOROUGH COUNCIL

TAMP element	Progress	Proposed development work/ desired practice	Timescale
Overall Progress			
Approved TAMP document	<ul style="list-style-type: none"> Many of the critical elements are in the approved TAMPs some significant elements are missing ie drainage/culverts 	It is intended to compile a surface water drainage plan	Dec 08
Draft TAMP	n/a	n/a	n/a
Service Levels			
Does the TAMP provide a framework linking service levels to corporate strategic objectives?	Service levels in TAMPs link to objectives in the Corporate plan Directorate Plan and Citizens Charter	Annual update Sept of each year to allow for changes in Corporate Policies	Sept each year
Has work been undertaken to	Community councils assist and inform Engineers with regard programme of work and priorities	Continue to work with Community Councils	ongoing

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understand customer/ stakeholder priorities for asset/network performance?			
Coverage of the plan			
Highways	Borough wide survey completed using videotape. Data extracting using data imputers information to be put onto Exor Asset management data base was purchased last year	Populate Exor asset data base for inventory and valuation purposes	5 yrs
Public Rights of Way	10 year plan now in place	Annual update	Sept every year
Highway Structures	Bridges and Footways are on access data base and Retaining wall on ret wall both to be upgraded	Purchase Exor structures database	Dec 2008
Street Lighting	PFI street lighting with Rochdale MBC	Implement PFI	March 2009
Car parking	Programme of car park up grades being devised	Complete programme and find funding to implement works	2011

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Traffic Signals		Included in GMTU TAMP	
Bus stations		Included in GMPTE TAMP	
Bus stops		Included in GMPTE TAMP	
Data management and asset valuation			
Is there a data management plan (including validation and updating schedules and prioritised programme of data capture)?	<p>Programmes of work For Highways, street lighting retaining walls and bridgework Missing data captured During general inspections</p>	<p>Omissions include street furniture, highways drainage culverts, highway trees and landscaping Improvements to be instigated through introduction of a Bridge Management System</p>	March 2011
Has a	Highway Assets		March 09

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<p>schedule been developed of condition and performance data required to inform investment needs?</p>	<p>General inspection programme underway to inspect all highway bridges every two years in line with recommendations of the CoP</p> <p>Principal Inspections of highway structures targeted every 6 years.</p> <p>No routine inspections carried out; reactive inspections only</p>	<p>Due to the lengths involved (over 60Km) additional funding required to instigate a routine inspection regime</p>	<p>2011</p> <p>2011</p>
<p>Is inventory data sufficient for risk assessment, performance management and whole life cost</p>	<p>Specifically on data already collected</p>	<p>Bridge Management system to be introduced 2008/09 to assist in data collection & management</p>	<p>2008/09</p>

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analysis?			
Have Gross Replacement Costs been established?	Being developed with other Greater Manchester Authorities through GMADE bridges sub – group yes	Costs should be available by end of 2008/09	2008/09
Have Depreciated Replacement Costs been calculated?	Being developed with other Greater Manchester Authorities through GMADE bridges sub - group	Costs should be available by end of 2008/09	2008/09
Have Annual Depreciation Charges been calculated?	None	Will follow on from above	2008/09 and 2009/2010
Risk management			
Has a costed risk	No	Resources required to progress	

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model been developed for the assets to enable both appraisal of options and budgeting?			
Have risk reduction or mitigation measures been clearly documented?	No	Resources required to progress	
Whole Life Costing/ Planning			
Have whole life cost options been	yes	Resources required to progress	

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identified for the asset groups?			
Has work been undertaken to develop and compare projections of asset condition/ performance under different whole life cost regimes?	No	Resources required to progress	
Forward programming			
2-5 years (detailed programme)	Yes		

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TAMP element	Progress	Proposed development work/ desired practice	Timescale
)	yes		
5-10 years	Yes - outline List of all works held on excel data base no programme		
10+ years	No		

ROCHDALE METROPOLITAN BOROUGH COUNCIL

TAMP element	Progress	Proposed development work/ desired practice	Timescale
Overall Progress			
Approved TAMP document	The TAMP document has yet to be approved by the executive	At this time we have declared the draft TAMP Version 1 to be completed and are awaiting a time to meet with the Executive Member for sign off.	September 2008
Draft TAMP	<p>All components listed in CSS's 'Framework for Highway Asset Management' have been covered in the draft document to various degrees. It is acknowledged that a lot of the advanced asset management processes don't exist in Rochdale so a description of future aims is included for completeness.</p> <p>For each component we have followed the same process where we completed a gap analysis and then developed action plans to raise the asset management level to the desired state.</p> <p>The initial chapters of the document cover the. goals, objectives and service levels identified from a review of all national and</p>	<p>The Implementation Plan provides a realistic and achievable range of actions of short, medium and long term timeframes for all components.</p> <p>Short term actions are essential asset management practices which should already be in use. These need to be implemented as soon as possible.</p> <p>Medium term actions are asset management practices which are forming part of the new focus on asset management. These need to be implemented if Rochdale is to keep up with the DfT asset management requirements.</p>	<p>December 2009</p> <p>December 2012</p>

