

## Newsletter 11 July 2009

### **Review of UKPMS Core Functionality - update**

As reported in Newsletter No. 10 the findings of the Review of UKPMS Core Functionality project have been accepted in principle (subject to comments in writing from those who attended the two workshops during the project, and from the members of the Roads Board Advisory Group). A PDF copy of the [draft final report](#) is available on the UKPMS website on the 'Review of Core Functionality' [page](#). The PDF versions of the slides presented by Barry Cleave to the Roads Board Advisory Group on 9<sup>th</sup> July 2009 and at the Fugro 'Developments In Pavement Assessment' conference on the 14<sup>th</sup> July give an overview of the project findings. The deadline for comments (send to [ukpms@trl.co.uk](mailto:ukpms@trl.co.uk)) is 31<sup>st</sup> July 2009.

### **The Business Case – benefits**

As part of the review project, a business case for the proposed changes was requested at the second workshop. These slides show indicative costs of implementation and the likely benefits that just a minimal 1% efficiency saving would accrue. Anecdotal evidence from some UK roads authorities suggests that benefits would be very much higher than this notional 1%.

#### **Benefits from a reliable PMS**



- For capital expenditure that is targeted **1%** more "efficiently, effectively and economically" than at present
- UK saving (benefit) estimate p.a.  $\approx$  £m 17.13
- Investment (over four years)  $\approx$  £m 6.38
- Return over 10 following years  $\approx$  £m 171.3
- **Potential benefit / cost ratio  $\approx$  27**

# Pavement Condition Information Systems

(Including support for UKPMS, Visual Surveys & SCANNER)



## Benefits from a reliable PMS



- Or another way of looking at it for 1% improvement is:
- For an investment of **£5.32 p.a** per kilometre of road over 4 years (£22.26)
- A saving (or gain) of **£57.10 p.a.** Per kilometre of road over 10 years (£571.00)



*(The UKPMS Functional Review was carried out by TRL and Atkins under a separate contract from the PCIS contract)*

## UK Roads Board Advisory Group

The Roads Board Advisory Group met in Derby on Thursday 9<sup>th</sup> July. There was a very full agenda and copies of the presentations are on the UKPMS website [here](#).



## Update on progress of the PCIS support contract

Barry Cleave reported progress – we are approximately one third of the way through the contract, and well into the 'evolution' phase.

With the delivery of the draft UKPMS Functional Review report and acceptance in principle by the Roads Board (subject to comment as previously noted) the Transition phase is in sight!



## **Review of UKPMS core functionality**

Barry went on to present the conclusions and recommendations of the review of UKPMS core functionality (carried out by TRL and Atkins under a separate contract).

## **Highways Asset Management Financial Information**

Pam Williams described the work of HAMFIG (see PCIS Newsletter 9 – May 2009) and on preparing the new CIPFA code, which is due to be issued for formal consultation in October 2009.

HAMFIG papers, workshop presentations, local authority data and informal consultation material are available on the HAMFIG website at [www.leics.gov.uk/amp](http://www.leics.gov.uk/amp)

Information about the CIPFA report and the Implementation Steering Group papers are available on the CIPFA website at [www.cipfa.org.uk/pt/infrastructure](http://www.cipfa.org.uk/pt/infrastructure)

Ro Cartwright described the proposed approach to evaluating the depreciation of paved assets (Carriageways, footways and cycle tracks), and the timetable for implementing it through UKPMS.

## **Asset Management Planning – Quickstart Guidance**

Paul Boss described the Quickstart Guidance Notes that have been prepared by the Asset Management Working Group. Four documents were published in June 2009 and are available on the UK Roads Liaison Group website at [http://www.ukroadsliasongroup.org/liaison/asset\\_management.htm](http://www.ukroadsliasongroup.org/liaison/asset_management.htm)

- 'Getting started' sets out a practical means of getting started with asset management, identifying the steps that should be taken to progress and the order to address them.
- 'Risk assessment' is intended to assist authorities that have not yet commenced this aspect of asset management planning but are familiar with the principles of managing risk and may have applied risk management techniques in other parts of their business.
- 'Levels of service' has been produced in order to assist local highway authorities in defining and implementing Levels of Service for their road networks.
- 'Life cycle planning' forms a key part of an Authority's Highways Asset Management Plan (HAMP). It requires several fundamental asset management activities to have been carried out and considerable asset knowledge to have been established. Without this knowledge, lifecycle plans will not target the effective maintenance and renewal of assets, leading to premature maintenance or deterioration.

