

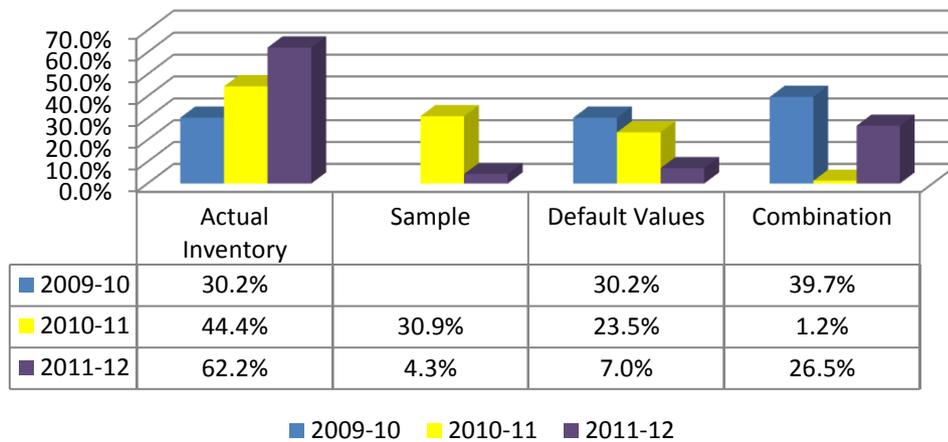
Report on the WGA 2011-12 Infrastructure Assets Submissions

1. In 2011-12 highway authorities were required to complete WGA information in relation to infrastructure assets. This summary considers the completeness of that information and readiness of authorities to fully implement the Code of Practice on Transport Infrastructure Assets (the Code). The information was not subject to external audit.
2. Table 1 below summarises the authority's own estimate of the average percentage of work completed for each asset category for 2010/11 and 2011/12.

Table 1	Estimated percentage of work completed Average %	Estimated percentage of work completed Average %
	2010-11	2011-12
Carriageway	73%	79%
Footways + cycle tracks	53%	61%
Structures (DRC not required)	59%	66%
Lighting	74%	80%
Traffic management	66%	72%
Street furniture	38%	46%
Total	57%	67%

3. Table 1 shows that highway authorities' own estimations of the estimated percentage of work completed has increased from 2010-11, overall from 57% to 67% in 2011-12. For carriageways, the most material area, it is estimated that authorities have completed 79% of the work required for them to complete the DRC estimate, an increase on the 2010-11 estimate of 73%. Whilst this indicates a positive direction of movement, there were 12 authorities who estimated that they have only completed 30% or less of the required work and a further 30 who failed to provide the information.
4. In total, 188 or 91% of authorities completed carriageway GRC estimates, and of these, 174 or 93% also completed DRC information. This is an increase from the 81.2% in 2010-11 and only 16.2% on 2009-10. The reliance on defaults has reduced (defaults were not allowed to be used for 2011-12) and more authorities are now using actual inventory data as indicated in the chart overleaf. That said, 4.3% are relying on samples, 7% on defaults and 26.5% on a combination, indicating that whilst there is encouraging progress, not all authorities were in a position to complete the information for 2011-12.

Basis of Carriageway Calculation



Readiness Questionnaire

5. Highway authorities were again asked about their readiness via a questionnaire. Generally average responses were more positive about their readiness for 2011-12 than for 2010-11. Appendix 1 provides the average scores per question and the table at Appendix 2 gives the breakdown per individual question.
6. Generally there are small numbers within the "Strongly Disagree" category, which is positive, however, there are still a concerning number of authorities who "Disagree". Appendix 2 shows for each question the proportion of authorities who either responded with "strongly disagree", "disagree" or who did not respond at all.
7. Question 5, asked whether authorities agree or disagree with the statement they will be able to fully implement the Code in accordance with the published timescales. Only 105 out of 206 authorities either agreed or strongly agreed with this statement, indicating that there is still significant work to be undertaken by some authorities in order to fully implement the requirements of the Code.

Appendix 1

1 = Strongly Disagree; 2 = Disagree; 3 = Neither agree nor disagree; 4 = Agree; 5 = Strongly Agree

		AVERAGE 2010-11	AVERAGE 2011-12
		Answer 1 to 5	Answer 1 to 5
1.	The tools to support the implementation of the Code are helpful and appropriate.	4	3
2.	All those who 'need to know' at this authority are aware of the Code and its requirements and implications, including senior management, finance practitioners and asset management/engineering practitioners.	3	3
3.	The financial and technical practitioners are clear about their roles and work together to produce the required information.	3	4
4.	This authority is actively working with other authorities in a regional group (or similar) to support and benchmark our work on asset valuation and implementing the Code.	4	4
5.	This authority will be able to fully implement the Code to the published timescales including a full, audited dry run in 2011-12 and full implementation in 2012-13. (2011-12 wording – "dry run in 2011-12 and full implementation in 2012-13").	3	4
6.	This authority has sufficient, appropriate and robust inventory data to implement the Code on the following assets:		
	A. Carriageways	4	4
	B. Footways & Cycletracks	3	3
	C. Structures	4	4
	D. Lighting	4	4
	E. Traffic Management	3	4
	F. Land	3	3
7.	For the areas in question 6 where appropriate inventory data is not yet available, this authority is confident that plans are in place to gather this data and it will be available to fully implement the Code to the published timescales.	3	3

8. This authority has sufficient, appropriate and robust condition or age data (as appropriate) to implement the Code on the following assets.

A. Carriageways

4

4

B. Footways & Cycletracks

3

3

C. Structures

4

4

D. Lighting

4

4

E. Traffic Management

3

3

9. For the areas in question 8 where appropriate condition or age data is not yet available, this authority is confident that plans are in place to gather this data and it will be available to fully implement the Code to the published timescales.

3

3

10. This authority has a fully developed and implemented TAMP/ HAMP.

3

3

The table below provides the detailed totals for each question.

	1	2	3	4	5	Total	Total who did not answer	% with 1,2 or no answer
Q1	2	26	60	86	11	185	21	23.8%
Q2	6	24	69	74	12	185	21	24.8%
Q3	5	20	60	77	23	185	21	22.3%
Q4	7	18	27	59	74	185	21	22.3%
Q5	3	20	57	91	14	185	21	21.4%
Q6A	4	9	18	96	58	185	21	16.5%
Q6B	7	31	53	77	17	185	21	28.6%
Q6C	4	20	37	94	30	185	21	21.8%
Q6D	4	5	21	100	53	183	23	15.5%
Q6E	6	23	40	87	24	180	26	26.7%
Q6F	21	27	69	55	9	181	25	35.4%
Q7	3	20	69	77	13	182	24	22.8%
Q8A	2	14	25	87	57	185	21	18.0%
Q8B	8	46	60	54	17	185	21	36.4%
Q8C	5	18	49	83	29	184	22	21.8%
Q8D	4	14	34	97	35	184	22	19.4%
Q8E	8	26	64	64	18	180	26	29.1%
Q9	5	25	73	72	8	183	23	25.7%
Q10	9	25	70	61	19	184	22	27.2%