

Highways Agency Performance Specification 2013-14 – Technical Note

Field	Notes
Short Title	Development of Decision Support Tool (DST).
Performance Specification	Output 3 – PS 3.3
Requirement / Output Details	The network operator should develop some decision support tools that model maintenance investment levels, asset priorities and resultant condition levels. The network operator must produce a plan during this specification period detailing how these tools will be developed, and how they will be embedded from 2015-16 onwards.
Technical Definition	The development of a robust DST will provide the Agency with an objective tool for assessing asset condition to confirm forward investment requirements and support funding decisions. The information derived from the DST will provide robust evidence for Agency funding submissions (Spending Review) and also a tool to identify how available funding should be allocated across Agency regions and programmes for different asset types. The Agency is developing a pavement DST to be delivered in Spring 2014, the results of which will inform the development of a cross asset DST.
Rationale	The development of a pavement only DST will help to inform the development of the cross asset DST. The pavement DST outcome will shape the plan that will be developed to meet the performance specification requirement 3.3.
Formula	This is simply production of the delivery plan and justification for the full cross asset DST.
Start Date	April 2013.
Performance	Use of the DST once developed will provide the Agency with an objective assessment of future network asset condition against different investment scenarios, across different asset types helping to make best use of the available funding and resources. The Agency will be able to better predict network maintenance requirements and be able to better plan and deliver maintenance schemes; as well as providing efficiency benefits, this will also allow schemes to be better planned and coordinated, potentially resulting in less overall disruption to the road user.
Behavioural Impact	Development of a DST will provide an objective and evidence based approach to asset investment decisions, both across the NDD regions and also to DfT / Treasury in relation to future funding submissions, allowing the Agency to develop submissions based on comprehensive asset information to define the true maintenance needs of the network.

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Comparability	The DST will provide a tool to derive objective funding and asset condition scenarios allowing the final results to be compared against organisations with similar assets and data. Current work is underway to determine other highway authorities and asset owning organisations for comparability.
Clearance Process	The plan will be signed off at Board Director level.
Data Source	NDD Asset Management Office delivery programme updates.
Type of Data	NDD Asset Management Office delivery programme updates.
Robustness and Data Limitations	The DST will be developed through a comprehensive procurement exercise, through initial concept development to better define Agency requirements and potential solutions through to project delivery and business embedment using asset management industry recognised suppliers.
Collecting Organisation	NDD Asset Management Office.
Return Format	Quarterly progress update against completion of delivery plan report.
Geographical Coverage	National.
How Indicator Can be Broken Down	Delivery of the pavement DST supports the delivery of the cross asset DST, so measurement of the pavement milestone delivery will be measured to confirm progress with meeting the overall performance specification objective defined under 3.3.