

The New Code of Practice: Well Managed Highway Infrastructure

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Agenda

09:30 Introductions

09:45 The new code and its recommendations

10:45 BREAK

11:15 Relevant recommendations (Exercise)

12:00 The risk based approach

12:30 LUNCH

13:30 Service priorities (Exercise) 14:15

Creating an Implementation Plan 14:30 IHE

Risk and Liability Guidance 15:00 Next steps

15:30 Close



The New Code and its Recommendations



Why did we need to review the Codes?

- A review – not a re-write – of the current Codes:
 - Highways
 - Structures
 - Lighting
- Recommendation from the Potholes Review
- Align with and build on principles and recommendations in subsequent publications
- Codes need to reflect current practice
- Several common issues, some covered in varying ways
- More consistent style and feel for all Codes

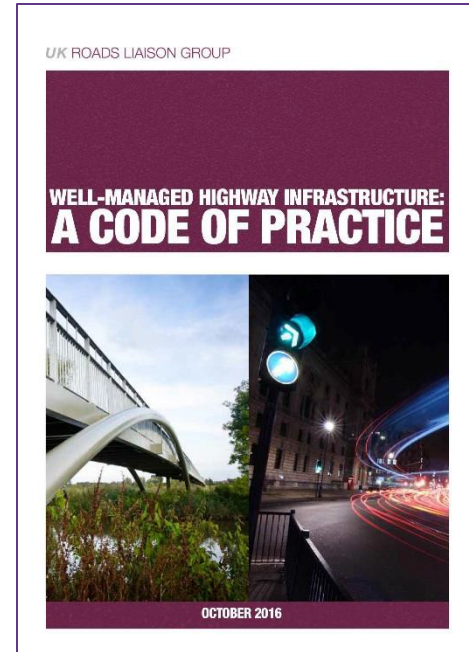
How did we undertake the review?

- The three existing Codes and their recommendations have been consolidated
- Extensive consultation on draft versions of Code
- Positive response by sector, over 900 comments received:
 - Highways, structures and lighting practitioners
 - Professional institutions
 - User groups
 - Risk, legal and insurance backgrounds
- New Code approved by Steering Group and UKRLG

Launch of the Code

- Published 28th October 2016
- Launched at ICE TAM Conference
- Freely available online via UKRLG website – electronic only
- Two year transition period
- Further launch / support activities are being considered by DfT

www.ukroadsliaisongroup.org



Why is a risk based approach needed?

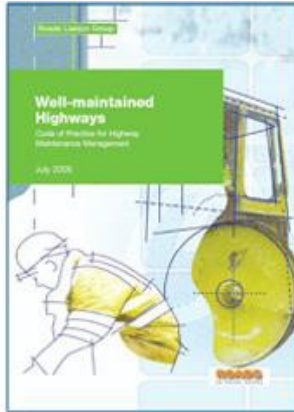
- Reflects the maturity of the sector, this is the next step
 - Reactive > Time based > condition based > risk based
- Critical linkages:
 - Risk
 - Asset management
 - Resilience
 - Funding
 - Whole of Government Accounts

What challenges and opportunities?

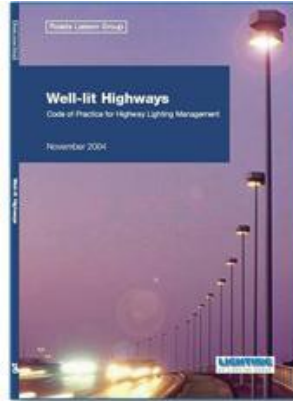
- Challenges
 - Evidence of process
 - Evidence of why this process is suitable for YOUR COUNCIL
 - Skills and competences required
- Opportunities
 - Tailored service to local requirements / priorities / needs
 - Strengthen asset management
 - Facilitates efficiencies
 - Supports the business case for service delivery

What does the new Code look like?

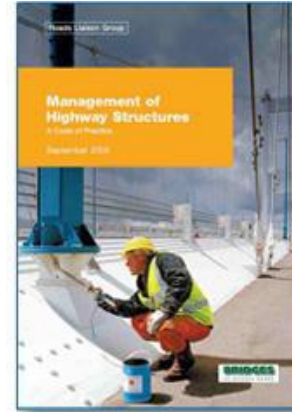
- **Previous Codes:** 222 recommendations - inconsistent with risk based approach!



