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UK Roads Board
Vision and Strategic Objectives
17th March 2009

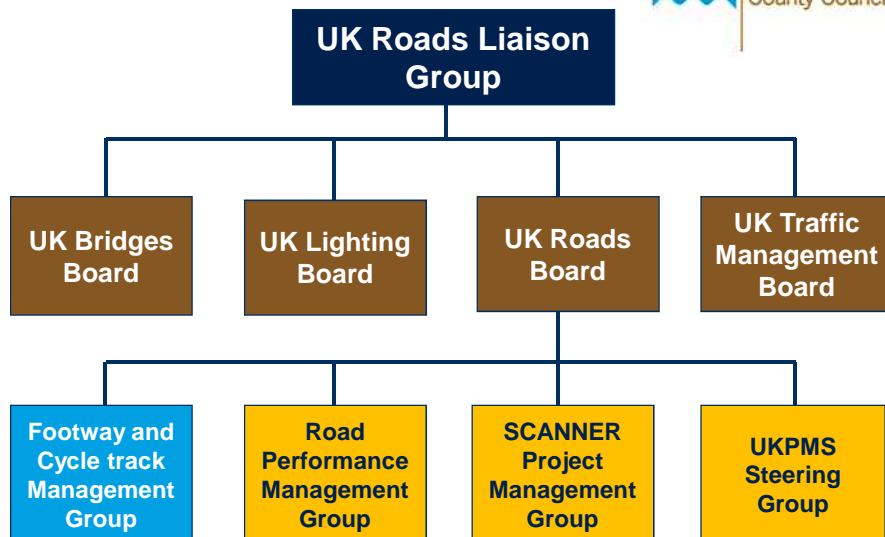
Chris Capps

UK Roads Board

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Strategic objectives

- ◆ Develop and promulgate best practice
 - ◆ On technical, financial, administrative and operational matters;
 - ◆ Relating to sustainable construction, maintenance, availability, safety and use;
 - ◆ Of carriageway, footway and cycleway structures;
 - ◆ Taking account of differences between four UK countries and urban and rural areas



Strategic priorities (1)

- ◆ Safety
 - ◆ Health and safety of the workforce
- ◆ Accessibility
 - ◆ Transport asset management plans
 - ◆ Footways and cycleways
- ◆ Congestion
 - ◆ Promulgating best practice

Strategic priorities (2)

- ◆ Environment
 - ◆ Sustainability
- ◆ Economy
 - ◆ Highway condition
 - ◆ Highway performance management
 - ◆ Training and development
- ◆ Efficiency
 - ◆ Financial requirements
 - ◆ Pavement management systems

Strategic workshop Sept 2008

- ◆ What group or groups are needed to guide the new UKPMS and SCANNER support contract? (**Leadership**)
- ◆ How should they report to the UK Roads Board and the DfT? (**Governance**)
- ◆ How should they relate to, or link with, other groups? (**Liaison**)
- ◆ Where are UKPMS and SCANNER now, and where they should be going? (**Strategic direction and vision**)

Strategic direction

- ◆ The UK Roads Board's overall strategic objective is:
“to support an integrated asset management approach that encompasses all highway assets including carriageways, footways, structures and lighting”

