Blackpool Council

A fair place, where aspiration and ambition are encouraged

The Future's Bright

Will Britain, *Head of Highways & Traffic Management Services*

Against the tide

- A declining network that was impossible to arrest
- no Asset Register
- no valuation
- technological disconnect
- no confidence in management reports – BVPI's ? RCI's ?
- failure to communicate effectively
- difficult to argue case for budgets
- lack of influence .

The end is nigh!

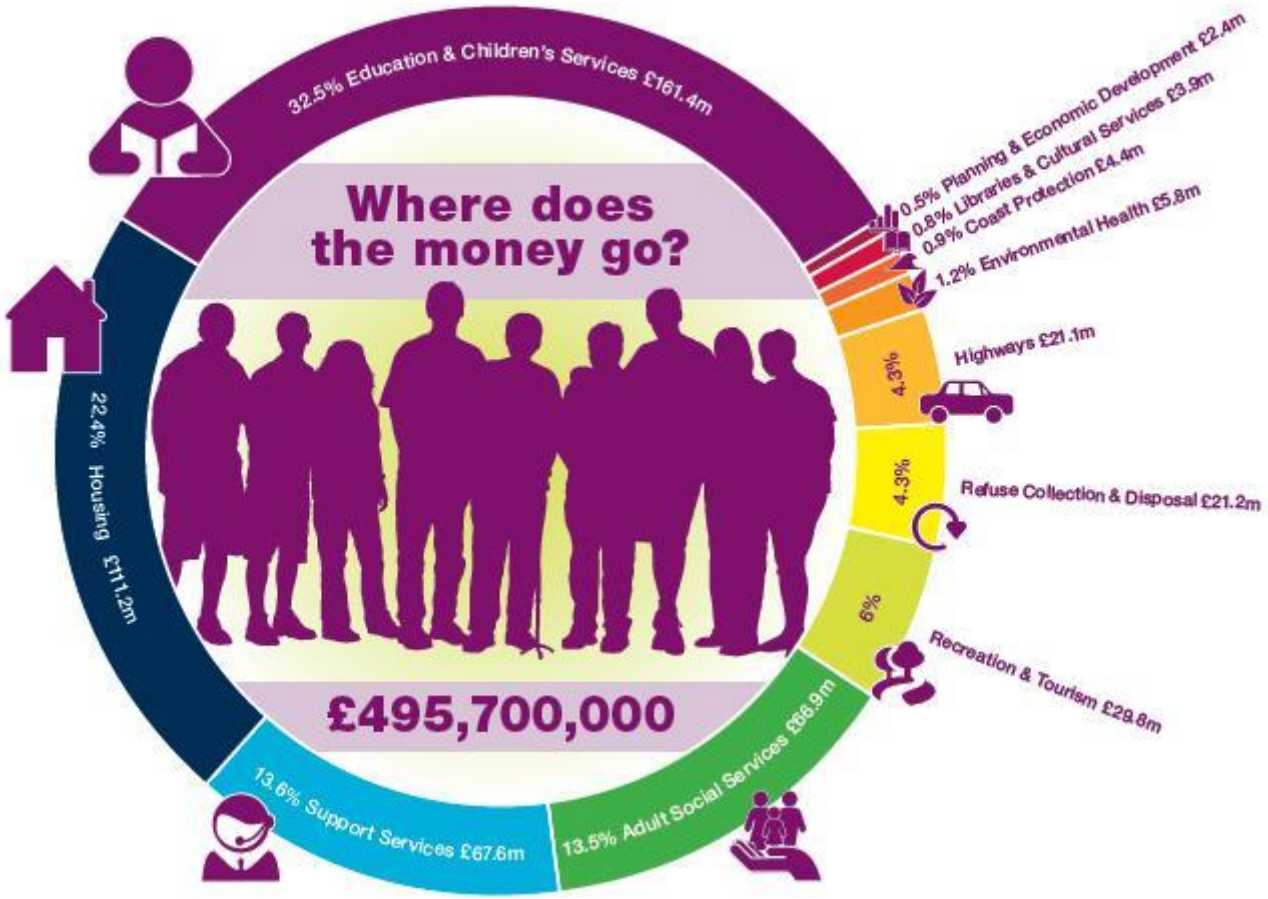
- rising public & member

  expectations

- rising compensation cl
- bad PR
- demotivate
- situatic ɔt sustainable

..it had to change.