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- **Revised Code:** 36 recommendations, 0 standards

New UKRLG Code of Practice - Recommendations

Strategy & Planning

- 1. Use of the Code
- 2. AM Framework*
- 3. AM Policy & Strategy*
- 6. Integrated Network
- 24. Communications
- 26. Performance Management Framework*

Asset Management Decision Making

- 28. Financial Plans
- 29. Lifecycle Plans*
- 30. Cross Asset Priorities
- 31. Works Programming*
- 32. Carbon
- 33. Consistency with Character
- 34. Heritage Assets
- 35. Environmental Impact

Lifecycle Delivery

- 13. Whole Life/Designing for Maintenance
- 22. Drainage Maintenance
- 36. Minimising Clutter

Asset Information

- 8. Information Management
- 9. Network Inventory
- 10. Asset Data Management*
- 11. Asset Management Systems*
- 12. Network Hierarchy
- 17. Condition Surveys
- 18. Management Systems & Claims

Organisation & People

- 5. Consistency with other Authorities
- 15. Competencies & Training*

Risk & Review

- 4. Engaging & Communicating with Stakeholders*
- 7. Risk Based Approach
- 14. Risk Management*
- 16. Inspections
- 19. Defect Repair
- 20. Resilient Network
- 21. Climate Change Adaption
- 23. Emergency Plans
- 25. Learning from Events
- 27. Performance Monitoring*

* Recommendation taken from the Asset Management Guidance (11 of 36).

Recommendations Exercise

So a suggested starting point for using the guidance in the new Code of Practice is to consider which of the recommendations apply to which areas of our highway services – note there will be duplications.

- 1.Strategic over-view;
- 2.Highways;
- 3.Drainage;
- 4.Structures;
- 5.Lighting;
- 6.Corporate risk/resilience, comms, performance

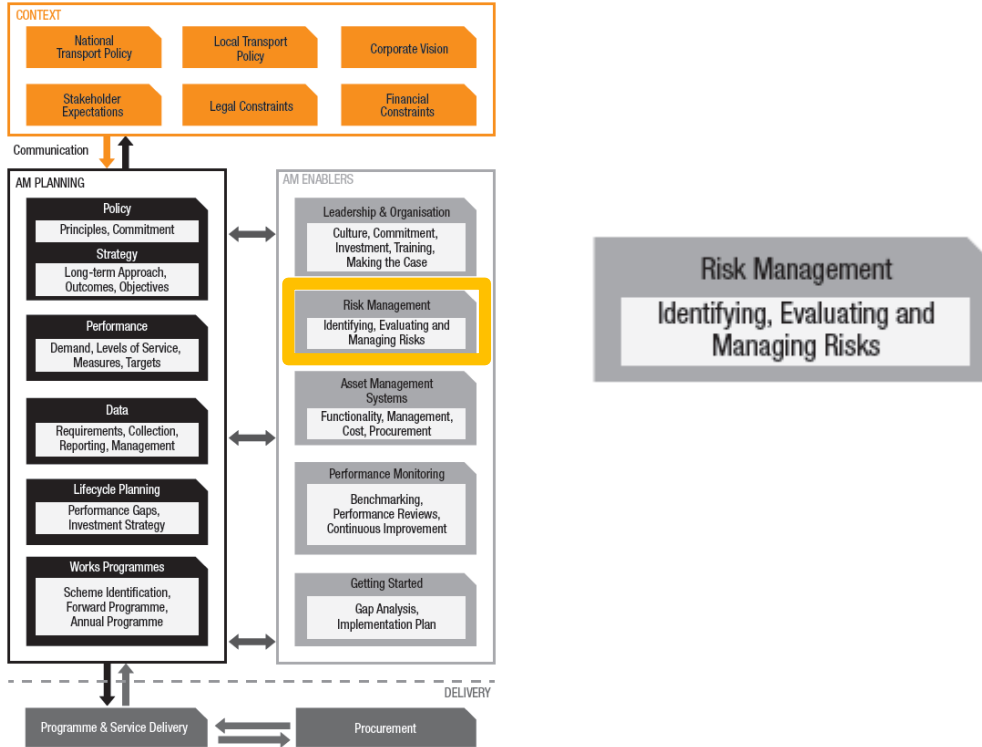
Integrating risk and resilience with asset management



