

Joint Transport Asset Management Plan

Purpose of this Report

1. To seek the Committee's endorsement of the Joint Transport Asset Management Plan.

Background

2. About half the Department for Transport (DfT) funded £61m spent on transport capital schemes in the first two years of the Joint Local Transport Plan (JLTP) period was on maintenance. Over £21m of Council revenue funding was allocated to maintenance in 2008/09. These funding levels underline the substantial investment we put into management of the sub-region's transport assets.
3. The JLTP sets out an action plan for developing a Joint Transport Asset Management Plan (JTAMP), a long term plan setting out how the four highway authorities will manage the West of England's transport infrastructure to deliver agreed levels of service and performance targets in the most cost-effective way. An Officer Working Group – chaired by South Gloucestershire and made up of asset management staff from each Council, a representative from Government Office for the South West and a specialist consultant - has met at regular intervals to develop and agree the JTAMP. The Plan has the support of the authorities' appropriate Head of Service.
4. The JTAMP is designed as a living document that can be expanded as knowledge and experience of asset management grow.

Contents of JTAMP

5. All transport assets will eventually be covered by the JTAMP but initially it concentrates on 4 key types:
 - carriageways (total length of 4662 km);
 - footways and cycleways (some 6000 km);
 - bridges and structures (4700 in total); and
 - public lighting (total of 110,000 streetlights and illuminated signs).
6. The document sets a framework for managing these different assets focusing on:
 - aims, goals and objectives: links to the JLTP, legal regulations and codes of practice;
 - asset base and characteristics: inventory of the assets, recognising that implementation of the Greater Bristol Bus Network and other major schemes will result in additional assets that need to be maintained;
 - service levels: explains how levels of service and performance measures flow from and support the objectives;

- gap analysis: identifies gaps in current performance (i.e. where the condition of an asset is below that required to preserve its value and integrity, or the level of service to the user is below the desired level);
- lifecycle planning: how we will manage the assets throughout their life with the aim of achieving the required level of service while minimising whole life costs;
- work programmes and finance: considers the funding available and work needed to manage and operate the assets at the required level of service;
- risk management: how we will identify and manage the risks to service delivery;
- implementation plan: how we will improve our current approach to asset management.

7. Adoption of the JTAMP will benefit the four Councils by:

- providing the basis for more efficient targeting of maintenance funding, supporting good financial management;
- enabling decision-making to be better informed with a clear understanding of the link between the performance of individual assets and the delivery of the service;
- reducing 'whole life costs' and promoting the long term preservation of our assets;
- helping towards the development of service delivery that supports corporate objectives and reflects stakeholder and user needs and expectations.

8. The JTAMP will give a strategic framework for asset management with flexibility for each authority to apply the principles to suit its own particular needs. Annexes to the JTAMP are being prepared which will give more detailed information about asset management in each authority area.

Additional DfT Funding for JTAMP

9. As a result of applications submitted in December 2008 the four Councils have been awarded additional funding by the DfT to assist development of the JTAMP by enhancing the inventory of our assets (£200,000 revenue and £334,500 capital).

Recommendation

That the Joint Transport Executive Committee:

- (a) Endorses the Joint Transport Asset Management Plan;
- (b) Notes that the plan is a living document that will updated and extended as knowledge and experience of asset management grow; and
- (c) Welcomes the capital and revenue funding allocated by the DfT to each authority to develop the asset management approach in the West of England.

Author: Bill Davies, West of England Partnership Office
Tel. 0117 922 4928 e mail: bill.davies@westofengland.org

Appendix Transport Asset Management Plan