Priorities &decision making



Conclusion

- To make any future prediction you need to know where you are today.
- Understand the condition and characteristics of your network.
- Start with the best data you can get.

KTP - Aims

THE UNIVERSITY of York

1. Extending Asset Life through Optimised Maintenance using Grid-Based Decision Support
2. To develop computerised information management and decision support systems, using geo-located condition data for better strategic/operational planning of public assets

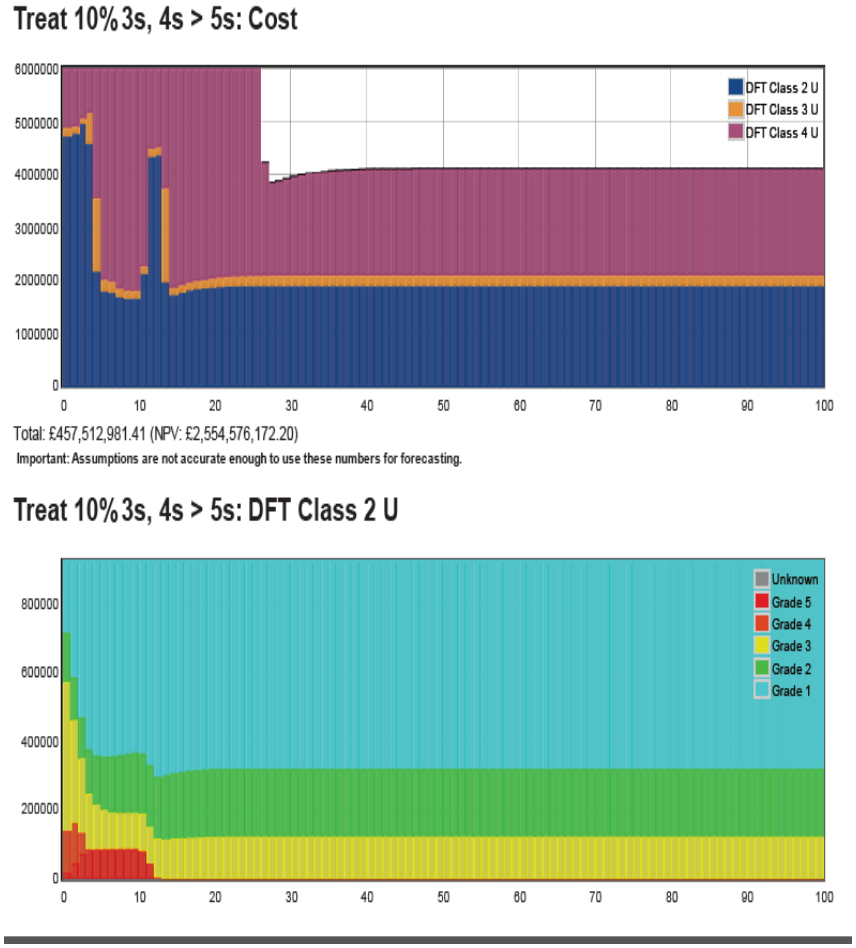
		Remaining Life			
Year	Treatment	Base	BC	SC	Cost
0	FDR	60	40	16	£100.00
1		59	39	15	
2		58	38	14	
3		57	37	13	
4		56	36	12	
5		55	35	11	
6		54	34	10	
7		53	33	9	
8		52	32	8	
9		51	31	7	
10		50	30	6	
11		49	29	5	
12		48	28	4	
13		47	27	3	
14		46	26	2	
15	ST	45	25	6	£5.00
16		44	24	5	
17		43	23	4	
18		42	22	3	
19		41	21	2	
20	SC	40	20	16	£30.00
21		39	19	15	
22		38	18	14	
23		37	17	13	

Treatment	Effect			Cost per
Name	Base	BC	SC	m2
FDR	60	40	16	£100.00
PDR		40	16	£ 50.00
SC			16	£ 30.00
ST			6	£ 5.00
end				

Life Cycle Summary	
Treatments	6
Total Cost	195
Total Useful Life	60
Annual Cost	£3.25

Capabilities

- Run various investment scenarios to determine required budget for **acceptable** service levels – cost effective long term regime
- Demonstrate the effect of under-funding
- Have robust case for prudential borrowing
- Open to scrutiny and testing.