Recommendation 7 – Risk Based Approach

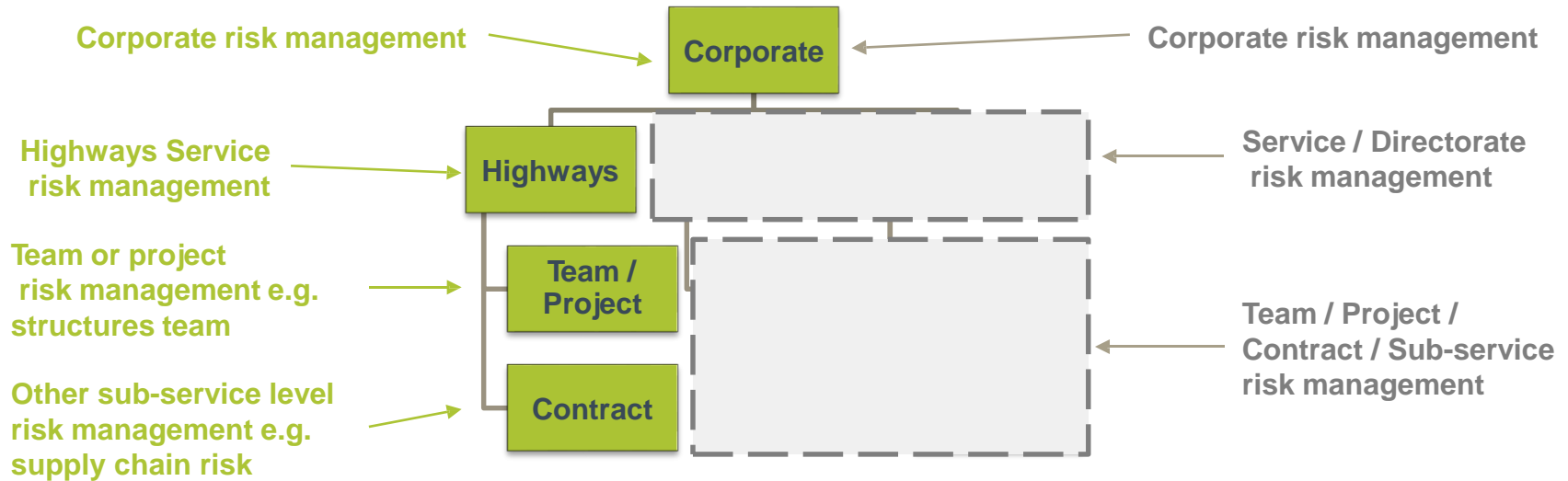
*“A risk based approach should be adopted for **all aspects** of highway infrastructure maintenance, including setting levels of service, inspections, responses, resilience, priorities and programmes.”*

