



**PRESENTATION TO SELECT COMMITTEE  
ON THE ENVIRONMENT  
TRANSPORT ASSET MANAGEMENT PLAN  
(TAMP)**

This presentation will detail the contents of the Transport Asset Management Plan, what is covered by the plan, how it came about and what we are aiming to achieve in the future.

### **SCOPE OF THE TAMP**

#### **Transport & Highways Assets (What is included):**

- **Transport Strategy**
- **Carriageway and Footway Infrastructure**
- **Street Lighting and Signing**
- **Street Furniture**
- **Highways Structures**
- **Verges and Trees**
- **Street Cleansing**

The scope of the Transport Asset Management Plan incorporates a summary of the Transport Strategy, showing how it has been developed into policies and measures to deliver the key elements, focusing on those areas that have a major impact on maintaining and improving the highway network.

It also includes the asset groups relevant to maintaining and improving the highway, such as carriageway and footway infrastructure, Street Lighting & highways structures etc.

Within each asset group there are then a series of asset features such as cycle ways, traffic signals, line marking, highway drainage, guard rails etc all of which are maintained and improved by the Department for Urban Environment.

**GOVERNMENT LEAD INITIATIVE:**

- **Maintaining a Vital Asset**
- **Highway Network largest and most visible community asset**
- **Strong recommendation to adopt an Asset Management Approach**
- **Need for a Transport Asset Management Plan**
- **Potential to deliver benefits**

In November 2005 government published a document called "Maintaining a Vital Asset", it related to those assets previously mentioned and set out the principles behind good management of those assets and the highway in general. It described how the highway network is the most valuable asset that any Local Authority owns, that it is used daily by the majority of people and is fundamental to the economic, social and environmental wellbeing of the community.

The government are strongly recommending that we adopt an Asset management approach towards maintaining and improving the highway to ensure a well planned, efficiently managed service, supported by effective management and technical systems.

There is a need for the TAMP to provide a framework for the management of the network and to hold the data and documentary evidence required to deliver the service and the potential benefits.

### **AN ASSET MANAGEMENT APPROACH :**

- **Council's Goals and Objectives**
- **Good knowledge of asset inventory and condition**
- **Current levels of Service**
- **What do we want to achieve**
- **Embed principles into everyday activities**

As asset management approach is about knowing what you want to achieve (goals and objectives), it is about knowing what you have (inventory of all asset features), what condition they are in, what is the level of service currently being delivered and for what budget, knowing where there are gaps in the quality of the service and planning for the long term.

Shaping the service to fill the gaps and deliver the goals and objectives.

The key to success is to embed these principles into the everyday activities of all those involved in managing the highway.

## **TRANSPORT ASSET MANAGEMENT PLAN (TAMP) :**

- **Executive Summary**
- **Introduction**
- **Life Cycle Planning**
- **Risk Management**
- **Performance Management**

The TAMP itself consists of three main parts, the first part incorporates the executive summary, which details what the TAMP includes and how it fits in with the bigger transport picture and how it transfers that to service delivery on the ground.

The introduction takes us through the various transport and highway strategies, identifying challenges and objectives facing us as custodians of the highway network.

Life cycle planning takes us through the first stages of developing policies and measures to deliver the strategies and sets out a framework for shaping the service level for each asset group.

Developing a risk management approach is a key element in delivering an efficient service, concentrating on knowledge about the asset and managing it to suit an ever changing environment.

Performance management is about setting targets for what you want to achieve and measuring success against those targets including inviting comment from end users with regard to their perception of our success.

**IMPROVEMENTS ACTION PLAN:**

- **Proposed Actions**
- **Priority in Service Improvement**
- **Impact on the Service**
- **Programme and Cost Implications**

The improvements action plan is effectively a “shopping list” of areas for improvement in service delivery. Having worked through the asset management approach a number of improvement actions have been highlighted, they range from improvements at the low cost end of the scale such as risk management feedback to improve service, through to long term high cost improvements such as street lighting column replacement programmes.

Each action has been assessed in terms of impact on providing the service and then prioritised with regard to importance against achieving improvements in; asset and risk management; service to the public; codes of practice, delivering strategy and improving CPA scores.

The actual improvements action plan to be implemented will be subject to the standing Council procedures relevant to the level of proposals involved. Progress against the plan will be reported in future update reports of the TAMP as it is a living document and will subject to year on year reviews.

## TRANSPORT ASSET MANAGEMENT PLAN (TAMP)

### Life Cycle Plan Appendices:

- **Asset Groups**
- **Asset Features**
- **Data Held**
- **Service Level Options**

The life cycle plan appendices contain all the details and data about each asset group, such as inventory and condition data, current inspection and maintenance regimes, budgets, backlogs, valuation and programming. Hence they enable us to be able to analyze the service, develop improvement actions and plan and manage the service.

## PROPOSALS

### Current Position:

- Current Good Practice
- Current Good Performance

### Future Position:

- Further Embrace an Asset Management Approach
- Customer Focussed & Integrated Service

Having worked through the plan and analyzed the service being provided there is plenty of good practice and service being demonstrated.

From here on in we want to build on the success to date, further embrace an asset management approach to maintaining and improving the highway network, develop the service based on our current improvement action plan and then seek greater input and feedback from the community to build a customer focused and integrated service.



## RECOMMENDATIONS

- **Adopt the principles of Asset Management**
- **Endorse Growth & Resources to Match Aspirations**
- **Meet the Needs of the Customer**

The report is asking that the select committee note and agree that Dudley Council adopt the principles of an asset management approach to transport and highways service provision in line with government recommendations and that they endorse the work carried out to date on the TAMP. The select committee are further asked to endorse the growth and resource increases needed to develop the proposals highlighted in the TAMP, obviously subject to further reports if necessary in line with standing Council procedures.

The overall aim being to meet the needs of the customer and through the various strategies to enhance the Borough of Dudley, attracting new business, tourism and improving the quality of life for the local community.