



Highways Maintenance Efficiency Programme

Highway Maintenance Services

Why You Should be Considering a Local Highway Authorities Collaborative Alliance

Accompanies the Local Highway Authorities Collaborative Alliance Toolkit July 2012

Appendix D1 - Members



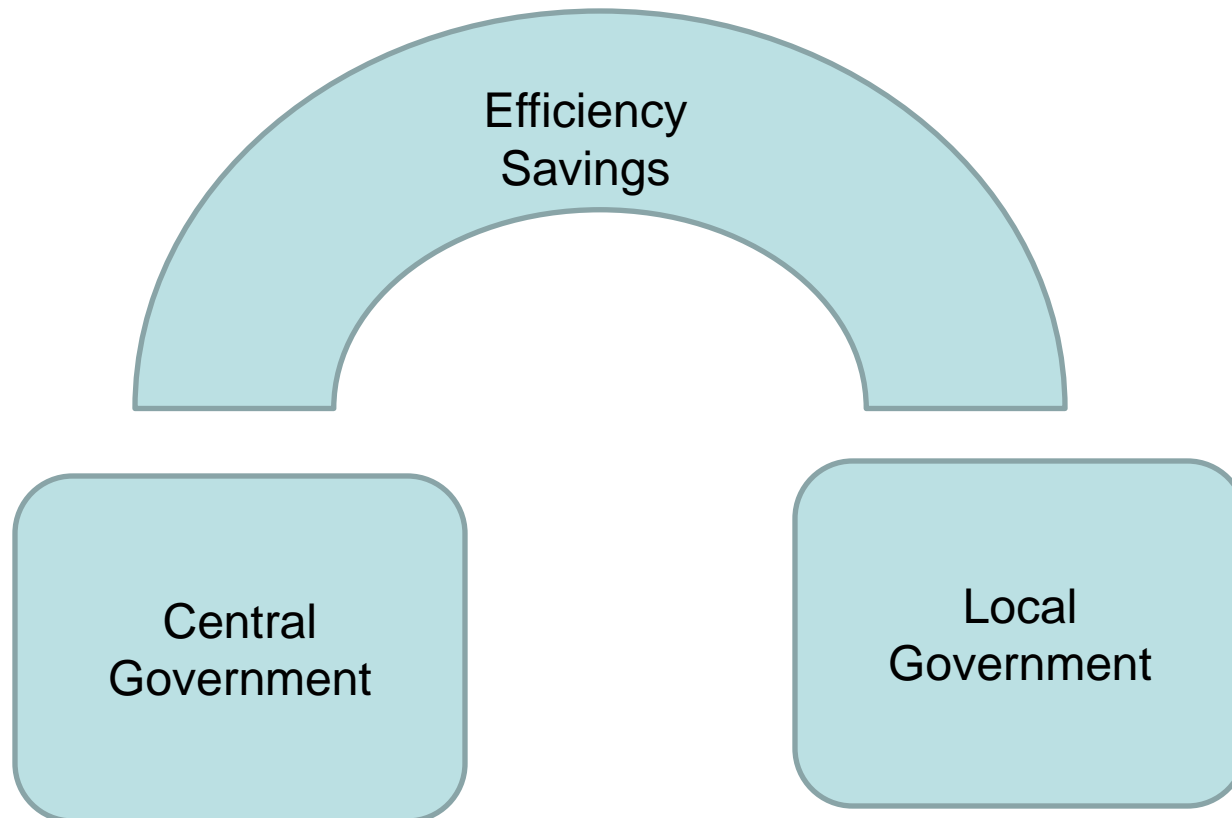
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A Local Highway Authorities Collaborative Alliance is defined as:

“A grouping of more than two LHA’s who carry out joint procurements and / or develop and implement good practices to improve their efficiency and customer service”

Drivers for Collaboration

Highways Maintenance Efficiency Programme



Central Government

The National Infrastructure Plan (Nov 2011) seeks to reduce costs of delivering services giving savings of between £20bn - £30bn over the next decade

'HMEP recognises the value of more collaborative working because it provides real opportunities for economies of scale and cost savings without undermining local sovereignty'

Norman Baker, MP

Local Government

Local politicians want to be assured that their local highways service delivery is as efficient and effective as possible.

Furthermore, given shrinking budgets, you want as much expenditure as possible being directed towards front line services.

Collaboration between authorities through a highway alliance delivers these goals

Efficiencies

A highway alliance saves money because it:

- Reduces duplication (for example, authorities otherwise separately procuring similar services);
- Lowers costs (because the volume of work commissioned under one contract goes up so service providers' costs are more widely spread);
- Shortens delivery timescales for work-streams through procured contracts;
- Helps deliver cost certainty through benchmarking with and previous experience of other members;
- Helps develop good practices.

Alliances between authorities deliver significant efficiencies of up to 10% of throughput by working collaboratively

(Local Highway Authorities Collaborative Alliance Toolkit – HMEP July 2012)

“For all benefits there is no loss of sovereignty for the individual authority nor is it a drain on resource”.

