
MAINTAINING SCOTLAND'S ROADS - 2005 Update

1. SUMMARY

This report provides the details and results of the 2004-2005 Scottish Roads Maintenance Condition Survey (SRMCS) together with an update of the "Maintaining Scotland's Roads" action plan.

2. RECOMMENDATIONS

The Committee is asked to:-

- 2.1 Note the results and detail of the 2004-2005 SRMCS.
- 2.2 Note the update to the Maintaining Scotland's Roads action plan including the 2004-2005 performance indicators.
- 2.3 Instruct the Head of Roads and Amenity Services to prepare programmes of work for financial year 2005 – 2006 for approval by Area Committees.

3. BACKGROUND

- 3.1 For background to Maintaining Scotland's Roads refer to Strategic Policy Committee papers:-

Maintaining Scotland's Roads – Update of Action Plan	5 th May 2005
Maintaining Scotland's Roads	9 th Dec 2004

4. DETAIL

- 4.1 The results of the survey classify the road network into three categories.

Green - roads considered to be in an acceptable condition

Amber - roads considered to require further investigations to establish if treatment is required.

Red - roads considered to have deteriorated to a point at which repairs to prolong future life should be considered.

The following table indicates the condition of the Scottish road network as at March 2005.

	Red	Amber	Green	Relative Condition (Red + Amber)
Scotland	11	31	58	42%
Argyll & Bute (20 th)	17	31	52	48%

The results show a marginal improvement of 1% on the March 2004 figures but this is below the Scottish average improvement of 2%. For further detail of results and comparisons of previous years figures see Appendix A.

- 4.2 The Maintaining Scotland's Roads action plan for Argyll and Bute has been updated a copy can be found in Appendix B. Part of the plan included Performance Indicators and targets the results of which are enclosed in Appendix C.
- 4.3 The Scottish Executive has recognised that road maintenance is under funded and from financial year 2006–2007 an additional £60 million has been awarded to Scotland's Councils through additional GAE contribution. Argyll & Bute's share is approximately £1.6 million. A works programme is being prepared and it is proposed to present to Area Committees in December. The Roads Maintenance and Asset Management Plan will be used as the basis for formulating these programmes.

5. IMPLICATIONS

- 5.1 Policy – None
- 5.2 Financial – In order to improve the condition of Argyll and Bute's roads, substantial investment will be required.
- 5.3 Personnel – Addition labour will be required to deliver the expanded programmes of work.
- 5.4 Equal Opportunities – None.
- 5.5 Legal – None.