TAMP element	Progress	Proposed development work/ desired practice	Timescale
	<p>local plans. These provide a clear direction for the document.</p> <p>The remainder of the document focuses on the assets and associated management practices. In this initial document we have only included carriageways and footways, using this approach has enabled us to develop an easy to follow format which will now be transferred to the remaining assets.</p>	<p>Long term actions will provide advanced asset management processes. These will only be completed once a high level of asset management is been utilised within Rochdale.</p>	<p>December 2020</p>
Service Levels			
<p>Does the TAMP provide a framework linking service levels to corporate strategic objectives?</p>	<p>The whole layout of this document revolves around the service levels and their linkage with the corporate strategy. At this time we have only selected four main service levels – safety, serviceability, sustainability and customer service. As above we are developing the framework with a few examples and once confident we will implement further.</p> <p>Service level values have been chosen based on best practice. Further research of legislation and customer priorities needs to be completed and incorporated</p>	<p>A review of legislation and industry literature needs to be completed to identify current service level values.</p> <p>All the service level value information needs to be circulated to all shareholders for review. A final discussion involving the key parties will decide the final levels of service</p>	<p>December 2008</p>
<p>Has work been</p>	<p>Liaison has begun to regularly take place with</p>	<p>It is intended to develop the customer</p>	<p>Ongoing</p>

TAMP element	Progress	Proposed development work/ desired practice	Timescale
undertaken to understand customer/ stakeholder priorities for asset/network performance?	<p>the township committees where we are presenting our highway work programmes.</p> <p>A basic customer survey covering all Council services has been undertaken.</p>	<p>survey to be more highway oriented.</p>	
Coverage of the plan			
Highways	<p>The current highways approach has been implemented into the TAMP.</p> <p>Condition data is now been collected regularly using machine based and safety inspections. A process is in place to use this information for programme development.</p> <p>In the last two years principal highways have been targeted and they are now achieving a good level of service.</p>	<p>A highway maintenance management manual needs to be completed to document the good practices that are currently completed.</p> <p>The investment options and associated long term affects need to be calculated and used for gaining additional funding</p>	<p>2009</p> <p>2009</p>
Public Rights of Way	<p>Public rights of way are not included in the first version of the TAMP.</p>	<p>Public Rights of Ways will be incorporated into the TAMP in the next version. Part of this process is to complete a gap analysis which will form the implementation plan</p>	<p>2010</p>

TAMP element	Progress	Proposed development work/ desired practice	Timescale
Highway Structures	<p>Rochdale now has a well embedded in-house Bridge Management System (BMX) which is capable of processing Bridge Condition Indicators (BCI) and prioritising potential bridge schemes on a 1-5 year rolling programme based on the basis of BCI.</p> <p>The Code of Practice Implementation Plan for highways structures is aligned with the system of Milestones 1-3 as outlined in the Code of Practice. We have successfully completed Milestone 1 and in large part Milestone 2 actions.</p>	<p>Completing Milestone 3 from the Code of Practice.</p> <p>Review and update milestone 1 & 2</p> <p>Begin work on milestone 3</p>	2011
Street Lighting	A PFI bid is currently been considered to manage street lighting stock		
Car parking	Car parks are not included in the first version of the TAMP.	Car parking will be incorporated into the TAMP in the next version. Part of this process is to complete a gap analysis which will form the implementation plan	2010
Traffic Signals	Traffic signals are not included in the first version of the TAMP.	Work with GMADE to develop service levels framework for traffic signals.	To be developed
Bus stations	Bus stations are not included in the first version of the TAMP.	Bus stations will be incorporated into the TAMP in the next version. Part of this process is to complete a gap analysis which will form the implementation plan	2010

TAMP element	Progress	Proposed development work/ desired practice	Timescale
Bus stops	Bus stops are not included in the first version of the TAMP.	Bus stops will be incorporated into the TAMP in the next version. Part of this process is to complete a gap analysis which will form the implementation plan	2010
Data management and asset valuation			
Is there a data management plan (including validation and updating schedules and prioritised programme of data capture)?	The layout of an Information Management Strategy has been drafted. It will include data usage, storage, validation, collection and responsibility.	<p>The Information Management Strategy will be drafted and implemented for each asset included in the TAMP.</p> <p>Data capture technology (such as hand held devices) and appropriate QMS are to be implemented into the teams, as this is vital to the sustainability of the asset register.</p>	October 2008
Has a schedule been developed of condition and performance data required to inform investment	The Bridge Management System (BMX) uses critical Bridge Condition Indicator scores as a first stage screening to identify potential works programmes. Further national consultation is underway to identify appropriate approaches to the use of other performance information or the development of indicators (such as reliability and	<p>The way forward for condition surveys of Unclassified Road and footway are to be determined by Highways Asset Management Project group in consultation with GMADE.</p> <p>Schedules of condition data requirements will form part of the Information</p>	<p>2009</p> <p>December 2008</p>

TAMP element	Progress	Proposed development work/ desired practice	Timescale
needs?	availability) that may refine this process. A planned maintenance programme prioritisation process has been developed using SCRIM, SCANNER, CVI and DVI data. A skid resistance strategy has identified local intervention levels.	Management Strategy.	
Is inventory data sufficient for risk assessment, performance management and whole life cost analysis?	Currently we have the following condition data: <ul style="list-style-type: none"> - General and Principal Structures Inspections - Skid resistance - Highway safety inspection information - Street lighting structural assessment We believe this is sufficient to calculate risk, performance and whole life costs for the named assets.		
Have Gross Replacement Costs been established?	Gross Replacement Costs have been produced for: <ul style="list-style-type: none"> • Carriageways • Footways • Street Lighting • structures GMADE are finalising the approach for structures gross valuation which it is anticipated will be based on London Bridge	Include the remaining assets as appropriate.	Ongoing

