



## **Place Scrutiny**

### **Transport Asset Management Strategy (TAMS)**

Paul Mathieson

## ***Purpose of Report***

- To seek early Member involvement in shaping the Transport Asset Management Strategy (TAMS).
- In particular, to seek views on:
  - our approach to customer engagement and benchmarking
  - our overall approach to developing the TAMS
  - the high level policy principles for management of the Borough's highway infrastructure (Appendix 1)
  - the way in which we prioritise maintenance to manage major risks (Appendix 2)
  - high level options for maintenance investment in the medium and long term (Appendix 3)

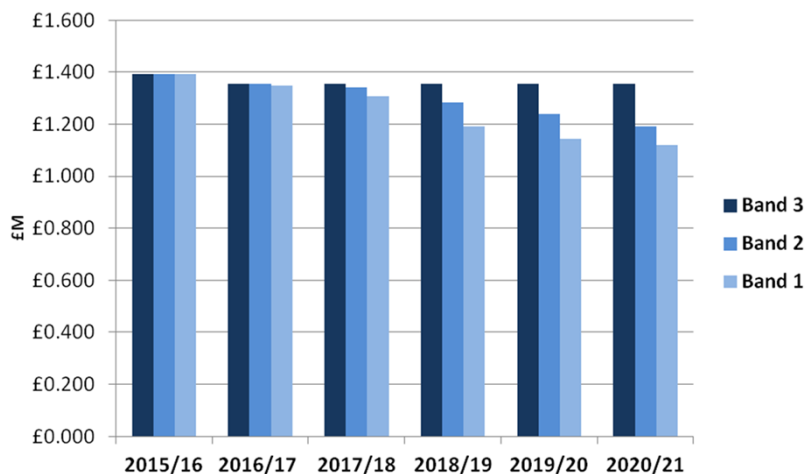


## What will the TAMS do?

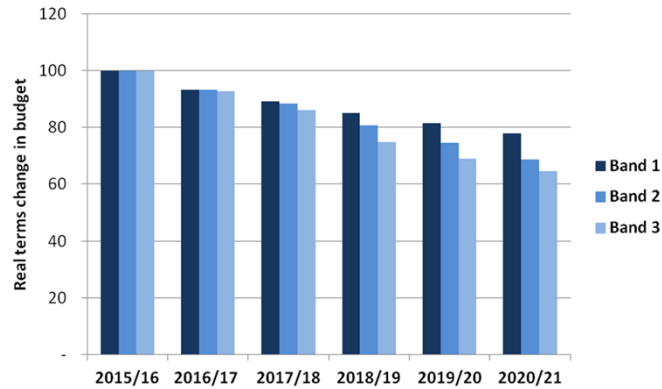
- Primary planning tool to ensure long term sustainability of our highway infrastructure
- Sets out how we prioritise maintenance to support Council objectives
- Actions to improve our resilience to risks
- Identifies the most cost effective way of achieving the above
- Forms the basis of bids for external funding



## Financial Incentives



## ***The effect of forecast construction price adjustment***



- Tender prices increased by 7.1% during 2014 and are forecast to rise by between 4% and 5% pa over the next three years.
- Source Bilfinger/GVA report June 2015



## ***Local Authority self - assessment***

- Asset management
- Resilience
- Customer focus
- Benchmarking and efficiency
- Operational delivery