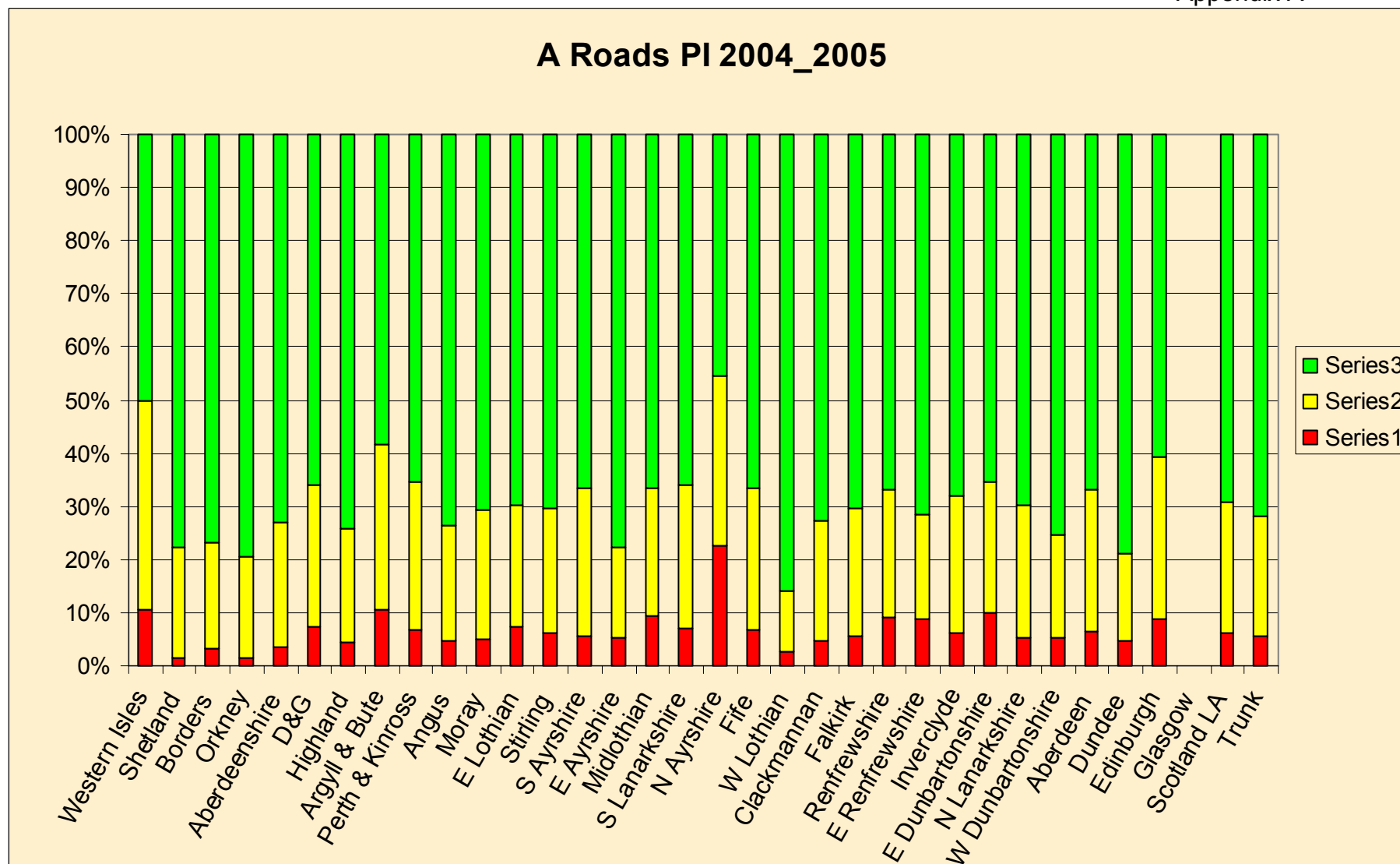
For further information, please contact Stewart Turner (Tel: 01546 604611).

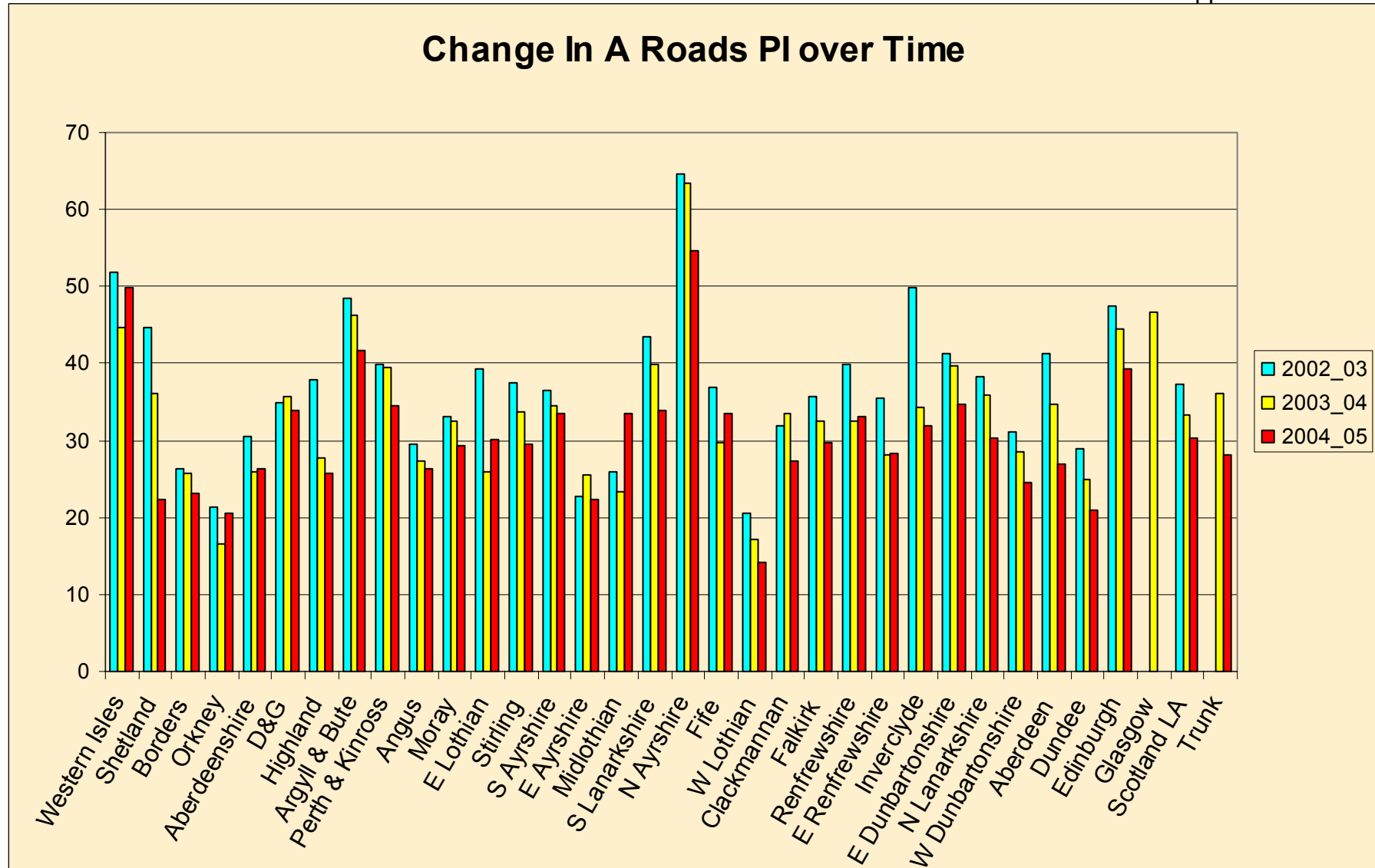
Andrew R Law
Director of Operational Services
17 November 2004