TAMP element	Progress	Proposed development work/ desired practice	Timescale
	Engineers Group (LoBEG) template.		
<p>Have Depreciated Replacement Costs been calculated?</p> <p>Have Annual Depreciation Charges been calculated?</p>		<p>We await further guidance on appropriate and comparable approaches to DRC, as recommended by CIPFA</p> <p>As above, we await further guidance on how this can be done to comply with IAS 16</p>	<p>Ongoing</p> <p>Ongoing</p>
Risk management			
<p>Has a costed risk model been developed for the assets to enable both appraisal of options and budgeting?</p>	<p>The risk process and the option identification approach currently sit alone. The TAMP documents the approach needed to combine these two important components.</p>	<p>There will be further consultation through GMADE with regards to further developing the models for the assets</p>	<p>Ongoing</p>
<p>Have risk reduction or mitigation measures</p>	<p>A risk process including risk identification, mitigation and elimination exists for the whole Rochdale Council. The highways risk plan needs to be linked with the Corporate Plan</p>	<p>Complete a risk register documenting all aspects of risk within the document</p>	<p>2009</p>

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TAMP element	Progress	Proposed development work/ desired practice	Timescale
been clearly documented?			
Whole Life Costing/ Planning			
Have whole life cost options been identified for the asset groups?	The majority of options for highways are known but are only treated as 'first treatment' options. Further work needs to be completed including a culture change which would see highways staff thinking beyond the 'first treatment'. A Maintenance Manual needs to be written to document specific whole life cost options.	Maintenance Management Manual (or similar) documenting the options Consultation with GMADE is required to determine an appropriate approach for structures in line with Milestone 3.	2009 Ongoing
Has work been undertaken to develop and compare projections of asset condition/ performance under different whole life cost regimes?	As above the current mentality is not looking beyond the 'first treatment'	Forecasting is an element highlighted with Milestone 3 in the Highways Structures Code of Practice. However, the practical approach to be taken is to be determined through consultation with GMADE. Understanding and development of the approach in the TAMP will allow the implementation to take place on highways.	Ongoing 2010
Forward			

TAMP element	Progress	Proposed development work/ desired practice	Timescale
programming			
2-5 years (detailed programme)	The current 2-3 year programme is 'very rough' at this time. The TAMP has been written to provide a simple process for developing the 2-5 year programme.	Value management aspects need to be understood and then inserted into the process.	Ongoing
5-10 years	This programme doesn't exist	The process for the 2-5 year programme needs to be identified before the 5-10 year. It will follow the same philosophy as above.	Ongoing
10+ years	This programme doesn't exist	The development of 10-20 year programmes will be based on the life cycle plans. This will be completed once the life cycle plans have been confirmed	2010

SALFORD CITY COUNCIL

TAMP element	Progress	Proposed development work/ desired practice	Timescale
Overall Progress			
Approved TAMP document	<p>The Transport Asset Management Plan (TAMP) has been drafted and is to be submitted for Salford City Council Lead Member / Cabinet approval.</p> <p>The Highway Asset Management Plan (HAMP) has been drafted in conjunction with Consultants, but will require further input over the next few years</p>	<p>Expand the document to cover all HAMP elements , and refine data. Both the TAMP and the HAMP are Living Documents.</p> <p>These documents have been written in accordance with the County Surveyors Framework for Asset Management, as well as the Code of Practice for Highway Maintenance Management, which is defined as the Highway Strategy Document which contains Information, Policies and Strategies for all 119 Recommendations of the above Code, which links into the TAMP and the HAMP.</p> <p>Separate but linked documents are also being prepared in accordance with the Code of Practice for the Management of Highway Structures and the Code of Practice for Road Lighting Maintenance</p>	2011
Draft TAMP	TAMP COMPLETED	SEE ABOVE	

TAMP element	Progress	Proposed development work/ desired practice	Timescale
Service Levels			
Does the TAMP provide a framework linking service levels to corporate strategic objectives?	The TAMP links Corporate and LTP 2 and other policies objectives and strategies, and links Service Levels to the HAMP and the Highway Operational Policies and Strategies	Documents will be reviewed and installed on the City Councils Web site	Complete
Has work been undertaken to understand customer/ stakeholder priorities for asset/network performance?	Various Customer Surveys have been carried out on a regular basis to ascertain their priorities , as well as the creation of 8 no Community Committees which are allocated a devolved budget of £100,000/ year for Transportation schemes. The Highway Investment programme targets areas of footway with high numbers of Insurance Trip Claims	Ongoing	Complete
Coverage of the plan			
Highways		Further review as necessary	Complete
Public Rights of Way	Rights of Way Improvement Plan has been written and will form part of the TAMP	Required formal approval by Salford City Council	Complete
Highway Structures	HAMP written	Further work required	Complete

