



**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 .



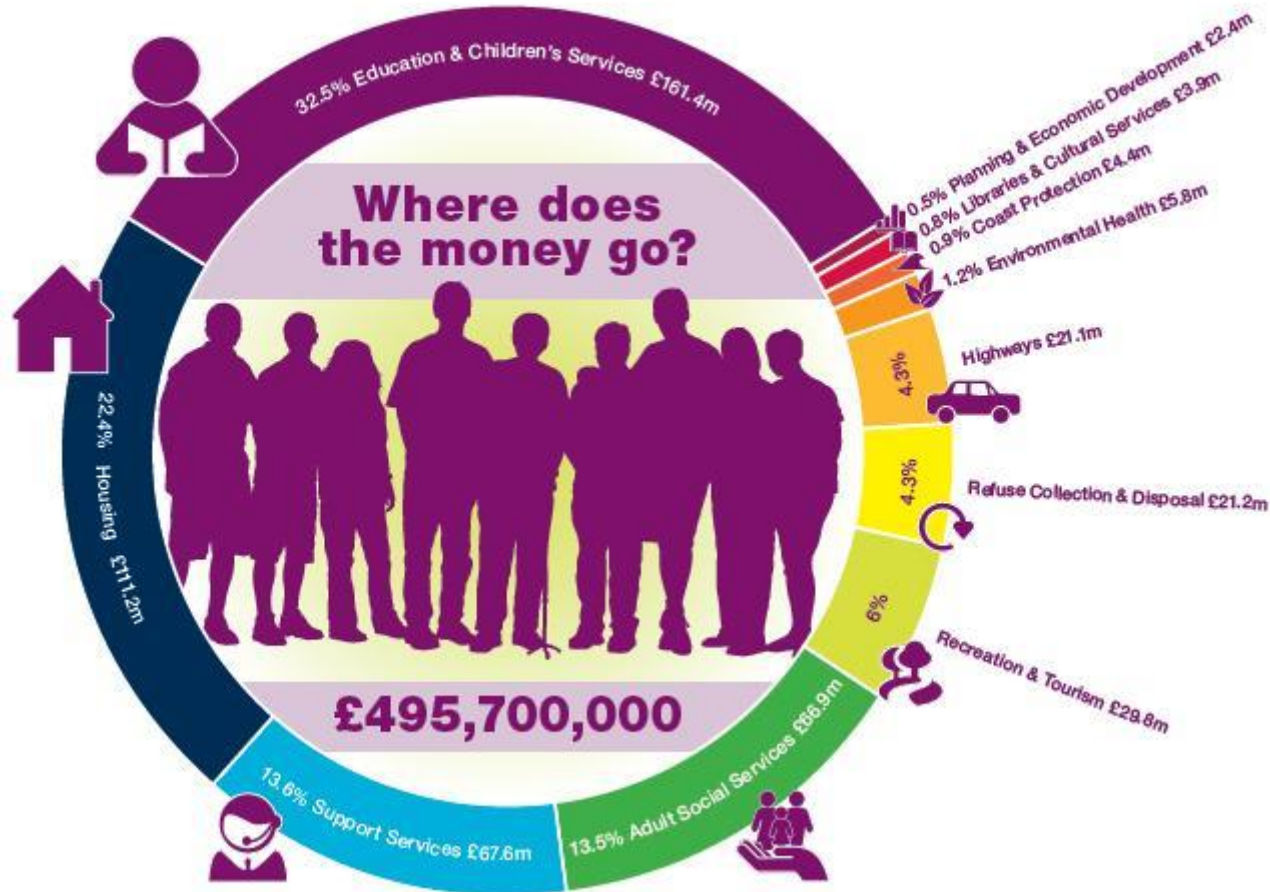
# The end is nigh!