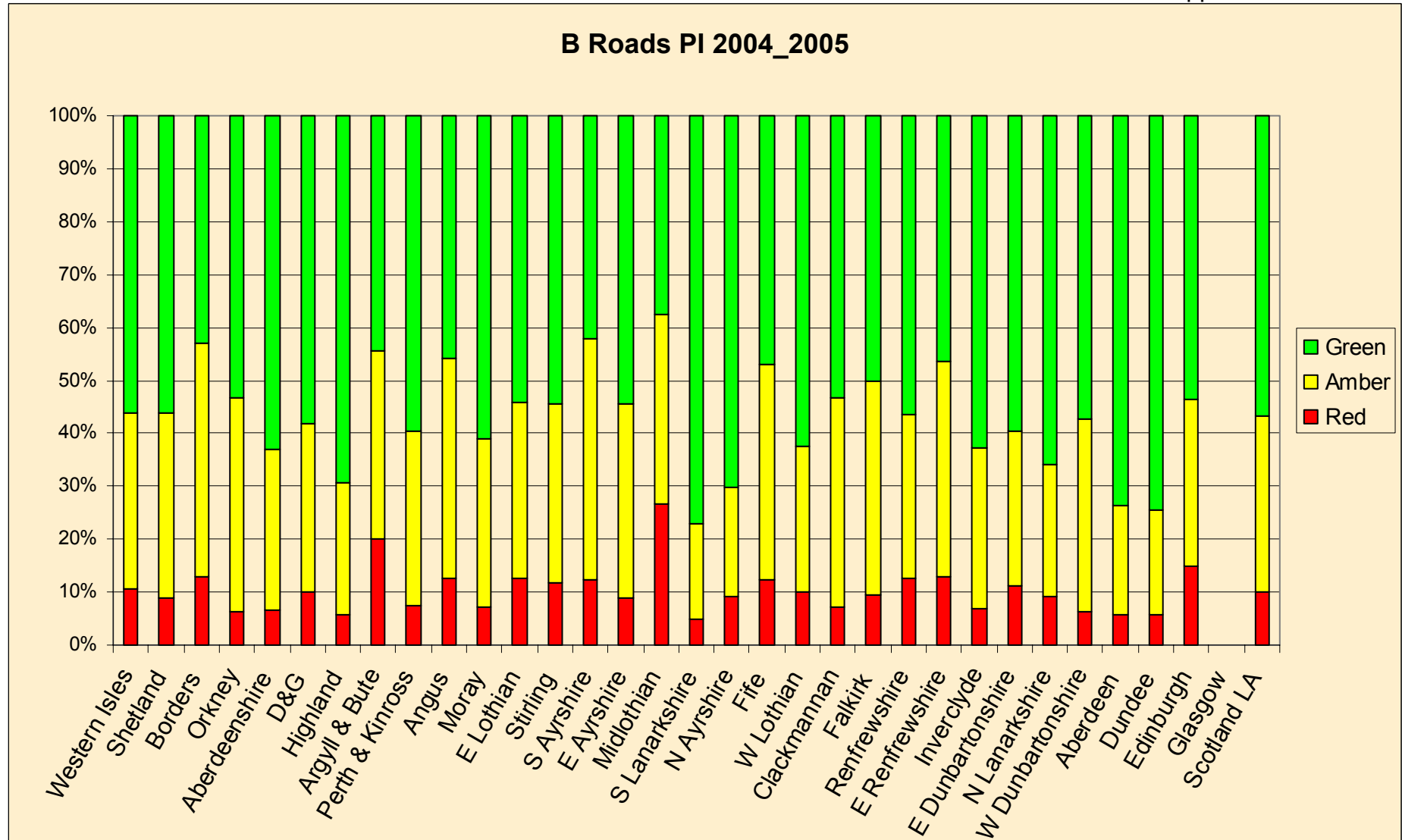
KEY: As the appendices are extracts from a read only document they could not be amended for this report.

