

Asset Management - Best in Class

Becoming a Band 3 Highway Authority

CIHT North West Annual Maintenance Conference – 19 May 2016

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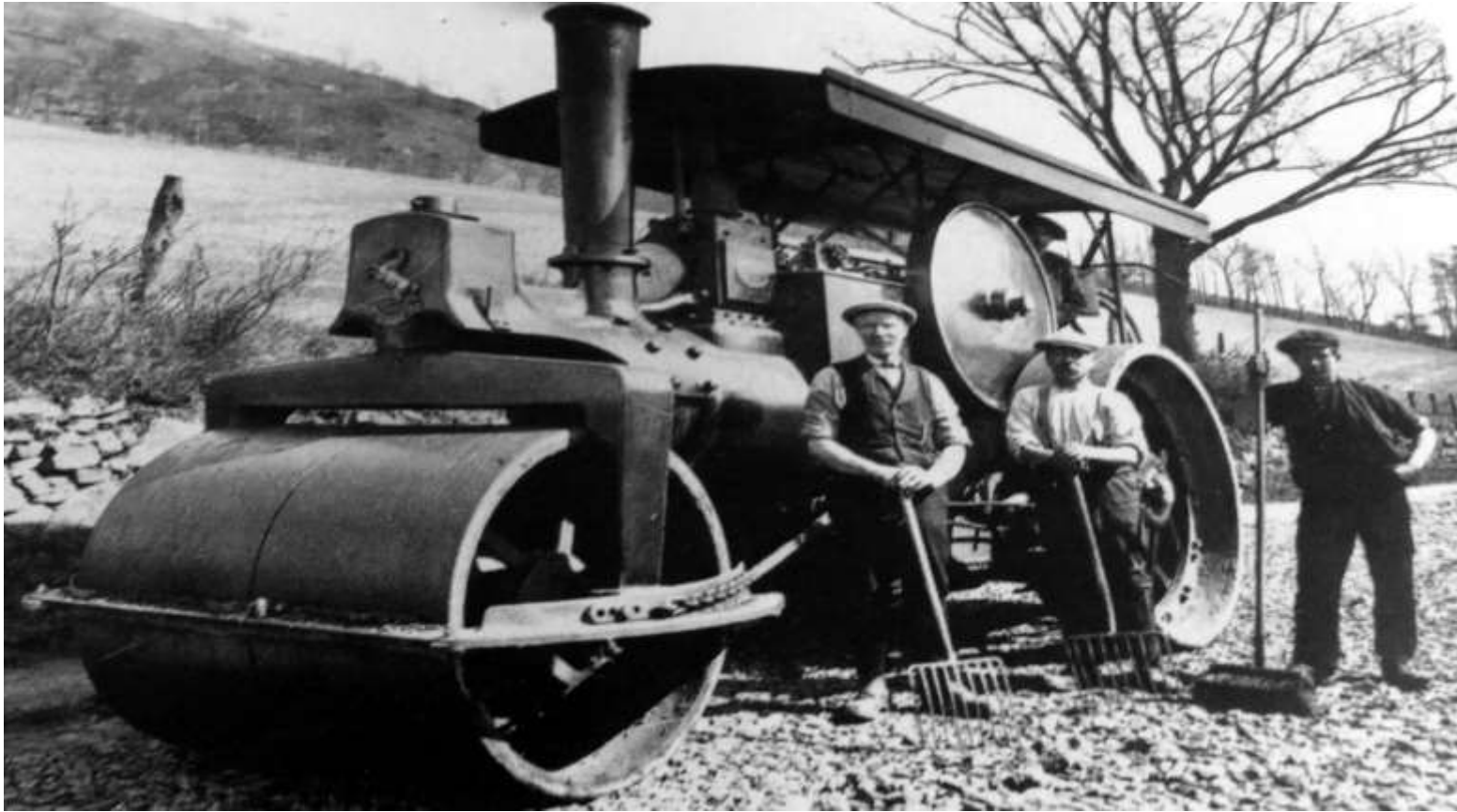
Presentation

- A little about me
- Asset management Self-assessment is here to stay.
- We all aspire to be Band 3 (financial imperative).
- So what does Band 3 mean in the respective of the 5 SaQ blocks
- Atkins are working with a number of LAs on their journey to Band 3 using our AM expertise.

Transport Infrastructure Asset Management

- We have always been under funded.
- Future funding has to be targeted to deliver best whole life costing.
- Asset Management framework approach puts building blocks in place.
- Understand need, identify where to invest, what treatment and when, accept and use feedback from asset management stakeholders.

Asset Management



Asset Management

AM Policy – Aligned highway infrastructure policy with corporate vision and objectives.

AM Strategy – Approved and being delivered.

AM Briefings – All staff have regular AM briefings and updates.

Performance Management – Comprehensive performance framework to deliver AM strategy, works programme and continuous improvement, capital funding agreed on a rolling 3 year basis.

Asset Management

Asset Data – Comprehensive set of inventory and condition data, refreshed regularly and held in the Asset Register.

Lifecycle Planning – Lifecycle planning is used for future investment scenarios and uses optimum rate of return.

Competencies – Staff AM competencies have been identified, training plan agreed and fully funded.

Risk Management – Agree risk management methodology, shared with stakeholders and links to corporate risk register.

Resilience



Resilience

Resilient Network – Methodology and resilient network developed and agreed with stakeholders.

Potholes Review – Highway service is fully compliant with the recommendations of the Potholes Review.

- 4 year funding certainty
- Balance between proactive and reactive maintenance

Highways Drainage – Management of Highways Drainage Assets recommendations have been fully adopted.

- Link data, identify hot spots and address causes of problem.
- Adopt drainage AM strategy based in information held.

Customers



Customers

Satisfaction Surveys – Feedback proactively collected, used to support investment decisions and improve service delivery. Action plans and lessons learned key to support improvements.

Feedback – Range of feedback options used, feedback part of decision making and service improvement process.

Highways Policies – Policies updated regularly, available, in plain English.

Performance Data – Shared with public regularly inviting their feedback.

Benchmarking and Efficiencies

Benchmarking and Efficiency

Benchmarking and Service Improvement Groups –

Regular attendees, proactively involved to support continuous improvement. Search out best in class.

Cashable and Non Cashable Savings – Efficiencies, identified and reported. Efficiencies are compared internally and externally.

Service Delivery



Service Delivery

Operational Service Delivery – Regular reviews using recognised challenge process, includes identifying and appraising service delivery objectives.

Collaboration – Collaborating with supply chain and aiming to achieve BSS 11000 or equivalent.

Lean Reviews – Lean or equivalent review complete, resultant output includes efficiencies and savings, further reviews are programmed

Service Delivery

Procurement Best Practice – Highways contracts use HMEP specification and conditions, service provider has satisfied recent procurement quality requirements process.

Measurable performance targets for all stakeholders, continuous improvement is the norm.

Service Review

Capital Works Programme

- Clear prioritisation criteria reflecting asset condition, and levels of service, and aligned to AM policy and strategy.
- 2 or 3 year rolling fully costed and approved multi asset works programme, which is supported by the lifecycle planning process.
- All fully funded and approved by the Executive.

Outcome

Transport Infrastructure is available for all users, is fit for purpose and its maintenance is supported by appropriate revenue and capital funding.

The gross and depreciated replacement costs are constant year on year, and performance indicators are within agreed tolerances.

The public provide feedback and comment and the service adapts and changes as part of continuous improvement



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Questions

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