- rising public & member expectations
- rising compensation cl-
- bad PR
- demotivate
- situatic ut 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



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

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

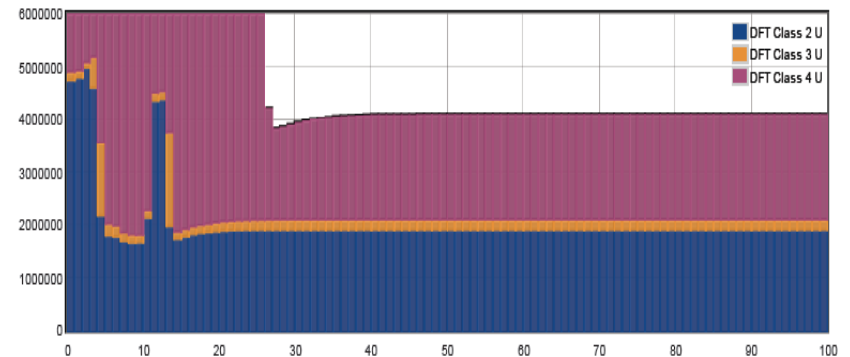
Life Cycle Summary	
Treatments	6
Total Cost	195
Total Useful Life	60
Annual Cost	£3.25



# 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.

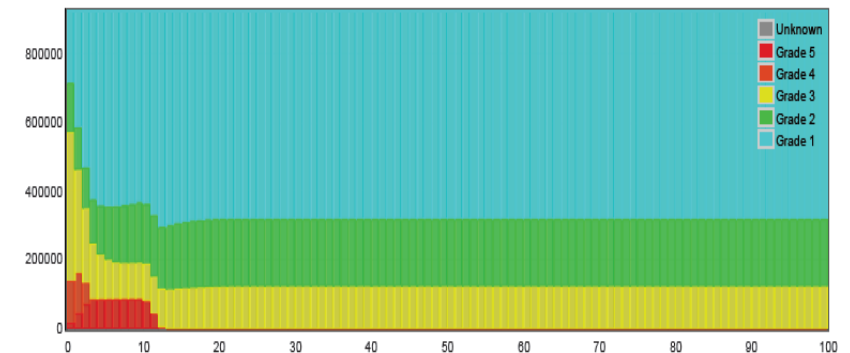
Treat 10% 3s, 4s > 5s: Cost



Total: £457,512,981.41 (NPV: £2,554,576,172.20)

Important: Assumptions are not accurate enough to use these numbers for forecasting.