TAMP element	Progress	Proposed development work/ desired practice	Timescale
Street Lighting	HAMP written	Further work required	Complete
Car parking		Still requires drafting	2011
Traffic Signals			
Bus stations			
Bus stops			
Data management and asset valuation			
Is there a data management plan (including validation and updating schedules and prioritised programme of data capture)?	The Geographical Information System (GIS) has over 100 no layers	Highway Video survey data still to be incorporated into the GIS	2011
Has a schedule been developed of condition and performance data required to inform	Further survey works ongoing	Further work required	2011

TAMP element	Progress	Proposed development work/ desired practice	Timescale
investment needs?			
Is inventory data sufficient for risk assessment, performance management and whole life cost analysis?	Highway Asset Data being collected via video survey and other methods/ testing	On going	2011
Have Gross Replacement Costs been established?	Further work required		
Have Depreciated Replacement Costs been calculated?	Further work required		
Have Annual Depreciation Charges been calculated?	Further work required		
Risk management			

TAMP element	Progress	Proposed development work/ desired practice	Timescale
Has a costed risk model been developed for the assets to enable both appraisal of options and budgeting?	Further work required		
Have risk reduction or mitigation measures been clearly documented?	Further work required		
Whole Life Costing/ Planning			
Have whole life cost options been identified for the asset groups?	Further work required		
Has work been undertaken to	Further work required		

TAMP element	Progress	Proposed development work/ desired practice	Timescale
develop and compare projections of asset condition/ performance under different whole life cost regimes?			
Forward programming			
2-5 years (detailed programme)	Some work has been carried out	Improve accuracy of programme	
5-10 years		Improve accuracy of programme	
10+ years	Very basic list of schemes has been drawn up	Improve accuracy of Programme	

STOCKPORT METROPOLITAN BOROUGH COUNCIL

TAMP element	Progress	Proposed development work/ desired practice	Timescale
Overall Progress			
Approved TAMP document	Executive summary document to be approved by Executive in 2008	It is intended that the main TAMP should contain only headline information as an Executive Summary. However, other work on the detailed lifecycle plans will continue to develop.	December 2008
Draft TAMP	<p>Executive document has been produced detailing strategic elements and TAMP principles. Implications of TAMP for future financial planning and programme development processes are outlined.</p> <p>In 2007 we undertook a review and gap analysis against the three Codes of Practice (Highways Maintenance Management, Management of Highway Structures and Well-lit Highways). As a result of the analyses Implementation Plans were developed that detailed proposals for advanced asset management practices. The reports and plans</p>	<p>In line with joint service delivery arrangements with Trafford Council, we are looking at opportunities to achieve synergy through joint development of various elements of the TAMP.</p> <p>An integrated long-term investment plan will be developed for all Highways, Drainage, Structures, Street Lighting, Public Rights of Way and Car Parking.</p>	

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TAMP element	Progress	Proposed development work/ desired practice	Timescale
	<p>were approved by the Council's Executive in June 2007.</p> <p>Individual project groups have been established through PRINCE 2 based framework for asset groups:</p> <ul style="list-style-type: none"> Highways Drainage and Surface Water Management Plan Street Lighting Structures Public Rights of Way Car parking <p>These groups are each in turn identifying practical approaches to key TAMP elements with the aim of producing 10-20 year investment programmes.</p> <p>In addition a data management plan project group has been established to develop a single transportation and highways asset register.</p>		
Service Levels			
Does the TAMP provide	Stockport is working with Trafford Council on a joint service delivery framework for		

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TAMP element	Progress	Proposed development work/ desired practice	Timescale
<p>a framework linking service levels to corporate strategic objectives?</p>	<p>transportation and highways. The process for developing service levels will be determined through this joint framework.</p> <p>A draft framework of TAMP principles has been developed which provides the template through which individual project groups are developing service level headings.</p>		
<p>Has work been undertaken to understand customer/ stakeholder priorities for asset/network performance?</p>	<p>Citizens Panel attitudinal surveys have been undertaken for Streetscene services on an annual basis since 2003. We now have some useful trend data, although we need to review the structure of the questionnaire.</p> <p>A comprehensive consultation was undertaken for the development of the Rights of Way Improvement Plan in 2007 (see below).</p> <p>Post-scheme feedback consultations are undertaken for planned highway work that can assist in improving future scheme design. However, these have poor response rates.</p>	<p>Consider joint consultation processes with Trafford Council</p> <p>Undertake a review of the Citizen's Panel questionnaire ensuring that important trends are not lost but that it can be tailored to needs of the TAMP</p> <p>Consider other more widespread consultations to establish baseline priorities (such as through National Highway Benchmarking process)</p>	
<p>Coverage of the plan</p>			

TAMP element	Progress	Proposed development work/ desired practice	Timescale
<p>Highways</p>	<p>We have continued with the implementation of the Invest to Save Programme for footways (the fourth year of the programme). Even in the early years of the programme this has demonstrated significant potential for future savings through reductions in trip hazards and costly reactive repairs.</p> <p>Using funds through the Stockport Community Pride Campaign we implemented a programme of drainage improvements at flooding hotspots. A detailed survey was undertaken and cluster analysis of historical flooding incidents enabled the identification of schemes.</p> <p>As a result of work undertaken through 2006/07 there is a robust inventory now in place for the highway network, including a network maintenance hierarchy for roads and footways. However, throughout 2007/08 work has focused on the use of condition and other environmental data for scheme prioritisation on the 1-2 year time horizon as well as for budgeting purposes over 5-20 year time horizon. This will also enable us to appraise</p>		