CIHT Asset Management Award

Models

1. Deterministic – Lifecycle

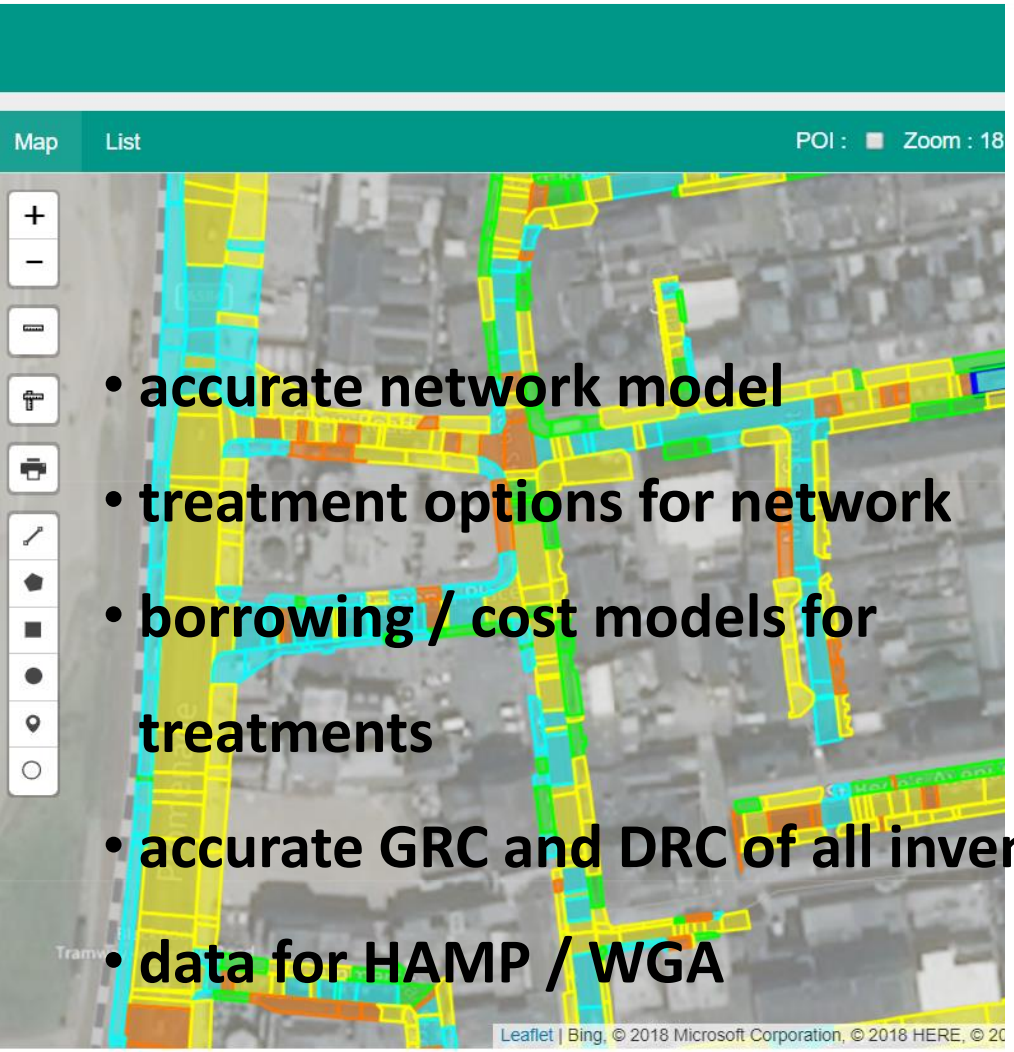
   If correct this will tell us which roads will fail and when.

   Needs accurate inputs

2. Probabilistic - Network level simulation framework

   Compare different scenarios such as; different budgets, management regimes etc.

If you always do what you've always done, then you'll always get what you always got



- accurate network model
- treatment options for network
- borrowing / cost models for treatments
- accurate GRC and DRC of all inventory
- data for HAMP / WGA

Using the Right Language

PROJECT 30
IMPROVING OUR ROADS FOR RESIDENTS AND VISITORS

- Make the case for the asset based on social impact
- Clear and easy to understand Service levels that underpin the community Goals and aspirations for the town
- **Sound business case evidenced with strong financial management information.**

Confidence

Key ingredients are:

- Accurate and detailed condition data
- Treatment History
- Accurate whole life costs
- Based on accurate treatment life spans
- Repeatable valuation based on deterioration models

Very Happy Roads !