Treat 10% 3s, 4s > 5s: DFT Class 2 U



# CIHT Asset Management Award



## Models

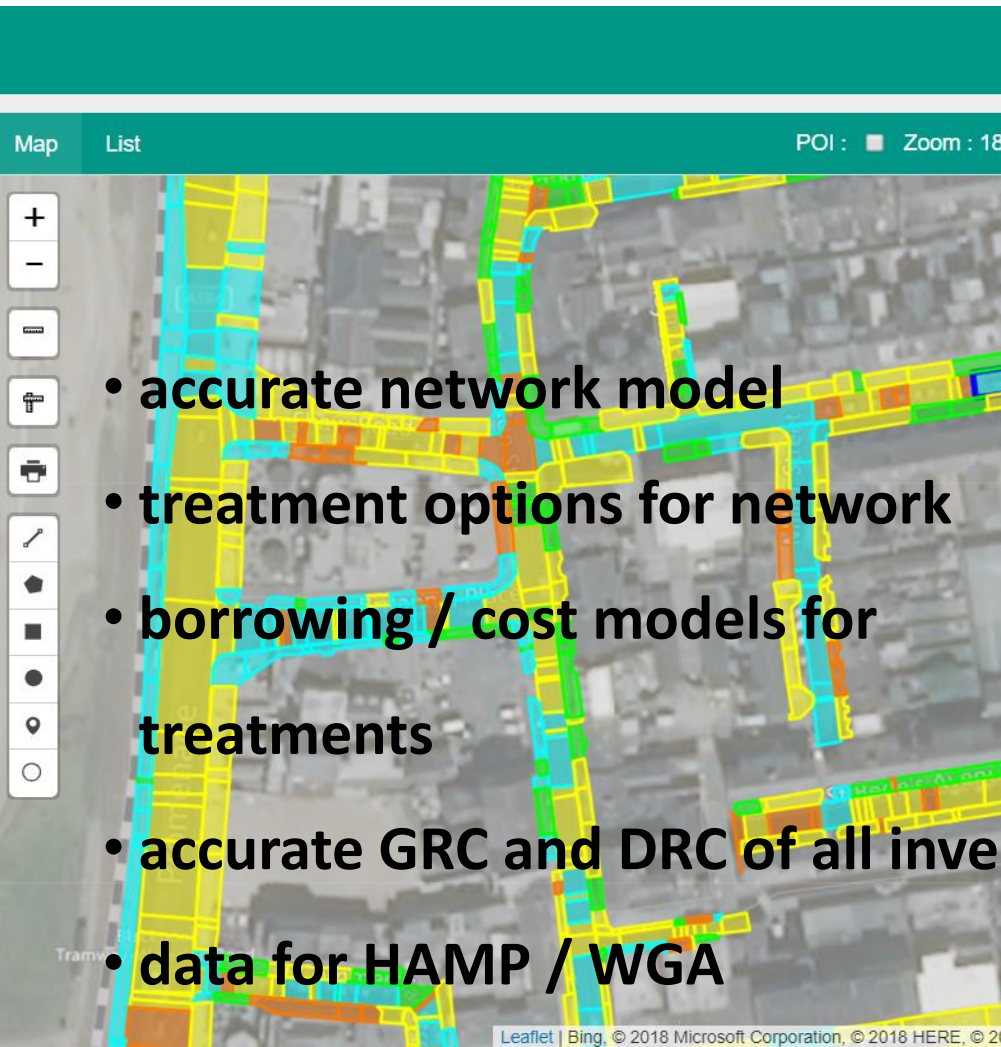
### 1. Deterministic – Lifecycle

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

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# Using the Right Language



I shall say this  
only once



- 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.**



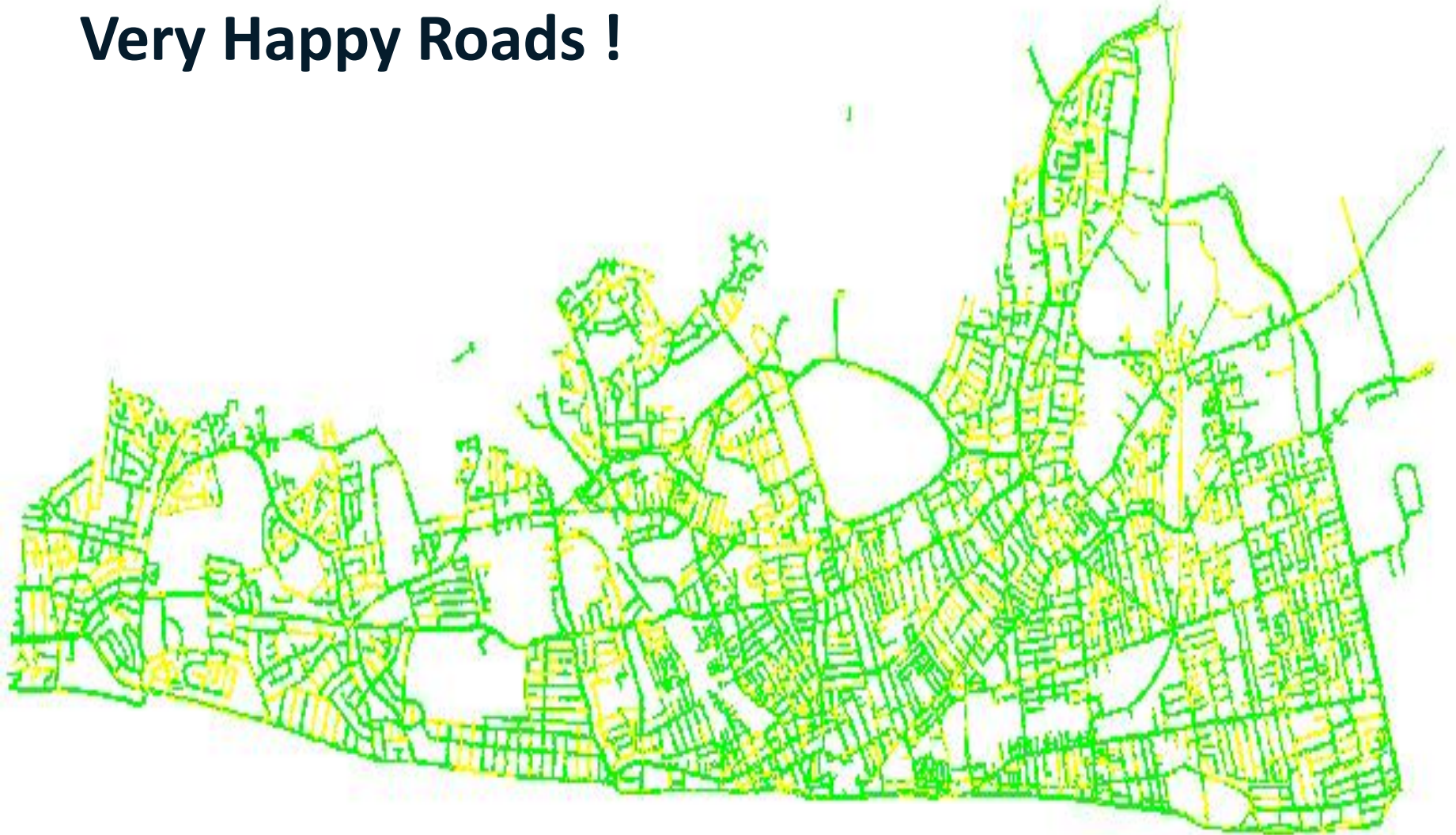


# Confidence

## 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



BLACKPOOL  
PROMOTED  
2014 CUPS  
WINNER  
GOING UP UP

HOLLOWAY'S  
TANGERINE DREAM  
Womens  
10  
CUPS



Sea Side Battery Army  
BLACKPOOL



**HMEP Annual Plan 2014/15**  
Our plan of work and priorities  
October 2013

Highways Maintenance  
Efficiency  
Effectiveness

**HIGHWAY INFRASTRUCTURE ASSET MANAGEMENT**  
EFFECTIVE DOCUMENT

October 2013

All Party Parliamentary Group  
on Highway Maintenance

**Managing a valuable asset:  
improving local road condition**

14 October 2013

**Blackpool Council NHT**  
Survey 2013

**CASE STUDY 2013**  
Blackpool Council has taken part in the NHT Public Satisfaction Survey for the last five years.

The 2013 results showed a further substantial improvement in road condition with speed and quality of travel, making Blackpool the only authority to receive the top two measurements out of 10 road condition benchmarking indicators. The additional efforts in road maintenance was accompanied by significant year on year improvements in ratings for safety and roadside management.

Score	2008	2009	2010	2011	2012	2013
Overall	8.1	8.2	8.3	8.4	8.5	8.6
Condition	8.0	8.1	8.2	8.3	8.4	8.5
Safety	8.2	8.3	8.4	8.5	8.6	8.7
Side	8.3	8.4	8.5	8.6	8.7	8.8

**NHT**  
In 2008 Blackpool Council entered the NHT. The members' attention was drawn to how the roads advanced the economic value of the town and that the highway network is the most valuable asset that the Council is responsible for. In parallel with road maintenance an investment viable cost as it provides routes for the goods and services and public transport routes. As Blackpool is the most popular seaside resort in the UK, the existing road network is extremely important for the safe return and distribution of people for the large visitor population. The 2008 NHT survey of member views was a challenge, not only as it required additional funds for the member costs, but also to be managed effectively. The Highway officers then developed a road network which encompassed the road network of the highway network to the benefit of the town and the local population. The road network was managed in a way that community centres, public, GP surgeries, post offices etc. The Highway team undertook work to improve the most important road network that the council provided. This work network was used by the members whereby road funding could be targeted to the right location at the right time. The approach was a success factor that is expected to be used by other authorities looking to benefit the town.

Blackpool Council part in the NHT public consultation survey and the members behind the scenes of the public. These views were also shared into the 2008 NHT review which led to a decision to make a major investment in the highway network which would enable the highway engineers to develop a preventive maintenance strategy.