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TAMP element	Progress	Proposed development work/ desired practice	Timescale
	options for various mixes of preventative and structural maintenance treatments on the carriageway and footway network.		
Public Rights of Way	<p>The Rights of Way Improvement Plan was published in November 2007. This provides user oriented aspirations and a strong evidence base derived from the consultation for determining service levels.</p> <p>A Bridleway Strategy has been produced in draft in order to address multiple user demands.</p>	<p>Expand the bridleway strategy to incorporate the whole Rights of Way network.</p> <p>Develop and embed new condition survey regime and produce service levels framework</p>	<p>Mar 2009</p> <p>Sept 2008</p>
Highway Structures	<p>Stockport now has a well embedded in-house Bridge Management System (SAMIS) which is capable of processing Bridge Condition Indicators (BCI) and prioritising potential bridge schemes on a 1-2 year rolling programme basis on the basis of BCI.</p> <p>The Code of Practice Implementation Plan for highways structures is aligned with the system of Milestones 1-3 as outlined in the Code of Practice. We have successfully completed</p>		

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TAMP element	Progress	Proposed development work/ desired practice	Timescale
	<p>Milestone 1 and in large part Milestone 2 actions. However, Stockport has been consulting with the GMADE Structures management group to identify the detailed approach to be taken in order to achieve Milestone 3.</p>		
<p>Street Lighting</p>	<p>The use of Confirm for both inventory and contract management has enabled significant savings through removing duplication as well as supporting 'Find and Fix' operations which has led to a greater than 25% reduction in reported faults between 2006/07 and 2007/08.</p> <p>Throughout 2006/07-2007/08 work has been underway to further develop the street lighting inventory in order to support prioritised column replacement and improvements to lighting in crime hotspots. In particular work has been carried out to ascertain or estimate ages of concrete columns that currently make up the majority of the street lighting stock.</p> <p>We have also developed the condition indicator for street lighting stock.</p>		

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TAMP element	Progress	Proposed development work/ desired practice	Timescale
Car parking	<p>A business case has been agreed for over £1 million of investment to refurbish Mersey Way Car Park in Stockport Town Centre</p> <p>A parking strategy has been developed. However, the project group is in the early stages of identifying practical approaches for the purposes of the TAMP.</p>	It is intended to use the lessons learnt from other asset groups to apply to car parks.	April 2009 onwards
Traffic Signals		Work with GMADE to develop service levels framework for traffic signals.	To be determined
Data management and asset valuation			
Is there a data management plan (including validation and updating schedules and prioritised	Data reviews were undertaken individually for each asset group in 2006/07. This identified priorities in relation to criticality of data – ie use of data for safety/ risk management or planned renewals/ preventative maintenance etc These are detailed in draft data management plans for highways and structures.	The Data Management Plan Project group will be developing a single transport asset register with identified data custodians to ensure the sustainability of inventory data sets and to ensure alignment with the service level framework and other business and	July 2009

TAMP element	Progress	Proposed development work/ desired practice	Timescale
<p>programme of data capture)?</p>	<p>A sample survey was undertaken in 2007 to pick up additional street furniture, drainage and safety barriers. Further work is required to capture all safety related data items.</p> <p>Stockport is consulting with GMADE group with regards to appropriate level of data capture to support achievement of Milestone 3 in the Code of Practice.</p>	<p>reporting needs.</p> <p>Where possible joint working on the data management plan with Trafford MBC will ensure at least consistency in data system development, or alternatively a joint mechanism for querying various different data sets within different software packages currently in use.</p> <p>In line with this the use of data capture technology (such as hand held devices) and appropriate QMS is to be further expanded, as this is vital to the sustainability of the asset register.</p>	
<p>Has a schedule been developed of condition and performance data required to inform investment needs?</p>	<p>The SAMIS database (Stockport's Bridge Management System) uses critical Bridge Condition Indicator scores as a first stage screening to identify potential works programmes. Further consultation is underway with GMADE to identify appropriate approaches to the use of other performance information or the development of indicators (such as reliability and availability) that may refine this process.</p>	<p>The way forward for condition surveys of Unclassified Road and footways are to be determined by Highways Asset Management Project group in consultation with GMADE.</p> <p>Schedules of condition data requirements to be developed in tandem with service level framework and data management plan project</p>	<p>Dec 2009</p>

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TAMP element	Progress	Proposed development work/ desired practice	Timescale
	<p>Some work has been undertaken as part of the planned maintenance programme prioritisation process to identify where SCRIM and Scanner data can be linked with Road Traffic Accident data. A Skid Resistance Strategy has identified local intervention levels.</p> <p>We have identified practical means of using Scanner data to identify potential preventative and structural maintenance scheme options through aggregating scores up to road link level. However, further work is required to look at individual parameters such as ride quality, rutting or cracking.</p> <p>In the light of omission of BV178 from the National Indicator set we are now undertaking a review of inventory and condition requirements in tandem with the development of service level headings.</p>		
<p>Is inventory data sufficient for risk assessment,</p>	<p>90% of safety data is maintained electronically – this covers: Since 2006/07 all structures General and Principal Inspections is stored on SAMIS</p>	<p>Street lighting electrical tests need to be inputted onto CONFIRM</p>	<p>Mar 2009</p>