RBA in Asset Management Context



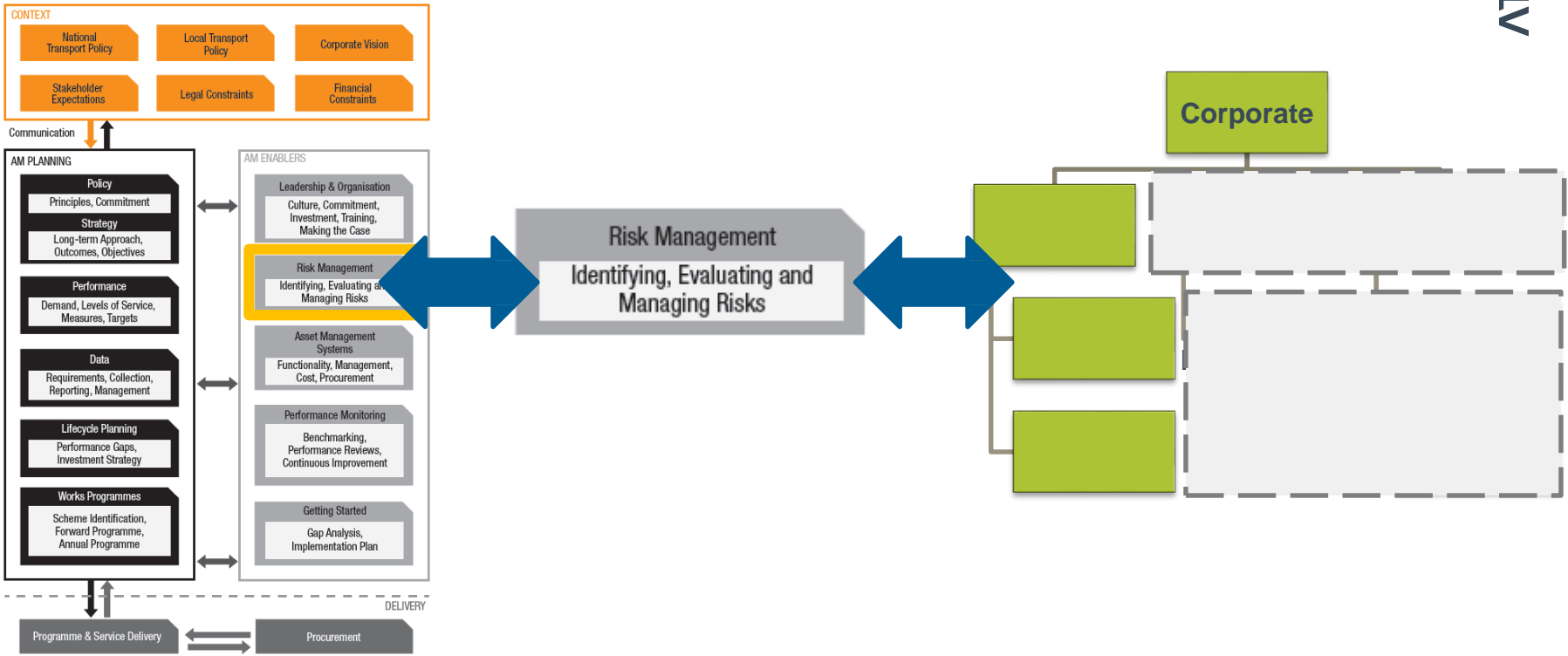
RBA in Organisational Context

Risk management should be aligned, managed by a central board or management team. Highway risks need to be coordinated and considered effectively to link into this process.



This approach will be shaped to fit each authority, their organisational structure and corporate risk management approach.

RBA in reality



Risk Perspectives – RBA in Context

Strategic

- Organisational direction & objectives
- Investment plans, corporate budgets, economic growth, Corporate Plan etc.