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## Reporting carriageway condition – SCANNER RCI

Phil Woodhouse reported concerns expressed by West Midlands authorities. The change from the original SCANNER RCI, (used to report BV223e and BV224a in 2006 and 2007), to the revised SCANNER RCI, used to report BVPI in 2008 and the new NI168 and NI169 this year, had led to a significant reduction in the percentage length of roads in the 'red' condition. Engineers found it hard to reconcile the values with their experience of road condition, and even harder to explain why the condition appeared to have improved so dramatically over the past 4 years.



TRL had investigated the results under the SCANNER QA contract. Part of the reduction in the PI is due to the way in which ride quality is included in the RCI – in response to local authority views it was given much less weighting in the revised RCI. There also appeared to be a problem with under-reporting of cracking, which explained part of the reduction.

Birmingham had carried out a sample comparison between SCANNER and driven CVI surveys, which suggested that on their sites, the SCANNER RCI did not include measures comparable with CVI surface deterioration and CVI wearing course deterioration.

These concerns have been discussed in the CSS / TAG Highway Management Group and the Roads Board, and the revised SCANNER RCI will be used for reporting this year (2009) and next year(2010). TRL is working with the survey contractors to improve the reliability of cracking measures and will be investigating the possible use of texture variability measurements to identify surface deterioration as part of the PCIS support contract.



## **miniSCANNER final report**

Alex Wright announced that the final report of a study into 'Smaller, quicker, cheaper automated carriageway surveys' carried out by TRL, Halcrow and Chris Britton Consultants had been published as TRL PPR 290. An electronic copy is available to download (free of charge) from the TRL on line store at [http://www.trl.co.uk/online\\_store/reports\\_publications/latest\\_publications/](http://www.trl.co.uk/online_store/reports_publications/latest_publications/)

## **National reporting of Road Condition data**

Alex Wright described a new contract awarded by the DfT to TRL to develop a national road condition database. TRL had carried out a pilot project in 2008 to develop the concept and test the proposed method. The current contract is to develop the database and populate it with road condition data from the past 3 years, obtained directly from the SCANNER survey contractors, and is due to be completed by December 2009.

The National Road Condition Database will NOT be a Pavement Management System, nor is it an Asset management System. It will simply be a statistical database, enabling the DfT to investigate the data, report national statistics, and view the data and the results using GIS.

TRL will also be supporting the two 'task and finish' groups responsible for advising on the development of national reporting to replace NRMCS on classified roads, and on the development of methods of reporting the condition of unclassified roads.

## **UK Roads Board Regional Seminars**

Andrew Gallagher explained that the purpose and objective of the regional seminars is to spread knowledge and understanding of Pavement Condition Information Systems within local authorities and their service providers (see PCIS Newsletter 10 – June 2009).

RBAG discussed the relationship between these seminars and the CIPFA / HAMFIG Workshops, and agreed that the PCIS seminars should focus on the practical applications of PCIS.

The response to the announcement of the seminars made in Newsletter 10 has been very positive, with a high level of interest being shown for all events, but there are still places available. If you want to attend (free of charge) please send your contact details to [ukpms@trl.co.uk](mailto:ukpms@trl.co.uk) and we will arrange for an invitation to be sent. In the event of capacity being limited, local authorities may be restricted to a maximum of 2 persons at any one event.

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## **RBAG terms of reference and work plan**

The revised terms of reference were approved, a copy will be posted on the UKPMS website.

An outline work plan for the next two years was presented and briefly discussed. It will be developed with the UK Roads Board and the chairs of the technical groups, and RBAG members will be invited to comment before the next RBAG meeting, on 30<sup>th</sup> September, 2009.

## **Contact details**

You are welcome to pass a copy of this bulletin on to anyone else who may be interested in the subject.

If you wish to be added to the circulation list for future newsletters, please email your details to us at [newsletter@ukpms.com](mailto:newsletter@ukpms.com).

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