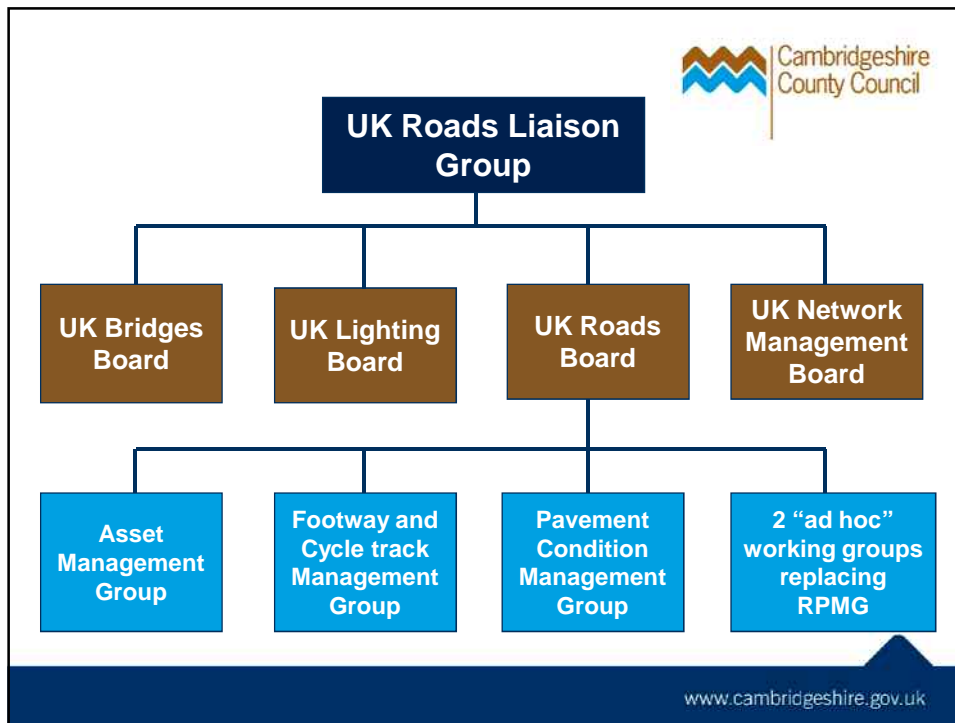
Vision for the future

“UKPMS and SCANNER become the pavement condition information tools that highway authorities throughout the UK use to support the delivery of their transport services on local roads, through an integrated asset management approach.”

“UKPMS and SCANNER become engines for providing pavement condition information into Transport Asset Management Plans”

Leadership and governance

- ◆ Implementation by a compact project steering group
 - ◆ Direct and manage the PCIS contract to deliver the vision, chaired by Chris Capps
 - ◆ Including local highway authority representatives from England, Scotland, Wales and Northern Ireland, and of the DfT.

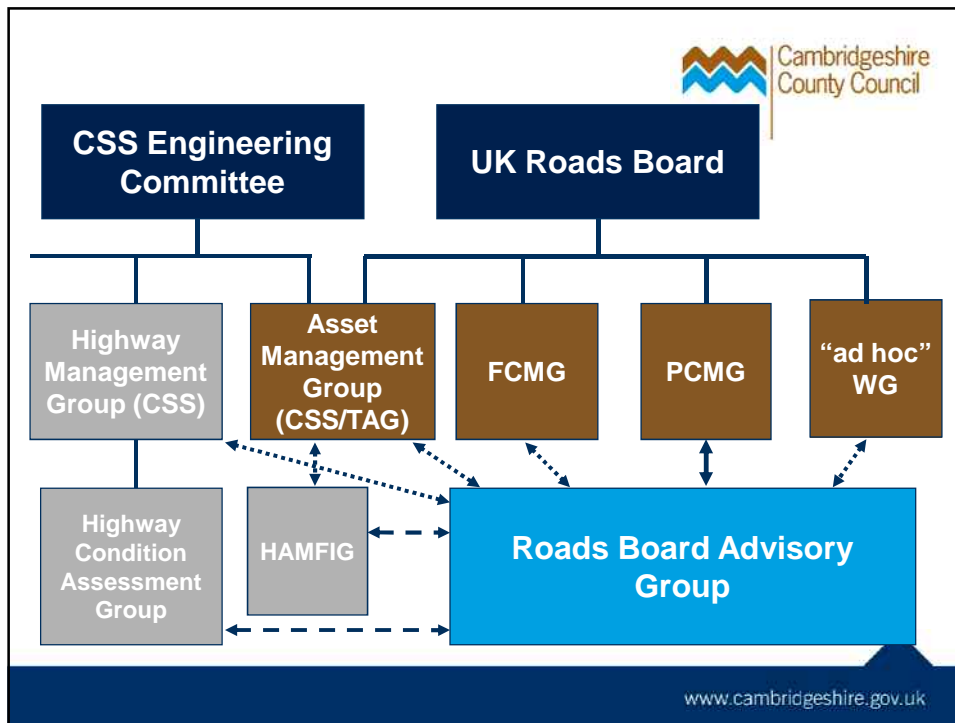


Advisory group

- ◆ A new, larger advisory group, which would advise ALL the Roads Board's technical groups
- ◆ Local highway authority, national government AND industry representatives
- ◆ "Attending" members and "Corresponding" members