(Matthew Lugg OBE - Chair of HMEP Project Board)

Currently there are six highway alliances established. The key factors given for setting up and operating the alliances are:

- Leadership
 - Momentum and enthusiasm from the top down and identify lead authorities for the alliance as a whole
- Aims and Objectives
 - Need to reflect the member authorities
- Communications
 - Essential for the success of the alliance
- Operating the Finances
 - Determine the type of funding mix, uncharged resource input and or subscriptions and or levies for alliance products

Generating the Efficiencies

Highway alliances generate their efficiencies by collaboration with other members in various work streams, these have and can include:

- works frameworks
- term maintenance frameworks
- commodities supply frameworks
- professional services frameworks
- joint training
- lean processes
- innovation and recycling
- supply chain re-engineering
- shared services
- back office activities
- production and use of joint specifications

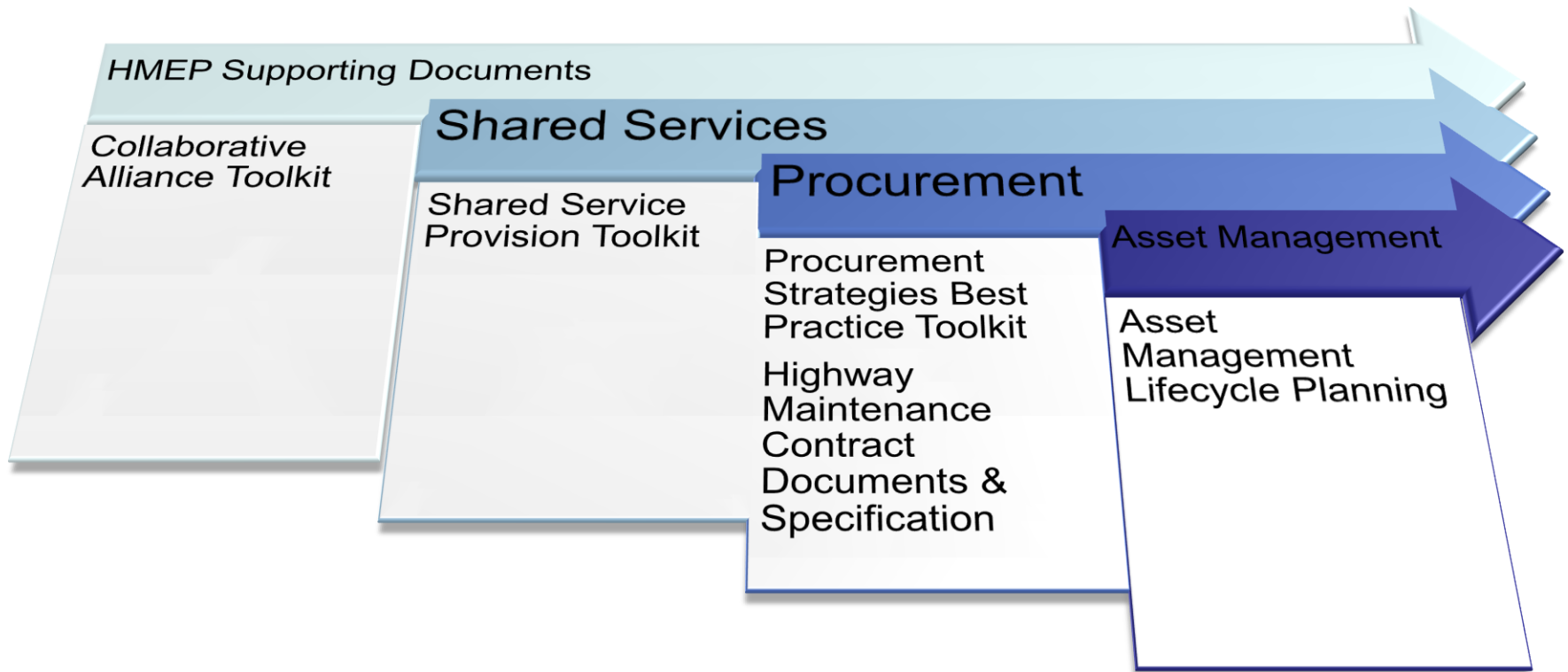
From the current highway alliances interviewed the timescale for setting up an alliance and identifying the first work stream to undertake varies from 12 to 18 months.

With the support of the HMEP toolkit that sets out step by step the actions to be taken and the challenges to be overcome and with leadership from yourselves this process is now envisaged to be reduced to 6 to 12 months



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Supporting HMEP Documents





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Thank you for your time and interest

If you would like to discuss any further aspects of forming and operating an highway alliance please contact:

Matthew Lugg OBE – Chair of the HMEP Project Board

Past President of Association of Director of Environment, Economy, Planning and Transportation (ADEPT)