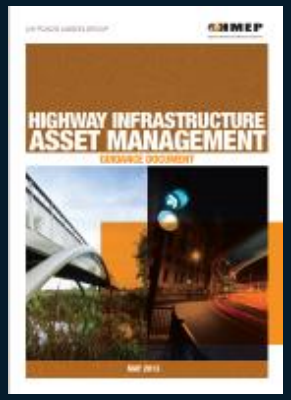
What about the future?

The future's Bright

Amber

The Future Is Amber

HMEP Annual Plan 2014/15
Improving highways efficiency
Our plan of work and priorities
HMEP

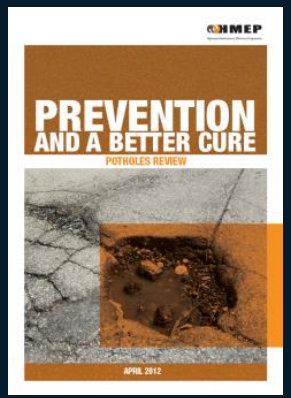

HMEP
HIGHWAY INFRASTRUCTURE ASSET MANAGEMENT

All Party Parliamentary Group on Highway Maintenance
Managing a valuable asset: improving local road condition

Blackpool Council
NHT
CASE STUDY 2013

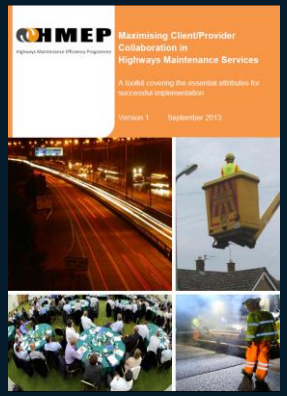
HMEP
Local Highway Authorities Collaborative Alliance Toolkit
Setting Up and Operating Collaborative Alliances for Highway Maintenance Services
Version 1 July 2012

AIA
ASPHALT INDUSTRY ALLIANCE
CASE STUDY 3
Blackpool Council
Project 30 – A new approach to highway maintenance
www.asphaltuk.org


HMEP
PREVENTION AND A BETTER CURE
POTHOLES REVIEW
APRIL 2012

NHT
Public Satisfaction Survey
Outstanding Performance Award 2014
Presented on 14th October 2014
by
Robert Goodwill, MP
to
Blackpool Council

Ordnance Survey
Local government
Savings of over £100 million predicted in Blackpool
Blackpool Council
gaist


HMEP
Maximising Client/Provider Collaboration in Highways Maintenance Services
A toolkit covering the essential attributes for successful implementation
Version 1 September 2013

htma
Highways Term Maintenance Association
Invest to Save
Benefits of early intervention for highway maintenance

VINCI
Winner
CIHT/Vinci Concessions Highway Asset Management Award
Judging Criteria
Project 30
Lafarge Tarmac, Blackpool Council and Gaist

Snapshots of Good Practice from the 2014 NHT Survey

Blackpool Council

Our Portfolio Holder Councillor Fred Jackson (Cabinet Member for Municipal Assets) commented:

"I am thoroughly delighted at Blackpool's fantastic results and we are very proud of our achievements. We need to make sure we celebrate this as it confirms our decision to use the project 30 as a vehicle to improve our asset. We are seeing tangible results that are recognised by the public."

PROJECT 30

IMPROVING OUR ROADS FOR RESIDENTS AND VISITORS

- Improve our streets for the benefit of residents
- **Arrest the accelerating decline of our network**
- Significantly reduce the amount of patching and potholes
- Significantly reduce the number and cost of tripping claims
- **Put in place programmes of planned preventative treatments.**

