

Never Waste a Good Crisis!

Reflections on the day's debate

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Chairman

What's the challenge for highway maintenance?

- Big cuts in HA and LHA expenditure over 4 years...
- Doing more with less
- Meeting electorate and road user expectations
- maintaining the nation's most important transport asset
- localism places more responsibility and accountability on LHAs to get it right

What are the opportunities?

- “collaborative procurement” – but it has to be actively managed and the juice squeezed out of it
- innovation in design and method
- technology (interesting parallels with rail!)
- planning and scheduling (rail parallels too)
- balance preventative/condition based/remedial – “every pothole is a failure”
- changes to contractual form
- change the whole business model (eg Bucks)

How do we know this approach can work?

- Examples presented here today
- long history of evolving best practice, parallels in other sectors

What are the barriers?

- ideas around 60+ years from Latham, and many since?
- concern about compromising 'clean' procurement?
- concern about client professional resource?
- concern about contractors 'pulling the wool'?
- concern about 'losing control'?

Making progress.....

- HMEP – sensible and comprehensive programme – best practice, case studies and good examples, tool kits, template contracts, design standard advice
- collaboration between LHAs to pool expertise and create critical mass?
- the poll results are hugely encouraging!
 - 89% believe in the opportunity to change (81%)
 - 69% believe conventional model can't deliver (61%)
 - 45% believe LA's will adopt HMEP practice – but 88% of LA's believe they will...!!!

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Thank you

Philip Hoare

HTMA

Chairman

HMEP

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Highways Maintenance Efficiency Programme

Introduction

England has over 187,000 miles of highway, from country lanes to motorways. They are our single biggest transport asset and they provide a vital link for individuals, communities and businesses.

But these are testing economic times and we need to learn to do things differently, to drive down costs and drive up efficiencies. So I am delighted that my Department has been able to allocate funds to develop a comprehensive and long term efficiency programme aimed at supporting English highway authorities. Over the coming years, HMEP will provide practical and adaptable efficiency solutions. It will allow authorities to make more informed local investment decisions to support its local community and economy.

There are a number of unique selling points for this programme:

- It will be sector led - its scope and shape, and the emerging efficiency solutions, will be developed by the private and public sectors working in partnership.
- It is a change programme. Senior local authority personnel will be engaged, provided with opportunities to improve delivery and maximise investment, and it will be them who will lead and embed efficiency in their organisations.
- It will provide a gateway to the best efficiency research and practice from the whole sector. This will include case studies, tool kits and guidance.
- The ownership and running of the programme will transfer to the sector from 2013.

Finally, and crucially, the efficiency measures produced by the programme will be an offer to local authorities. The programme will make the case for efficiency as compelling as possible, but ultimately it is the choice of local authority senior personnel who know the best way to meet local challenges and whether to adopt the tried and tested efficiency opportunities being offered.

Please take some time to navigate around this web and revisit it on a frequent basis to see what is on offer and how you can get involved.



See also

> Early successes

A key part of the initial strategy for HMEP is to publicise the early successes and quick wins that are already available.

[Find out more >](#)

> Latest news

The first item to report is the launch of HMEP by Transport Minister Norman Baker MP at the Highways Term Maintenance Association (HTMA) on Wednesday 6th April 2011.

[Find out more >](#)