**Local Highway Authorities Collaborative Alliance Toolkit**  
Setting Up and Operating Collaborative Alliances for Highway Maintenance Services  
Version 3, July 2012

**CASE STUDY 3 Blackpool Council**  
Project 30 - A new approach to highway maintenance

**Blackpool Council**

Requested to help them with a population of 142,000 which represented nearly 10% of the UK population, there were 10 to 12 miles of roads to be maintained and 100,000 vehicles. The roads were in poor condition and the Council's road maintenance budget was only £1.5 million. The Council's road maintenance budget was only £1.5 million. The Council's road maintenance budget was only £1.5 million. The Council's road maintenance budget was only £1.5 million.

**www.asphaltuk.org**

**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

**Blackpool Council**  
Savings of over £100 million predicted in Blackpool  
gaist

Blackpool Council has been selected as the first authority to trial the Ordnance Survey gaist system. The system is a cloud-based platform that allows local authorities to manage their assets and services more effectively. It is expected to save Blackpool Council over £100 million over the next five years.

**HMEP**  
Maximising Client/Provider Collaboration in Highway Maintenance Services  
Version 1 September 2013

**htma**  
Highways Term Maintenance Association

**Invest to Save**  
Benefits of early intervention for highway maintenance  
September 2014

**Vinci**  
**CHT/Vinci Concessions Highway Asset Management Award**

**Project 30**  
Large Trench, Blackpool Council and Gaist

Blackpool Council has been awarded the Vinci CHT/Vinci Concessions Highway Asset Management Award for its work on Project 30. The award is a recognition of the council's commitment to maintaining its highway network and the quality of its services. The award is a testament to the council's hard work and dedication to its residents.

# 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**

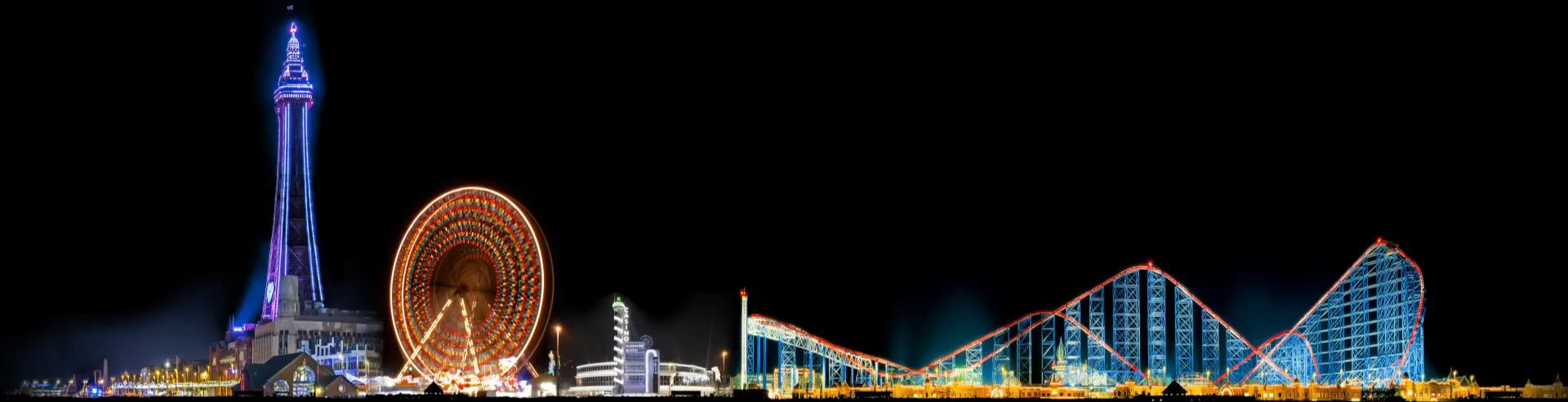


# Road Asset Management Strategy 2015 - 2035



.....for our children,  
.....and our childrens' children.

