

Progress Update – River Tees Crossing Infrastructure

| No. | Recommendation | Responsibility | Date | Progress Update July 2017 | Assessment of Progress Categories 1 – 4 | Progress Update Dec 2017 | Assessment of Progress Categories 1 – 4 |
|-----|--|----------------|----------|--|---|---|---|
| 1. | That a robust asset management plan is developed for the bridges and structures in Stockton Borough. | S Milner | Complete | Asset Management Policy and Strategy completed and approved by cabinet member (Jan 2016). | 1 | | 1 |
| | | R Asadi | Complete | Forward plan of general and principal inspections implemented, (sense check of the GI/PI programme being undertaken by consultancy partner). | 1 | | 1 |
| | | I Raine | Nov 2017 | A detailed Highway Infrastructure Asset Management Plan (HIAMP) under development following appointment of principal engineer – asset management (Oct 16) and publication of the new Code of Practice (Nov 16) | 2 | Highway Infrastructure Asset Management Plan (HIAMP) will be completed mid Dec 17 | 2 |

| No. | Recommendation | Responsibility | Date | Progress Update July 2017 | Assessment of Progress Categories 1 – 4 | Progress Update Dec 2017 | Assessment of Progress Categories 1 – 4 |
|-----|--|----------------|----------|---|--|--|--|
| 2. | That a five year investment strategy is developed for the bridges and structures based upon the asset management plan. | I Raine | Mar 2017 | 3 year programme of schemes to be based on the general and principal inspection results and ranked on condition, investment, safety and criticality of structure. | 1 | | 1 |
| | | I Raine | Nov 2017 | Fully costed lifecycle plans for the structures assets to be developed for the DfT incentive fund. | 2 | Lifecycle Plans completed by end Nov 2017 and used to inform information contained within the HIAMP being produced under recommendation 1. | 2 |
| 3. | An appropriate level of resourcing is applied for the development and delivery of the asset management plan. | S Milner | Complete | 3 No Consultancy staff assigned to the management of structures. Principal Engineer – Asset Management appointed (Oct 16). | 1 | | 1 |
| | | I Raine | Nov 2017 | Indicative levels of financial resource will be determined by the lifecycle plans developed as part of recommendation 2. | 2 | Financial information from lifecycle plans used to inform resource implications as detailed within the HIAMP. | 1 |

| No. | Recommendation | Responsibility | Date | Progress Update July 2017 | Assessment of Progress Categories 1 – 4 | Progress Update Dec 2017 | Assessment of Progress Categories 1 – 4 |
|-----|--|-------------------|------------|---|--|---|--|
| 4. | The asset management plan ensures its delivery needs are risk based and recognises the economic significance of those assets. | R Asadi | Complete | Critical structures on key secondary route network identified and used to target the initial programme of general and principal inspections | 1 | Levels of service, performance management and monitoring included within HIAMP produced under recommendation 1. | 1 |
| | | I Raine | Nov 2017 | New Code of Practice adopts a risk based approach to the management of all highway infrastructure assets and this is to be reflected in the levels of service detailed in the asset management plan. | 2 | | |
| 5. | A review of bridges and structures with a view to disposing of, or demolishing those redundant assets if feasible and cost effective | I Raine / R Asadi | April 2019 | Review started, this will allow a list of structures (primarily on the Public Right of Way network) that no longer have any functionality to be formulated. Costed options for each asset to follow on from this. | 2 | Ongoing – investigation works have commenced as part of inspection process. | 2 |

- 1 Fully Achieved**
- 2 On Track**
- 3 Slipped**
- 4 Not Achieved**