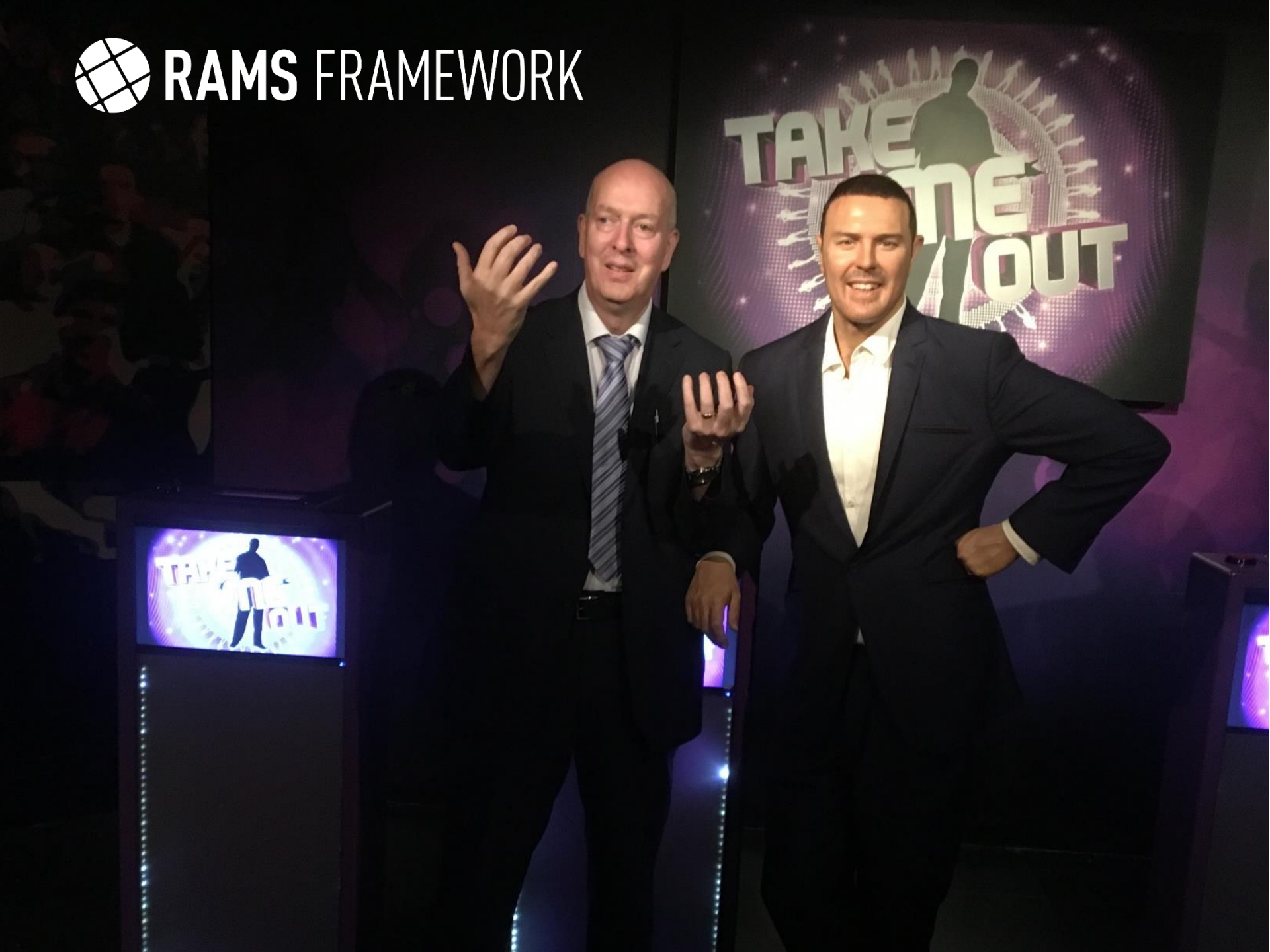
- **Make case for future funding**
- **Model and explain implications of funding levels to decision makers**
- Manage budget reductions to minimise impact upon service and asset integrity

