

Report to Basingstoke Canal Joint Management Committee
19 February 2009
Basingstoke Canal Asset Management Plan

Background

Hampshire County Council instigated a funding and management review of the Basingstoke Canal in 2005, which led to an options report being approved by the Joint Management Committee in October 2006. A key recommendation of the options report was that the joint owners should commission a condition survey, leading to the production of an asset management plan. A working group was subsequently set up to manage the process. Principal inspections of the locks and the embankments have now been completed and a database created to store all of the key asset data. Inspections of some secondary assets including culverts; weirs & sluices; cuttings and aqueducts remain to be carried out, but the data so far collected has enabled a first draft asset management plan to be produced and detailed capital bids to be prepared.

Executive Summary

A first draft of the Basingstoke Canal Asset Management Plan has now been prepared. The document is in two parts:

1. A condition report
2. A framework for an Asset Management Plan

All of the locks and embankments have now been inspected. Secondary assets remaining to be inspected include culverts; weirs and sluices; cuttings and aqueducts.

Further work remains to be done by the Asset Management Plan Working Group, which is overseeing the project, to develop the cost and risk models and prepare a more complete plan, which will be presented to the JMC in June 2010.

Condition Survey

The principal inspections of the lock structures and the embankments have been completed to a high standard and provide an important record of the condition of these assets at the date of inspection. Unfortunately, even where, in the case of embankments, a principal inspection had previously been carried out, it has proved very difficult to make meaningful comparisons between the data. In effect, these inspections provide a baseline against which future deterioration rates and the effect of management actions can be measured.

Principal inspections are generally carried out every 10 years. In order for the asset management process to work, it is essential that routine inspections are now carried out and recorded to a consistent standard to enable deterioration rates to begin to be assessed. These routine inspections will be carried out by the Basingstoke Canal Authority, which may involve a significant change in work priorities.

The other key element, which is now in place, is an asset management database, which contains all of the data from the principal inspections as well as core asset data, such as the number and location of particular assets.

A table summarising the output of the 2009 principal lock inspections is attached at Appendix 1.

A table summarising the output of the 2009 principal embankments survey is attached at Appendix 2.

Asset Management Plan

An asset management plan is a living document, which changes and evolves to reflect current data. The draft document presented with this report is incomplete in a number of areas, reflecting further work still to be done. This includes

- Prioritising key management objectives
- Determining key performance targets
- Identifying performance gaps and lifecycle plans
- Value analysis
- Preparing costed work programmes

Presentation

This report will be supplemented by a presentation by Surrey County Council's Head of Structures, which will cover the following points:

- Background to the asset management plan
- Principles of asset management
- 1st draft Basingstoke Canal Asset Management Plan, including
 - Project team
 - Data management
 - Historic data
 - Principal assets
 - Condition scoring
 - Jacobs lock inspections
 - HCC embankments survey
 - Data gaps
 - Risk
 - Progress to date
 - What happens next

The Condition Report and Asset Management Plan framework are available as background documents on request.






Appendix 1 - Lock Condition Data, 2009

Flight	Lock No.	Name	Grid reference	Overall Condition	
Woodham	1.	Bottom Lock	505101E 161846N	Fair	Replace bypass culvert. Install safety barrier at upper end inlet culvert
	2.	Scotland Lock	504546E 161542N	Fair	Install safety barrier at upper end inlet culvert
	3.	Woodham Lock	504033E 161342N	Fair	Install safety barrier at upper end inlet culvert
	4.	Lock 4	503840E 162238N	Poor	None
	5.	Lock 5	503481E 161077N	Poor	None
	6.	Sheerwater Lock	503325E 160981N	Fair	Install safety barrier at upper end inlet culvert
St John's	7.	Godsworth Bridge Lock	498635E 158231N	Fair	Install safety barrier at upper end inlet culvert
	8.	Lock 8	498520E 158236N	Fair	None
	9.	Lock 9	498300E 158145N	Fair	None
	10.	Lock 10	498137E 158117N	Fair	None
	11.	Lock 11	497989E 158032N	Fair	Install safety barrier at upper end inlet culvert
Brookwood	12.	Lock 12	495826E 157193N	Poor	Replace bypass culvert. Re-point chamber wall. Fill voids. Install safety barrier at upper end inlet culvert
	13.	Lock 13	495704E 157161N	Poor	Replace gates
	14.	Lock 14	495581E 157182N	Poor	Install safety barrier at upper end inlet culvert.
Deepcut	15.	Lock 15	494350E 156907N	Poor	Remove organic material. Seal void under lower offside wing wall. Install safety barrier at upper end inlet culvert.
	16.	Lock 16	493945E 156831N	Poor	Repair chamber walls. Fill voids
	17.	Cowshot Lock	493638E 156794N	Poor	Repair upper gates. Replace upper wing walls.
	18.	Lock 18	493393E 156764N	Fair	None
	19.	Lock 19	493071E 156669N	Poor	Repair and underpin lower wing walls.
	20.	Lock 20	492885E 156635N	Poor	Reconstruct lower offside wing wall, extend concrete apron.
	21.	Lock 21	492727E 156672N	Fair	None
	22.	The Bathing Lock	492523E 156672N	Poor	None
	23.	Lock 23	492362E 156594N	Poor	Replace upper gates
	24.	Washerwomans Lock	492224E 156490N	Poor	None
	25.	Curzon Lock	492042E 156402N	Poor	Replace lower towpath paddle and winding gear.
	26.	Lock 26	491736E 156465N	Poor	Strengthen towpath flank wall. Replace or refurbish upper gates.
	27.	Lock 27	491561E 156454N	Poor	Replace missing lower towpath paddle. Reconstruct damaged bypass spillway. Reconstruct or refurbish towpath flank wall.






	28.	Frimley Lock	491134E 156465N	Poor	Replace upper gates. Replace lower towpath paddle. Reconstruct collapsed lower offside wing wall and provide suitable anti-scour bank protection.
		Frimley Dry Dock	491078E 156570N	Fair	None
Ash	29.	Ash Lock	488091E 151775N	Fair	None

Appendix 2 – Embankment condition data 2009

Hampshire risk assessment results summary

No. of sites		Condition Grade				
		A Very Good	B Good	C Fair	D Poor	E Bad
Table shading key:						
 Very High Risk  High Risk  Moderate Risk  Low Risk  Very Low Risk						
Consequence of failure	1	-	1	-	-	-
	2	6	8	-	-	-
	3	2	15	4	2	-
	4	1	8	2	1	-
	5	-	14	1	-	-
	Total	9	46	7	3	-

Surrey risk assessment results summary

No. of sites		Condition Grade*				
		A Very Good	B Good	C Fair	D Poor	E Bad
Table shading key:						
 Very High Risk  High Risk  Moderate Risk  Low Risk  Very Low Risk						
Consequence of failure (5 being the worst)	1	6	14	5	-	-
	2	4	8	1	-	-
	3	-	3	4	-	-
	4	2	4	-	-	-
	5	1	17	7	-	-
	Total	13	46	17	-	-