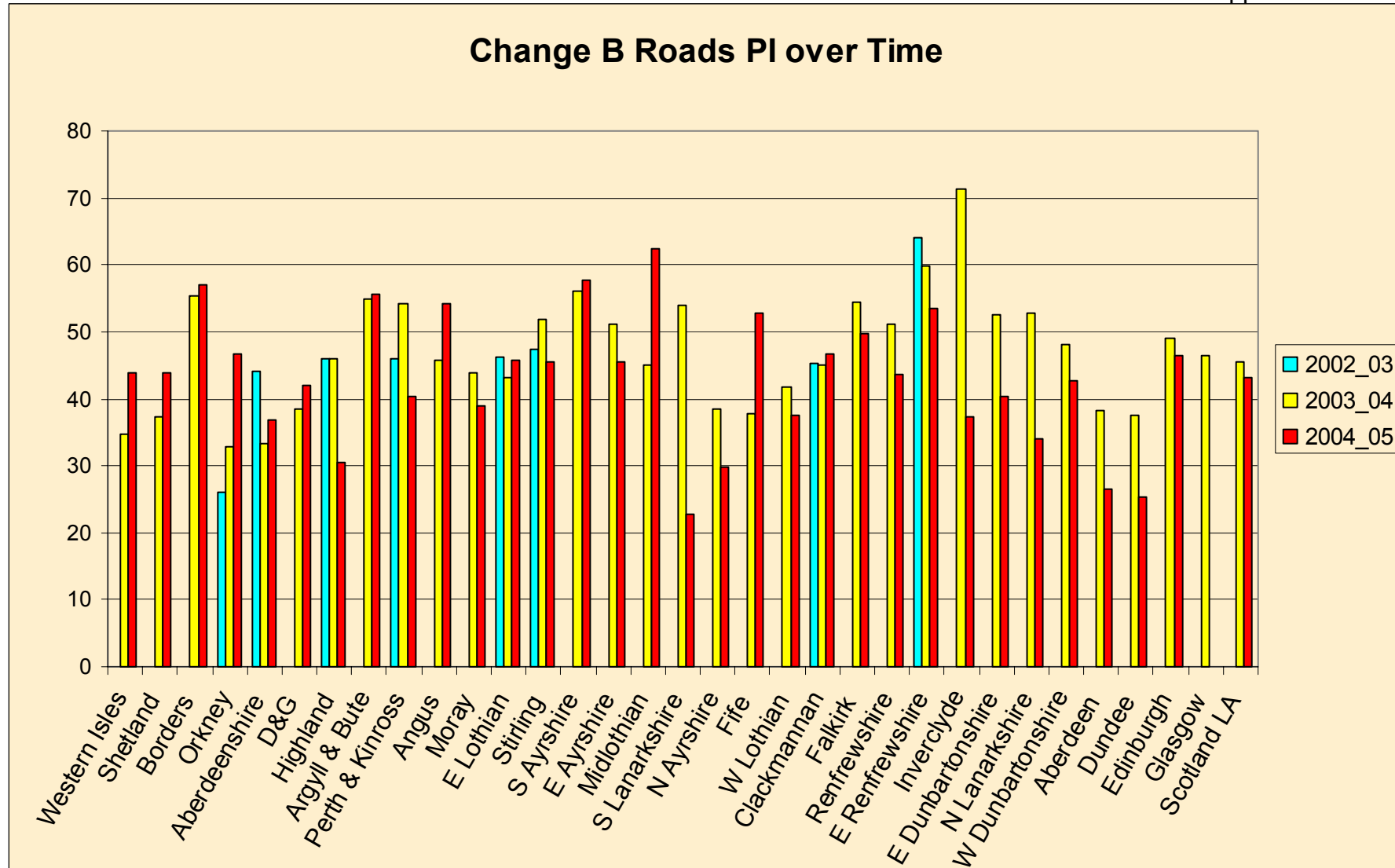
The Key for A Roads PI 2004 – 2005 should read:

- Series 3 = Green;
- Series 2 = Amber; and
- Series 1 = Red.