Road Asset Management Strategy 2015 - 2035

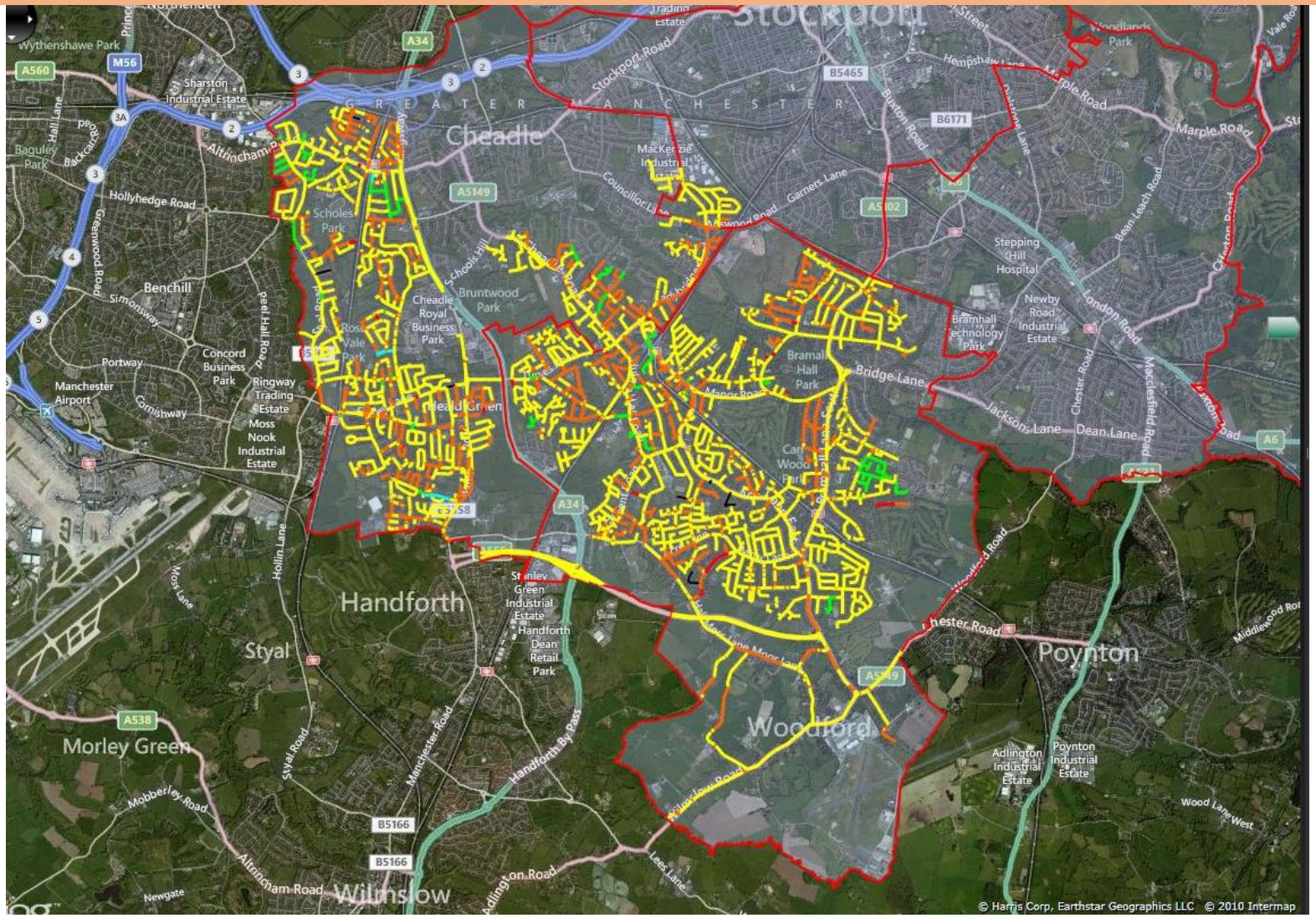
Road Asset Management Strategy 2015 - 2035