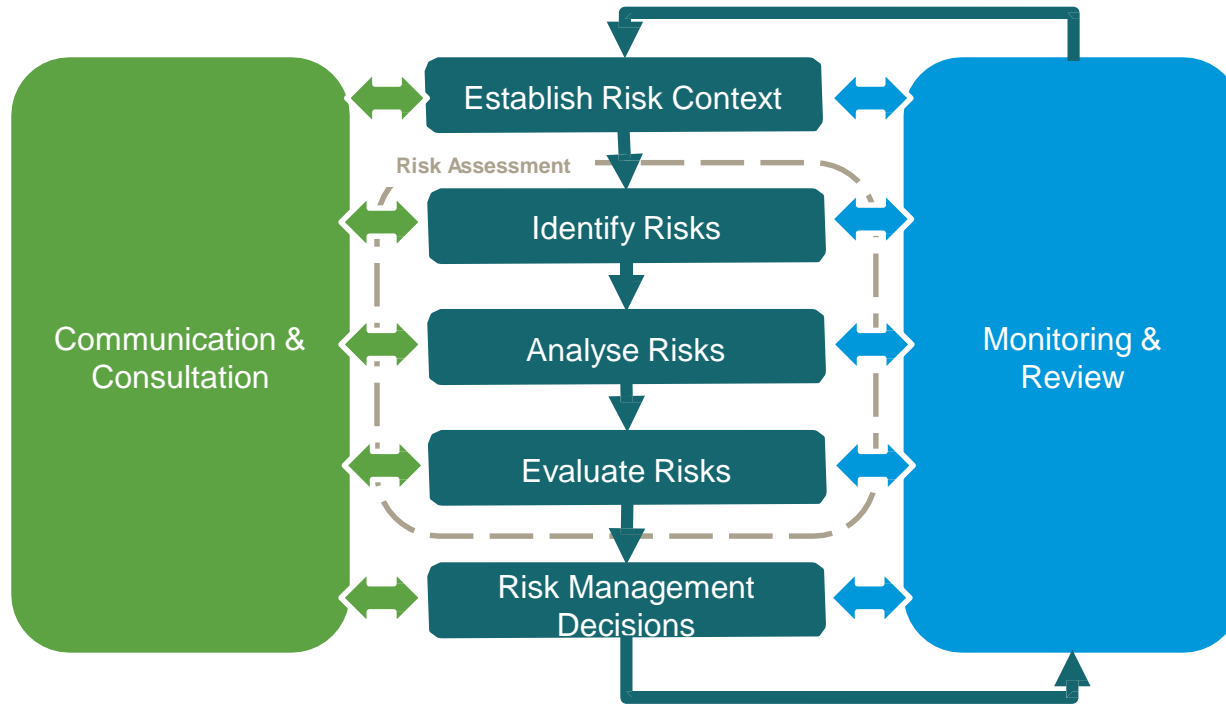
Tactical

- Strategy to action – Programmes, Projects & Organisational Change
- Service level management, service levels and projects

Operational

- Day to day operations including people, processes, information security, H&S, business continuity etc
- Team operation, service operation, business as usual

Risk Management Process



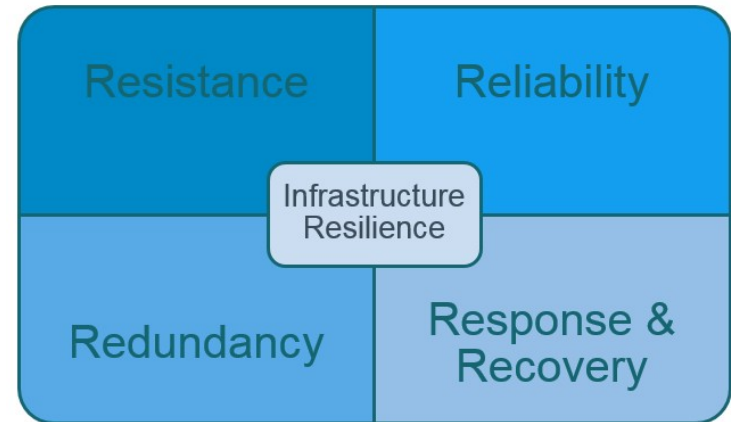
This risk management process helps to describe the flow of information and decision making points related to single risks or groups of risks, depending on your risk management approach.

Network Resilience

‘The ability of the community, services, area or infrastructure to detect, prevent, and, if necessary to withstand, handle and recover from disruptive challenges.’

Requires understanding of risk and uncertainty

- Physical resilience
- Management options
- Prioritisation – resilient network



Highlighted Risks

- Human diseases
- Flooding
- Severe space weather
- Severe weather
- Major industrial accidents
- Widespread electricity failure
- Major transport accidents
- Terrorist, malicious or criminal attacks or civil protest
- Disruptive industrial action
- Cyber security
- Severe wildfires

What are the Benefits?



Two year window to align to revised **Code of Practice**



Enabling **efficiencies** through determined value, proportionality and relevance



Tailored and **evidenced based approach**, drives ownership and accountability



Empowering authorities to deliver what they know is needed **locally**



Supporting you in **making the case**



Strengthens **asset management** approach and aligns to good practice

Thank you for attending!

Atkins Transport Asset Management | March 2017

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