TAMP element	Progress	Proposed development work/ desired practice	Timescale
<p>performance management and whole life cost analysis?</p>	<p>Skid resistance - SCRIM (the most recent survey undertaken on Principal Roads in 2007/08 Since 2007/08 all highway safety inspection information is now stored on CONFIRM enabling cluster analysis Street lighting structural assessments are held on a separate dataset from the rest of the street lighting inventory and this needs to be integrated.</p>		
<p>Have Gross Replacement Costs been established?</p>	<ul style="list-style-type: none"> • Gross Replacement Costs have been produced for: Carriageways (£682m), • Footways (£193m), • and Street Lighting (£43m) <p>GMADE are finalising the approach for structures gross valuation which it is anticipated will be based on London Bridge Engineers Group (LoBEG) template.</p>		
<p>Have Depreciated Replacement Costs been calculated?</p>		<p>We await further guidance on appropriate and comparable approaches to DRC, as recommended by CIPFA.</p>	

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TAMP element	Progress	Proposed development work/ desired practice	Timescale
Have Annual Depreciation Charges been calculated?		As above, we await further guidance on how this can be done to comply with IAS 16.	
Risk management			
Has a costed risk model been developed for the assets to enable both appraisal of options and budgeting?	<p>For structures the risk model has been incorporated within SAMIS based on BCI crit value (values between 60-65).</p> <p>Action ages for street lighting stock (used to produce the stock condition indicator) have been calculated. Other environmental factors are now incorporated within the street lighting inventory to enable the development of the risk assessment model in accordance with TR22.</p>	<p>There will be further consultation through GMADE with regards to further developing the risk model for structures.</p> <p>Develop street lighting risk assessment model (based on TR22 guidance) through consultation with GMADE</p> <p>Drainage risk model to be developed through Surface Water Management Plan.</p>	<p>Dec 2008</p> <p>Dec 2008</p>
Have risk reduction or mitigation	Strategic risks are detailed within individual Service business plans for EED Managing Agent, Traffic Services, Engineering and	The TAMP will inform strategic risk logs once risk models have been further developed at the programme and	On-going

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TAMP element	Progress	Proposed development work/ desired practice	Timescale
measures been clearly documented?	<p>Consultancy Services and Policy.</p> <p>Structural testing of the street lighting columns stock enables the development of short to medium term risks to be identified and recommended actions on a rolling programme basis.</p>	financial planning level.	
Whole Life Costing/ Planning			
Have whole life cost options been identified for the asset groups?	Draft whole life cycle options have been developed for principal and non-principal classified roads although they require further refinement.	<p>Consultation with GMADE is required to determine an appropriate approach for structures in line with Milestone 3.</p> <p>Street lighting whole life cost options can be developed following establishment of street lighting risk assessment model.</p>	<p>Mar 2009</p> <p>Mar 2009</p>
Has work been undertaken to develop and compare projections of asset	Throughout 2007/08 we have been working to develop a means of testing whole life cost options developed for highway pavements in order to understand longer term trends in network condition under different regimes. This is a fairly crude tool but should enable some	Forecasting is an element highlighted with Milestone 3 in the Highways Structures Code of Practice. However, the practical approach to be taken is to be determined through consultation with GMADE.	Mar 2009

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TAMP element	Progress	Proposed development work/ desired practice	Timescale
condition/ performance under different whole life cost regimes?	refinement of the options and identify optimum 'work volumes' for the Principal and Non-principal classified road network. It also enables sensitivity testing with different assumed deterioration rates for sub-groups within the network.		
Forward programming			
2-5 years (detailed programme)	Highways, street lighting and structures schemes are identified on a 2-3 year rolling programme basis.	Further development of the value management framework is needed to strengthen 2-3 year programmes. This is identified within the 2008/09 Policy Business Plan.	Mar 2009
5-10 years	Work described above on whole life cost options testing will provide a good basis for the development of longer term financial plans	We intend to produce longer term financial plans detailing budgets for key maintenance types.	June 2009
10+ years	This can be achieved with a lesser degree of confidence through the above process.	The development of 10-20 year programmes is likely to be necessary to fulfill the requirements of renewals accounting.	June 2009

TAMESIDE METROPOLITAN BOROUGH COUNCIL

TAMP element	Comments	Proposed development work/ desired practice	Timescale
Overall Progress			
Approved TAMP document	Summer 2008	TAMP = 'live' document, detailed implementation and review process form part of the TAMP	Always on going
Draft TAMP	Detailed at Scrutiny Panel in 15 th October 2007	Developed to full TAMP	
Service Levels			
Does the TAMP provide a framework linking service levels to corporate strategic objectives?	Detailed part of TAMP. Both in main document and Annex	Developed with GM districts and being fully embedded in 2008	Fully embedded by time of TAMP first annual review - 2009
Has work been undertaken to understand customer/ stakeholder priorities for	Latest local opinion surveys (2007) incorporated, building those of 2001 and 2004		Next surveys in 2010

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Tameside Metropolitan Borough Council