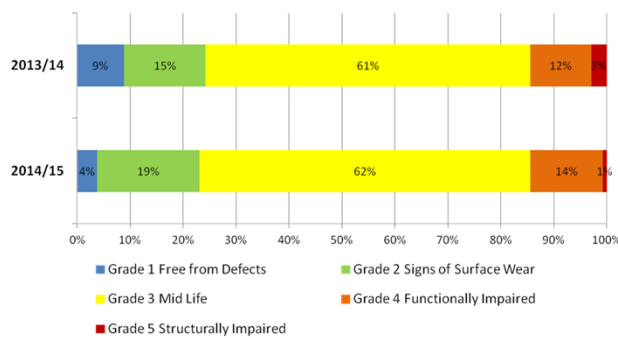
## Our Strengths

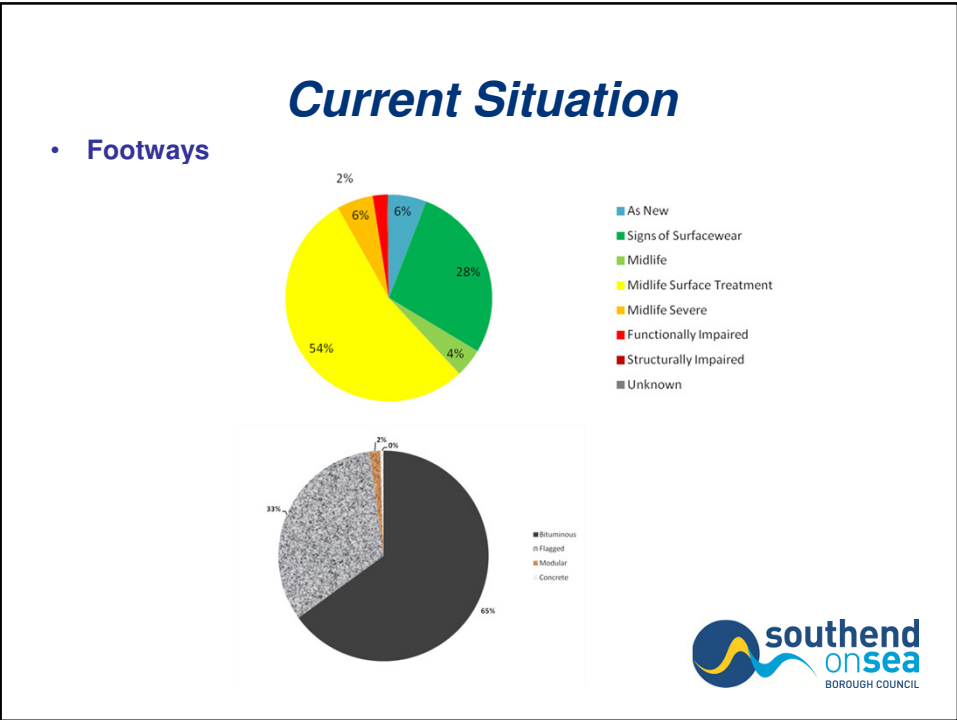
- Successful in securing Challenge Funding/GIB financing for street lighting renewals
- Growth funding (SELEP) of £8m for A127
- Development of evidence-based approach for carriageways and footways
- Development of the Local Flood Risk Management Strategy
- Participation in National Highways and Transportation Surveys (NHT)
- Membership of Local Council's Highway Investment Group
- Membership of Eastern Highway Alliance
- Access to Framework Contracts
- New SBC suite of contracts using highways efficiency principles



## Current Situation

- **Carriageways**





### Options

**Overall:**

- What happens if we continue to focus on ad hoc reactive repairs (make safe)?
- How cost effective are they and how do they compare with planned maintenance?
- What is the optimum mix of ad hoc versus planned maintenance?

## ***Carriageway Options***

### **For carriageways:**

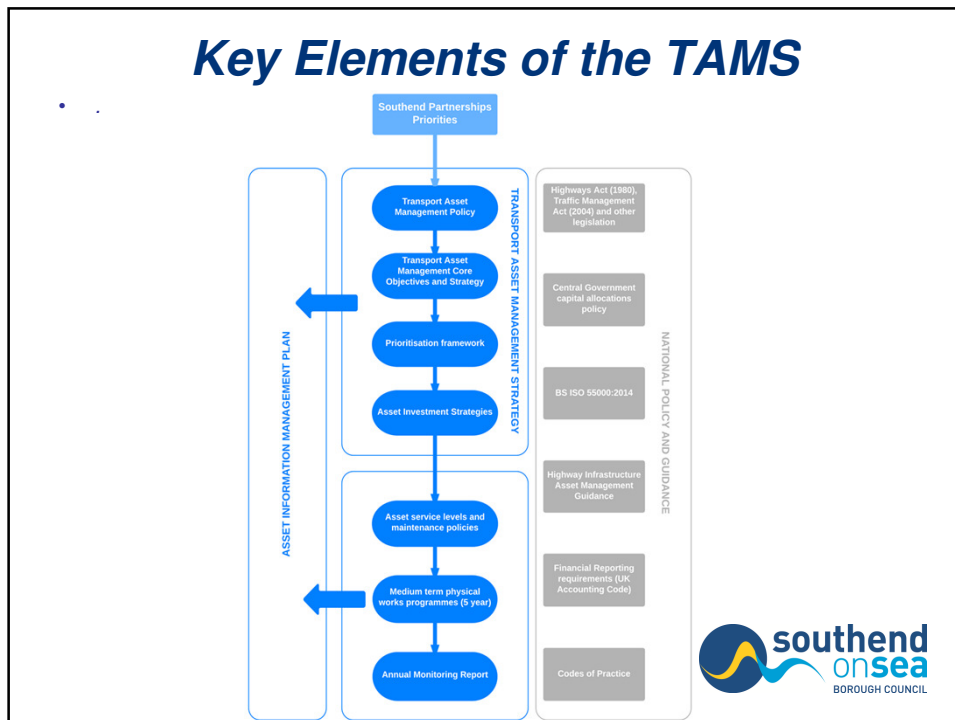
- Focus on strategic routes and 'Resilient Network' – possible decline in condition of residential roads
- Even spread across all road classes – would require less durable treatments and unlikely to be sustainable within projected budgets
- Increase use of preventative treatments
- Consider elevated investment if there is evidence of significant benefits and long term cost savings?



## ***Footway Options***

- Is this standard of condition appropriate across the network?
- Should it be enhanced with elevated investment? Or...
- Would we be willing to allow some decline in favour of investment in drainage, bridges or carriageways
- Either way do we focus on highest risk locations and/or busy routes and also those that are important for mobility impaired,
- Should we focus on improving the attractiveness of the town and district centres?





## Next Steps

- Develop forecast models and options appraisal for carriageways and footways
- Develop an Asset Information Management Plan
- Complete TAMS document for cabinet approval in Winter 2015
- Focus on achieving level 2 Band in November
- Longer term Band 3 by 2017/18