RAMS FRAMEWORK

RAMS FRAMEWORK



Stockport



Stockport
Cheadle
Handforth
Styal
Morley Green
Wilmslow
Woodford
Poynton
Bramhall Hall Park
Bridge Lane
Jacksons Lane
Dean Lane
Chester Road
Marple Road
Stockport Road
Hollyhedge Road
Benchill
Manchester Airport
Concord Business Park
Ringway Trading Estate
Moss Nook Industrial Estate
Cheadle Royal Business Park
Bruntwood Park
Stanley Green Industrial Estate
Handforth Dean Retail Park
Adlington Industrial Estate
Poynton Industrial Estate
Stepping Hill Hospital
Newby Road Industrial Estate
Bramhall Technology Park
Sharston Industrial Estate
Wythenshawe Park
Baguley Park
Altrincham Road
Manchester Road
Handforth By Pass
Adlington Road
Wood Lane West
Middlewood Road
Woodford Road
Wilmslow Road
Lees Lane
Mobberley Road
Styal Road
Hollin Lane
Moss Lane
Greenwood Road
Peel Hall Road
Simonsway
Cornishway
Hall Lane
Backcarr Road
Bean Leach Road
Macclesfield Road
Chester Road
London Road
Buxton Road
Garners Lane
Councillor Lane
Schools Hill
Bramhall Lane
Manor Road
Hempshaw Lane
Woodlands Park
Vale Road
Stockport Road
A34
A560
M56
A5149
A5102
A6
A538
B5166
B5465
B6171