TAMP element	Comments	Proposed development work/ desired practice	Timescale
asset/network performance?			
Coverage of the plan			
Highways	The major high value element of the network and this is reflected in our TAMP	Further enhancement of inventory data identified	Improved over the next two years
Public Rights of Way	By links to Right of Way Improvement Plan		
Highway Structures	The asset management regime is being further developed that is appropriate to the size and character of Tameside's highway structures stock. This is a complex process for structures and our asset management processes are still developing.	Continue integrating data into the plan. Consolidate the basic plans and move forward into the advanced plans.	Basic plans complete by early 2009
Street Lighting	Good inventory and other data has helped this area develop well.	Further work in the field of deterioration modelling identified for some lighting components.	2009
Car parking	On going	Condition and deterioration to be further investigated leading to better understanding of levels of service and investment needs.	2009
Traffic Signals	On going discussions with GMUTC	GM wide issue.	On going
Bus stations	Not administer by us, but we ensure		

TAMP element	Comments	Proposed development work/ desired practice	Timescale
Bus stops	connectivity and minimise disruption QBCs LTP linked schemes	Maintenance works affecting strategic routes, bus stop improvements to be coordinated	On going
Data management and asset valuation			
Is there a data management plan (including validation and updating schedules and prioritised programme of data capture)?	Ownership at asset group level. On going data improvement implemented	Proposed recruitment of UKPMS Systems Manager	Summer 2008
Has a schedule been developed of condition and performance data required to inform investment needs?	Essential part of TAMP	One of the 'live' parts of the TAMP.	Ongoing reviews

TAMP element	Comments	Proposed development work/ desired practice	Timescale
Is inventory data sufficient for risk assessment, performance management and whole life cost analysis?	Yes but maintenance of data an issue. Also, future requirement identified with respect to materials on site		Subject to funding
Have Gross Replacement Costs been established?	Work undertaken with Greater Manchester Asset Management Group	Any further national guidance to be considered and implemented as appropriate..	Reviewed annually.
Have Depreciated Replacement Costs been calculated?	No, awaiting further national guidance. However, both service levels and investment models include impairment and upgrading figures		
Have Annual Depreciation Charges been calculated?	As above		
Risk management			
Has a costed risk model	Service levels and investment models in place for critical asset groups		

TAMP element	Comments	Proposed development work/ desired practice	Timescale
been developed for the assets to enable both appraisal of options and budgeting?			
Have risk reduction or mitigation measures been clearly documented?	Yes - at strategic / management level		
Whole Life Costing/ Planning			
Have whole life cost options been identified for the asset groups?	Yes, for high value groups; pavements, street lighting, structures	Areas such as car parks need further work	2009
Has work been undertaken to develop and compare	This needs to be considered more fully with previous section, Whole Life Costs	To be considered during first year of TAMP implementation using best practice identified either within GM or nationally	2009

TAMP element	Comments	Proposed development work/ desired practice	Timescale
projections of asset condition/ performance under different whole life cost regimes?			
Forward programming			
2-5 years (detailed programme)	Yes, for high value groups; pavements, street lighting, structures	Updated annually	On going
5-10 years	Mainly, street lighting and structures		
10+ years	Indicative only		

TRAFFORD METROPOLITAN BOROUGH COUNCIL

TAMP element	Comments	Proposed development work/ desired practice	Timescale
Overall Progress			
Approved TAMP document	The general format of the TAMP has been agreed by members along with delegated powers for the executive member to agree the final detail.	It is anticipated that approval for this first TAMP will be obtained by the end of September.	Sept 08
Draft TAMP			
Service Levels			
Does the TAMP provide a framework linking service levels to corporate strategic objectives?	The TAMP outlines the golden thread linking service levels to corporate strategy objectives.	Further work needs to be carried out to produce a more detailed framework and to update with revised strategic objectives	2009/10 TAMP
Has work been undertaken to understand customer/ stakeholder priorities for asset/network	A MORI poll identified highways in general as a priority for Trafford residents.	Additional work needs to be carried out to develop a correlation between condition survey results such as scanner and CVI and the perceived acceptable conditions by the public.	2009/10 TAMP

TAMP element	Comments	Proposed development work/ desired practice	Timescale
performance?			
Coverage of the plan			
Highways	}The TAMP is comprehensive covering ; highways, highway structures, street lighting and public rights of way	The level and format for the inclusion	2009/10
Public Rights of Way	}	of car parking, traffic signals, bus stations and bus stops needs to be	
Highway Structures	} However at this stage, car parking, traffic signals, bus stations, bus stops have not	developed	
Street Lighting	} been included		
Car parking	}		
Traffic Signals	}		
Bus stations	}		
Bus stops			
Data management and asset valuation			
Is there a data management plan (including validation and updating schedules and	<ul style="list-style-type: none"> • This first TAMP is based on data that is a mixture of reliable data and guestimates. • As agreed with the other GM authorities, the valuations etc. in the 	<ul style="list-style-type: none"> • Trafford Council are having ongoing discussions with internal IT and external consultants regarding the best data capture and data updating method. 	2009/10

TAMP element	Comments	Proposed development work/ desired practice	Timescale
prioritised programme of data capture)?	TAMP are based on the major items..		
Has a schedule been developed of condition and performance data required to inform investment needs?	} As agreed with the other GM authorities the } condition data and performance data has focused } on the major items in value terms. } } } }	Condition and deterioration modelling needs to be addressed over the next 18 months.	2009/10
Is inventory data sufficient for risk assessment, performance management and whole life cost analysis?	} This data is sufficient for risk assessment, } performance management and whole life costing } } } } }	} This data needs to be improved in order } to increase the accuracy of the } calculations. } } } }	
Have Gross Replacement Costs been established?	Based on the available data, gross replacement costs have been established. Depreciated replacement cost calculated and annual depreciation charges calculated	} } } }	2009/10

