

SCC Officer Report to Basingstoke Canal JMC

Asset Management Plan (AMP)

Steering Group:

The AMP steering group has met on five occasions. This group has included representatives from Surrey and Hampshire County Councils, the Surrey & Hants Canal Society, British Waterways, Basingstoke Canal Authority, Basingstoke Canal Authority and, latterly, Peter Davidson of PCD Systems.

The steering group agreed the following process

- Inventory of Asset – agree numbers and locations of asset types.
- Identify which attributes are required for each asset type for the purposes of the Asset Management Plan.
- Gap Analysis – identify what condition and attribute information is available and gather together in one format/location.
- Identify what information therefore needs to be collected.
- Establish which information BCA staff can gather and which needs to be collected by a contractor.
- Contractor to gather attribute data and undertake condition survey, concurrently with BCA staff.
- AMP steering group to undertake risk analysis of condition survey information, decide on future inspection frequency, develop costed maintenance and repair programme.

Progress to date:

The County Councils commissioned PCD Systems to undertake an asset inventory, data gap analysis, and to begin design of a database as a receptacle for data found. This initial work was completed in January 2008. We are now working to develop a final list of attributes to develop a specification for the next phase of work.

Inventory & Gap Analysis

The work undertaken by PCD Systems has identified a list of principal assets, numbers and locations. (*Asset Management Plan – Initial report: PCD Systems 30th January 2008*). The report also comments on the current informal condition inspection regime undertaken by the BCA.

The next steps:

The AMP steering group will meet on 23rd April to review the specification for the contractor and to guide the next phase of the asset management plan process i.e to agree the process for the two County Councils jointly appointing a contractor and the timetable for the completion of the contract.

Timetable for future work:

- PCD Systems to draft a specification for attribute and condition data collection by mid May.
- Obtain Indicative Costs
- Place order for condition survey and attribute collection – by end May 2008
- Commence condition survey and attribute collection – June 2008.
- On completion of condition survey and attribute collection, undertake risk analysis, develop Action plan (decide on inspection frequency, costed maintenance programme.)
- Action Plan to commence in 2009/10

The timetable is to a certain extent dependant on what is found during the condition survey and whether further more detailed investigations will be needed requiring lengths of the canal to be emptied of water.

Major Structural Issues within Surrey

Members will be aware that a stretch of canal towpath at Deepcut has been closed for some time. It is hoped that the areas of erosion will be repaired soon, to allow that length of towpath to reopen. The landslip itself remains stable and resolution of this will be further delayed to allow a major problem (collapsed by-wash culvert) at Lock 15 to be solved. This new problem is a significant one and if not restored quickly could result in a prolonged period of closure of the navigation. This is to be avoided and to this end Surrey County Council has made the decision to divert capital funding from the Deepcut landslip to the repair of the culvert at Lock 15. SCC structures have visited the site and made contact with SCC's principal works contractor with a view to rapid resolution.

Once this has been resolved any remaining funds will be used to solve the landslip, using the services of the BCA to resolve the towpath problems, which require a low technology response.

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