 **RAMS FRAMEWORK**



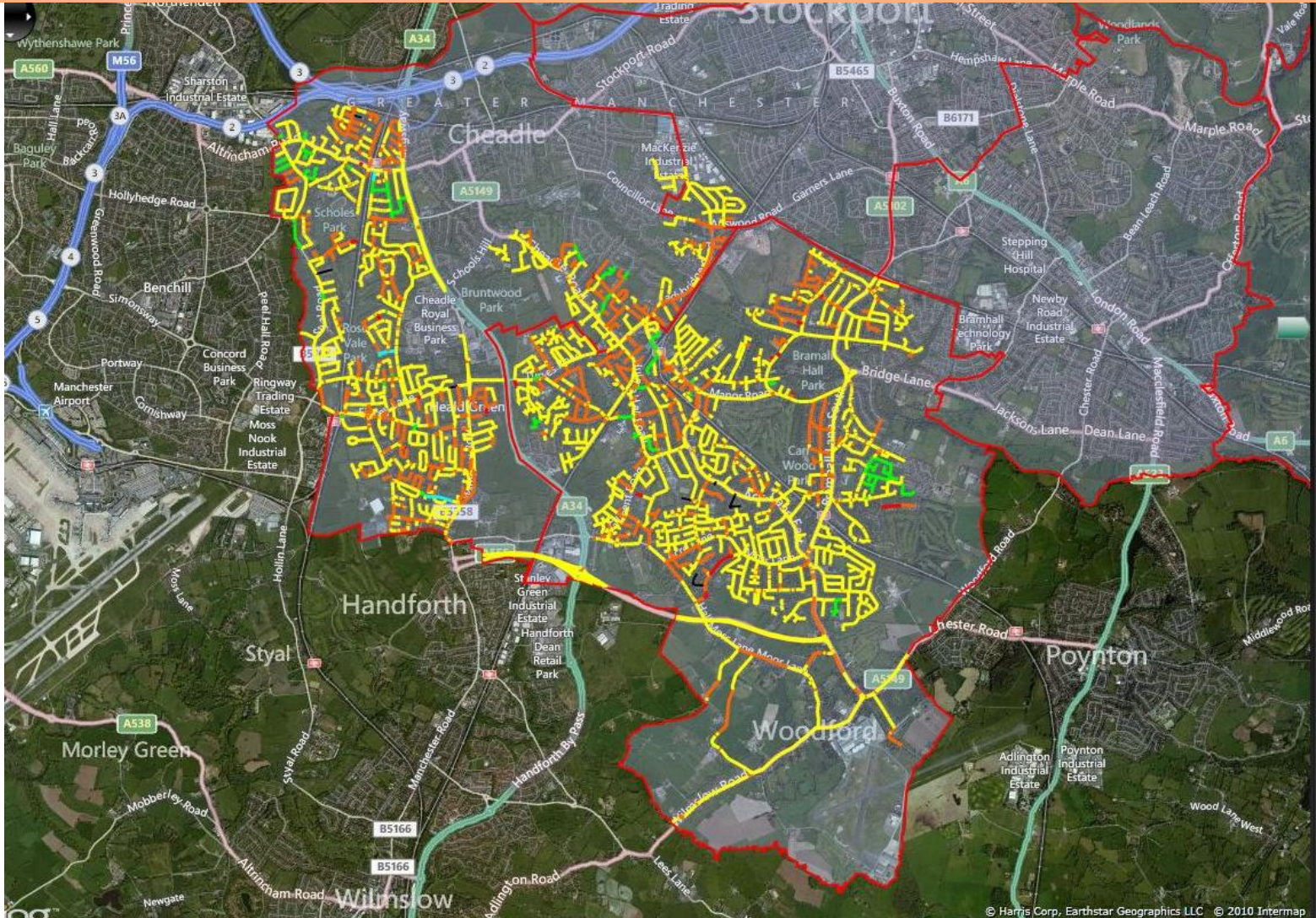
 **RAMS FRAMEWORK**

**TAKE  
TIME  
OUT**





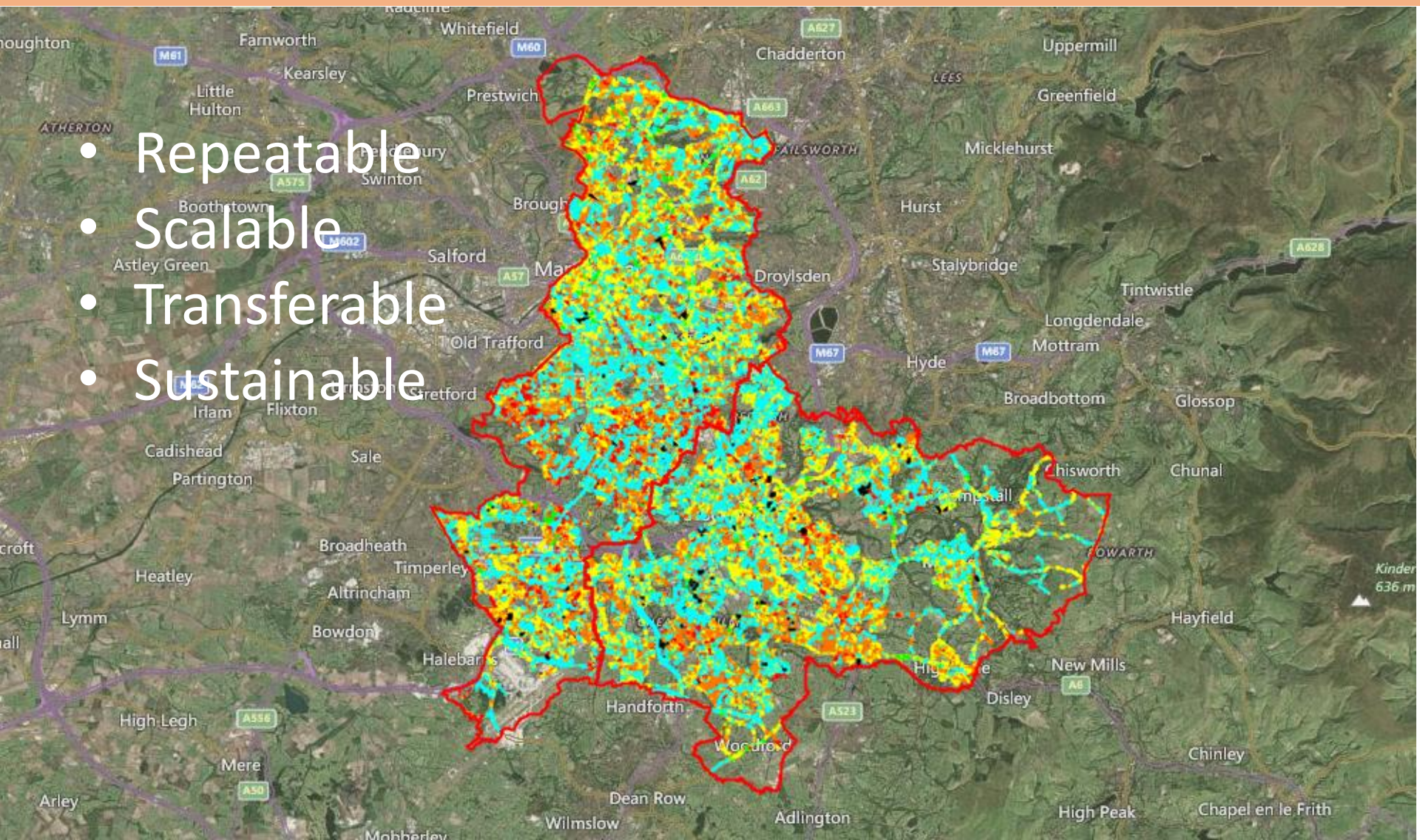
# Stockport





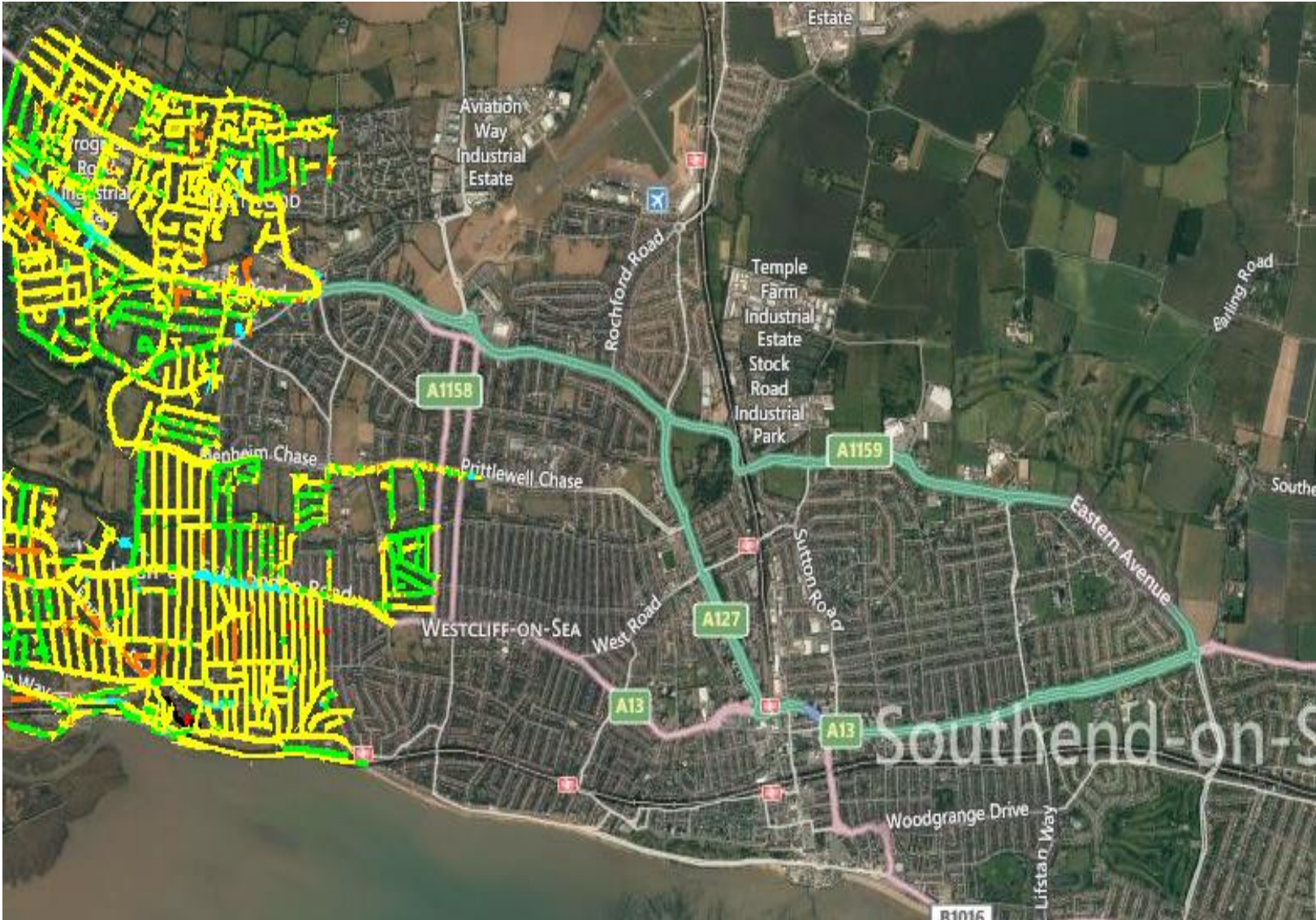
# Stockport and Manchester

- 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.





# **lcrig**

Local Council Roads  
Innovation Group

Continuous improvement to  
some extent relies on  
Innovation

[www.lcrig.org.uk](http://www.lcrig.org.uk)



# **lcrig**

Local Council Roads  
Innovation Group

It's not all about the funding.

[www.lcrig.org.uk](http://www.lcrig.org.uk)





# lcrig

Local Council Roads  
Innovation Group

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

**Thank you!**

[www.lcrig.org.uk](http://www.lcrig.org.uk)