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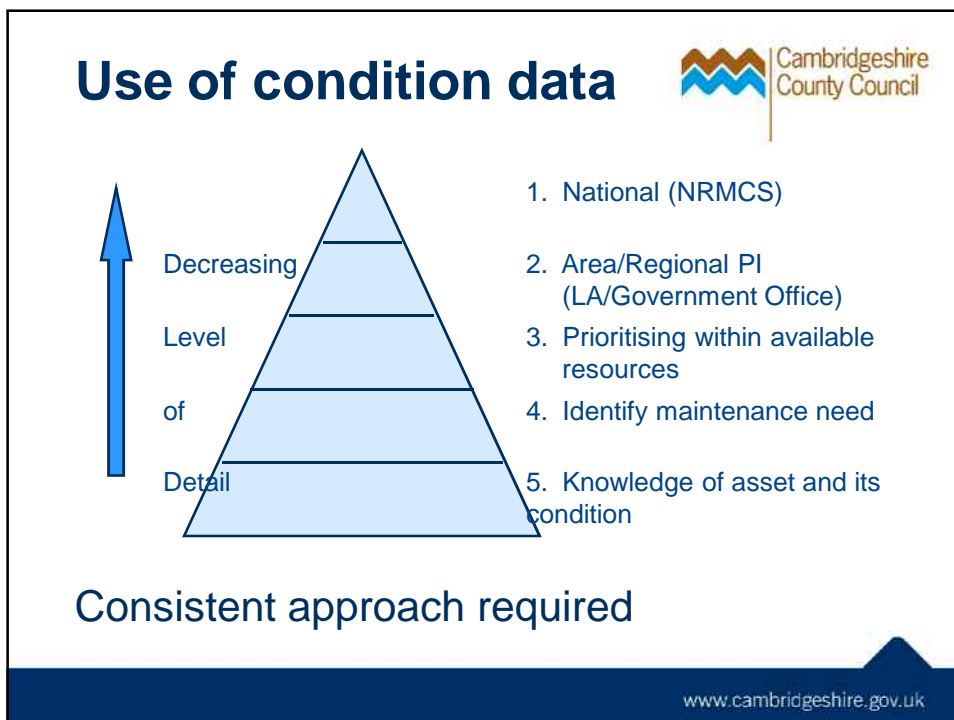
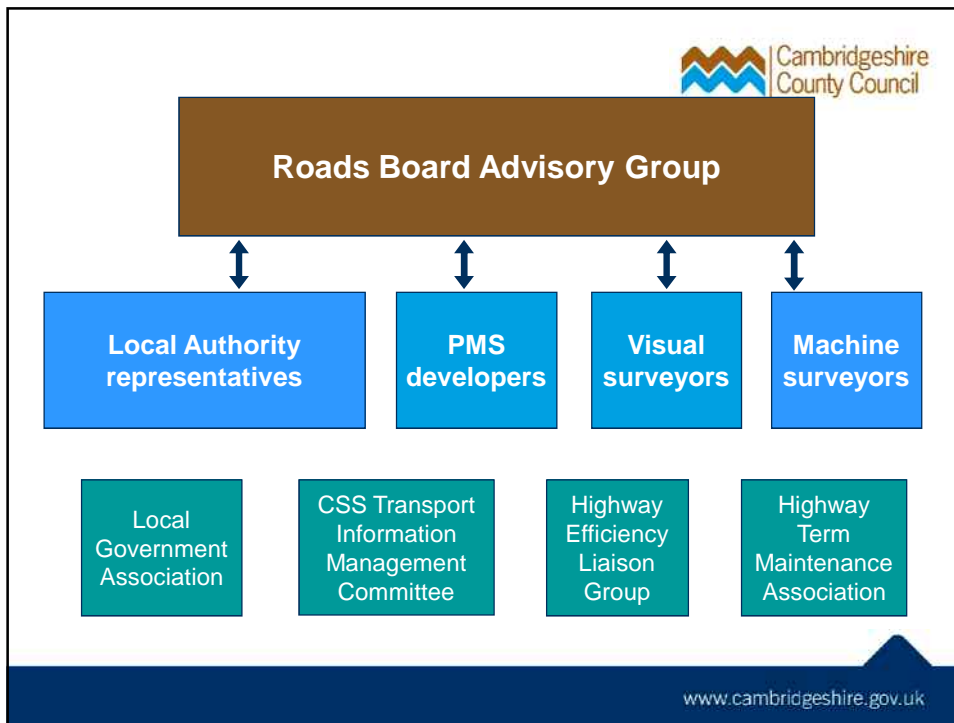
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Liaison

- ◆ There are many other groups of stakeholders that have an interest in what we are doing, or have overlapping programmes of work
- ◆ The advisory group provides ONE way of liaising between different groups and interests, and ensuring issues are discussed “in the round”

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Unclassified road condition

	Number	Length km	% number	% length
Contacted	149	181,953		
No response	38	22,409	25%	12%
Responded	111	159,543	75%	88%
Have provided	48	67,069	33%	37%
Will provide	55	84,241	37%	46%
Not providing*	8	8,232	5%	5%

*2 provided no reason.

*1 is performing targeted surveys of unclassified roads.

*1 is moving towards SCANNER for unclassified roads.

The future

- ◆ How shall we use this data.....
“to support the delivery of their transport services on local roads, through an integrated asset management approach?”
- ◆ To measure the condition of the asset,
- ◆ To predict the deterioration of condition,
- ◆ To define maintenance requirements and
- ◆ To support financial accounting

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