TAMP element	Comments	Proposed development work/ desired practice	Timescale
<p>Have Depreciated Replacement Costs been calculated? Have Annual Depreciation Charges been calculated?</p>		<p>} } } } } } }</p>	
<p>Risk management</p>			
<p>Has a costed risk model been developed for the assets to enable both appraisal of options and budgeting?</p>	<p>Costed models have been developed for highways to enable appraisal and budgeting.</p>	<p>The risk model and appraisal needs to be extended to all asset groups.</p>	<p>2009/10</p>
<p>Have risk reduction or mitigation measures</p>		<p>Risk reduction and mitigation measures clearly documented.</p>	

TAMP element	Comments	Proposed development work/ desired practice	Timescale
been clearly documented?			
Whole Life Costing/ Planning			
Have whole life cost options been identified for the asset groups?	Whole life cost options have been produced.	Whole life costing where appropriate will be extended to all asset groups and work undertaken to develop options under different budgets.	2009/10
Has work been undertaken to develop and compare projections of asset condition/ performance under different whole life cost regimes?	The effort of spend above or below the “steady state” on the condition of the highway has been identified		

Development of Transport Asset Management Plans

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Part 2

Trafford Metropolitan Borough Council

TAMP element	Comments	Proposed development work/ desired practice	Timescale
Forward programming			
2-5 years (detailed programme)	A draft 3 year programme has been developed which will be updated each year for highways bridges and street lighting	Programme to be developed further and for all asset groups.	2009/10
5-10 years 10+ years		} The practicality and viability to be } discussed with other GM authorities	

Development of Transport Asset Management Plans

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Part 2

Wigan Metropolitan Borough Council

WIGAN METROPOLITAN BOROUGH COUNCIL

TAMP element	Comments	Proposed development work/ desired practice	Timescale
Overall Progress			
Approved TAMP document	Draft HAMP prepared by end July 2008	HAMP to be incorporated in TAMP	April 2010
Draft TAMP	Draft HAMP prepared by end July 2008	HAMP to be incorporated in draft TAMP	October 2009
Service Levels			
Does the TAMP provide a framework linking service levels to corporate strategic objectives?	Work continuing via GMADE sub groups		April 2009
Has work been undertaken to understand customer/ stakeholder priorities for asset/network performance?	Some work undertaken via Wigan 'Citizens Panel'	Further consultation to take place with Townships	April 2009
Coverage of the plan			

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Part 2

Wigan Metropolitan Borough Council

TAMP element	Comments	Proposed development work/ desired practice	Timescale
Highways	Work in progress via GMADE sub groups	Conditions surveys to be expanded to cover category 3 & 4 footways	December 2008
Public Rights of Way	Rights of Way Improvement Plan now adopted	Safety inspections to be carried out on PRoW network	April 2009
Highway Structures	Work in progress via GMADE sub group	New asset database to be established	September 2008
Street Lighting	Street Lighting service is the most advanced in asset management terms.		April 2009
Car parking		Parking Strategy in preparation	December 2008
Traffic Signals	Discussions will need to take place between Wigan MBC and the GM UTC unit	Review of Service Level Agreement likely to be required	April 2009
Bus stations	Assume GMPTE will cover these assets		
Bus stops	Assume GMPTE will cover these assets		
Data management and asset valuation			
Is there a data management plan (including validation and updating schedules and prioritised programme of data capture)?	Work in progress	Development of an asset register required	Ongoing
Has a schedule been developed of	Work in progress. UKPMS utilised in establishing priority matrix	Expand UKPMS principles into other asset groups	Ongoing

TAMP element	Comments	Proposed development work/ desired practice	Timescale
condition and performance data required to inform investment needs?			
Is inventory data sufficient for risk assessment, performance management and whole life cost analysis?	Street Lighting together with Bridges & Structures have sufficient inventory data	More detailed work to be undertaken in respect of other asset groups	October 2009
Have Gross Replacement Costs been established?	Work in progress via GMADE sub groups	Refinement required in some asset groups	December 2008
Have Depreciated Replacement Costs been calculated?	DRC calculated for Street Lighting assets	Further work required on matching levels of service to DRC	October 2009
Have Annual Depreciation Charges been calculated?			
Risk management			
Has a costed risk model been developed for the assets to enable		To be developed in line with Whole Life Costing	Ongoing

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Part 2

Wigan Metropolitan Borough Council

TAMP element	Comments	Proposed development work/ desired practice	Timescale
both appraisal of options and budgeting?			
Have risk reduction or mitigation measures been clearly documented?	Section 58 defence strengthened	To be expanded to cover PRow network	Ongoing
Whole Life Costing/ Planning			
Have whole life cost options been identified for the asset groups?	Only done so far for Street Lighting	To be expanded to remaining asset groups	October 2009
Has work been undertaken to develop and compare projections of asset condition/ performance under different whole life cost regimes?			
Forward programming			
2-5 years (detailed)			

Development of Transport Asset Management Plans

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Part 2

Wigan Metropolitan Borough Council

TAMP element	Comments	Proposed development work/ desired practice	Timescale
programme)			
5-10 years			
10+ years			