B3358
A523
A5149
GREATER MANCHESTER
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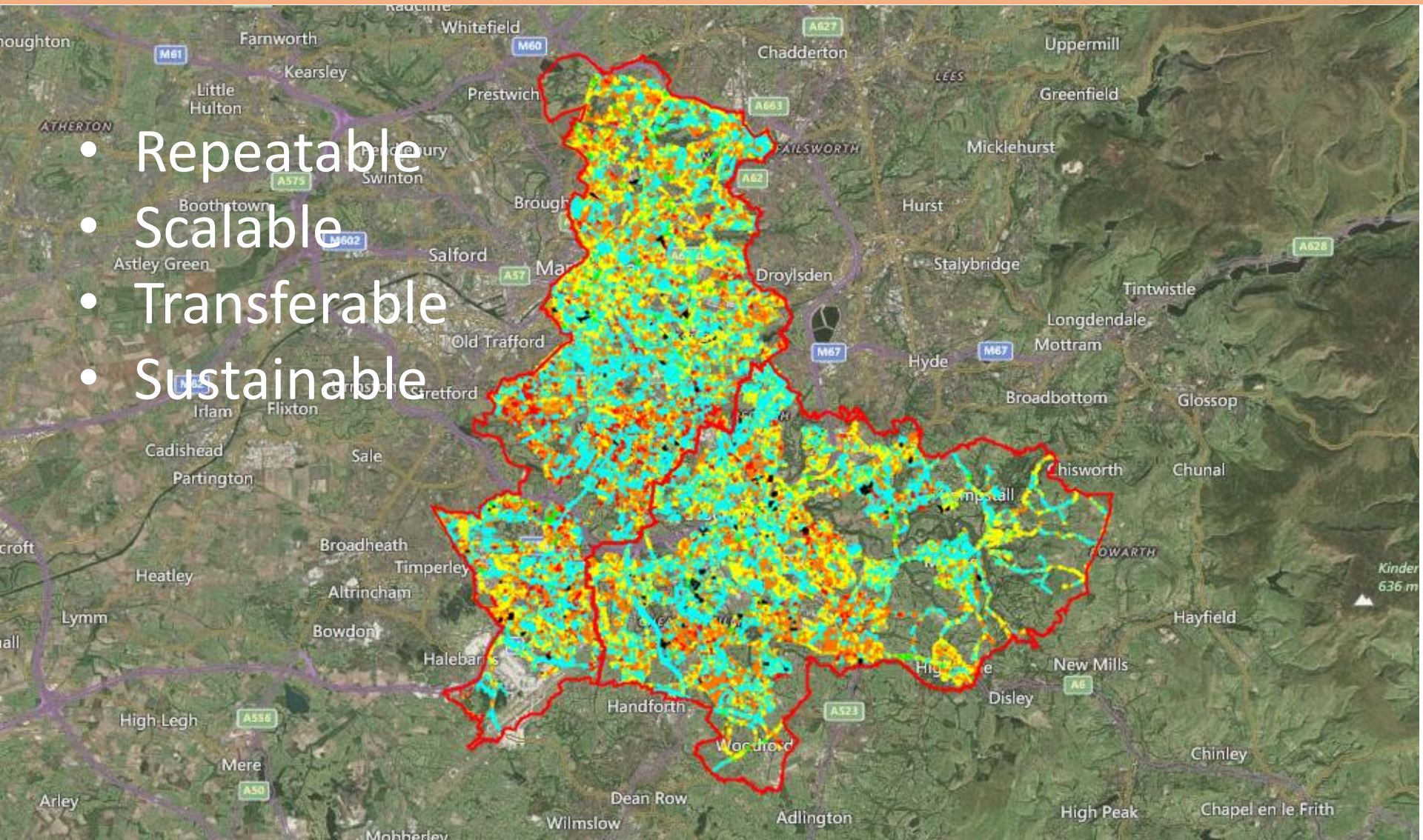
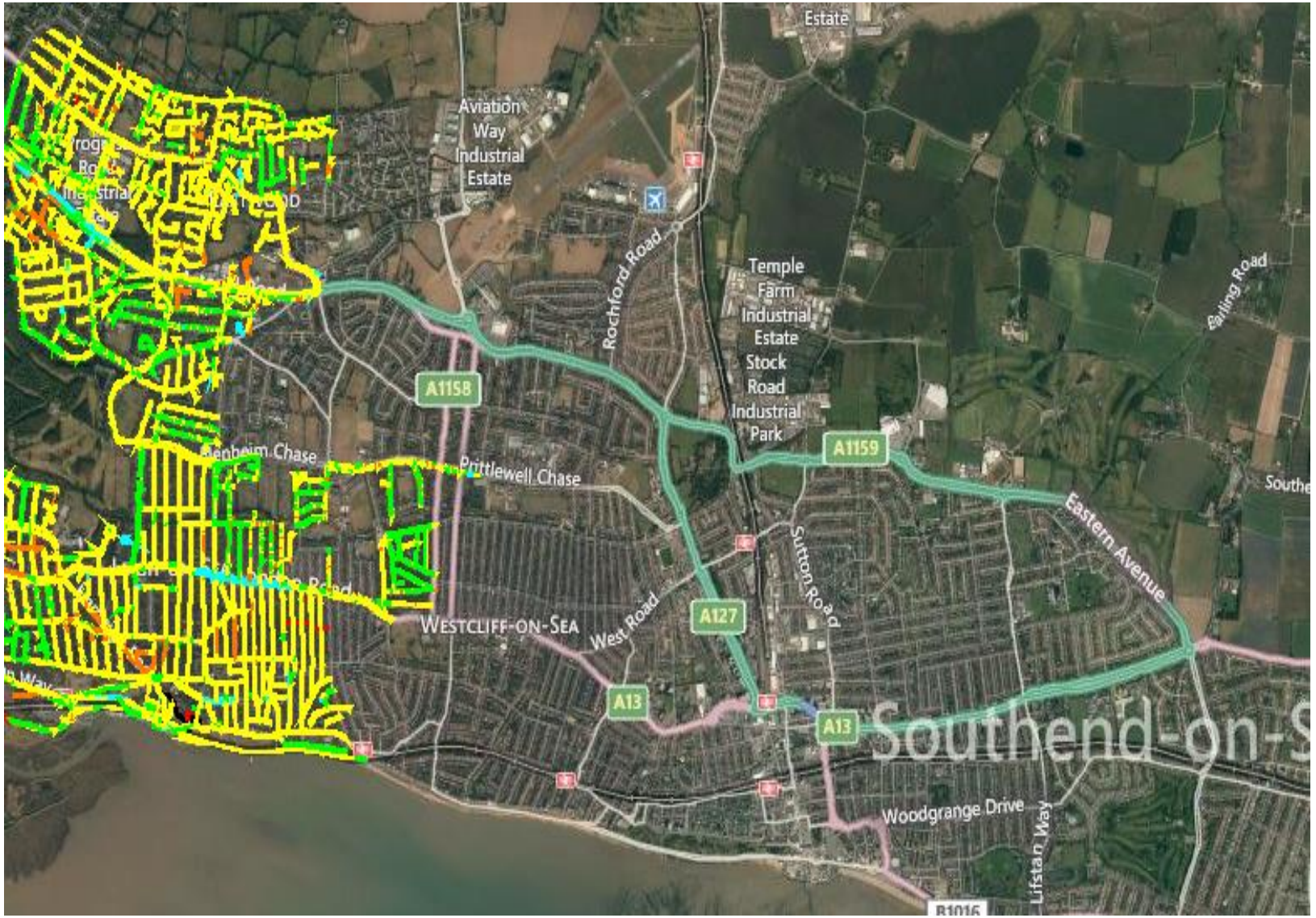
Stockport and Manchester



- Repeatable
- Scalable
- Transferable
- Sustainable

Southend on Sea



lcrig
Local Council Roads Innovation Group

Element 2 – 2009

- That authorities should seek to share learning and best practice wherever possible.
- The quality of the highways asset register is vital.
- It is essential to understand the highways network in the context of how it adds value to local residents and users.

lcrig

Local Council Roads Innovation Group

- To develop new common methodologies to understand & communicate the true state of Highways Infrastructure
- To facilitate long term robust business plans and determine the correct level of investment for today and the future.

www.lcrig.org.uk

Continuous improvement to some extent relies on Innovation

www.lcrig.org.uk

It’s not all about the funding.

www.lcrig.org.uk

It’s not about being the best
it’s about being **better than you were yesterday**

Thank you!

www.lcrig.org.uk