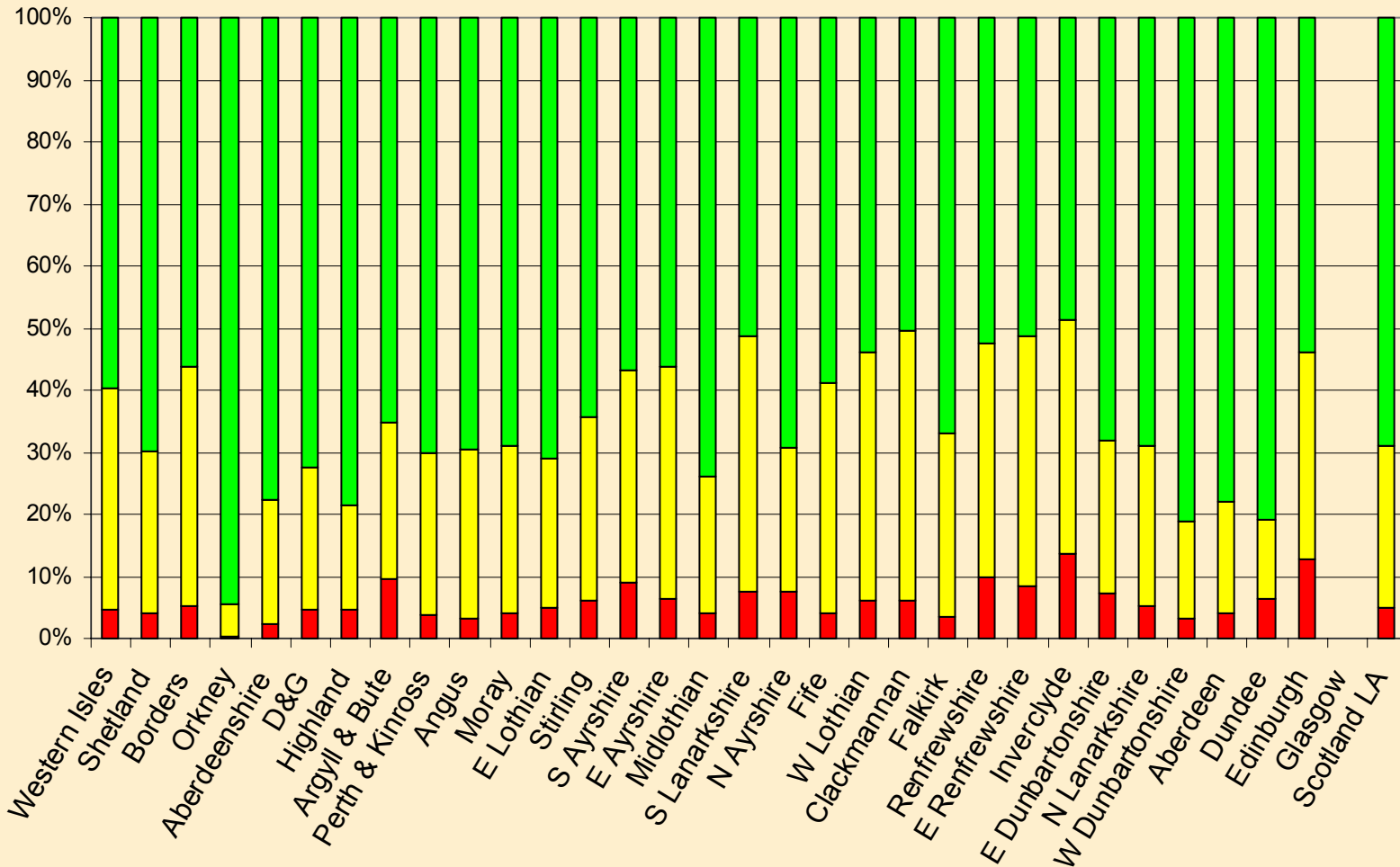


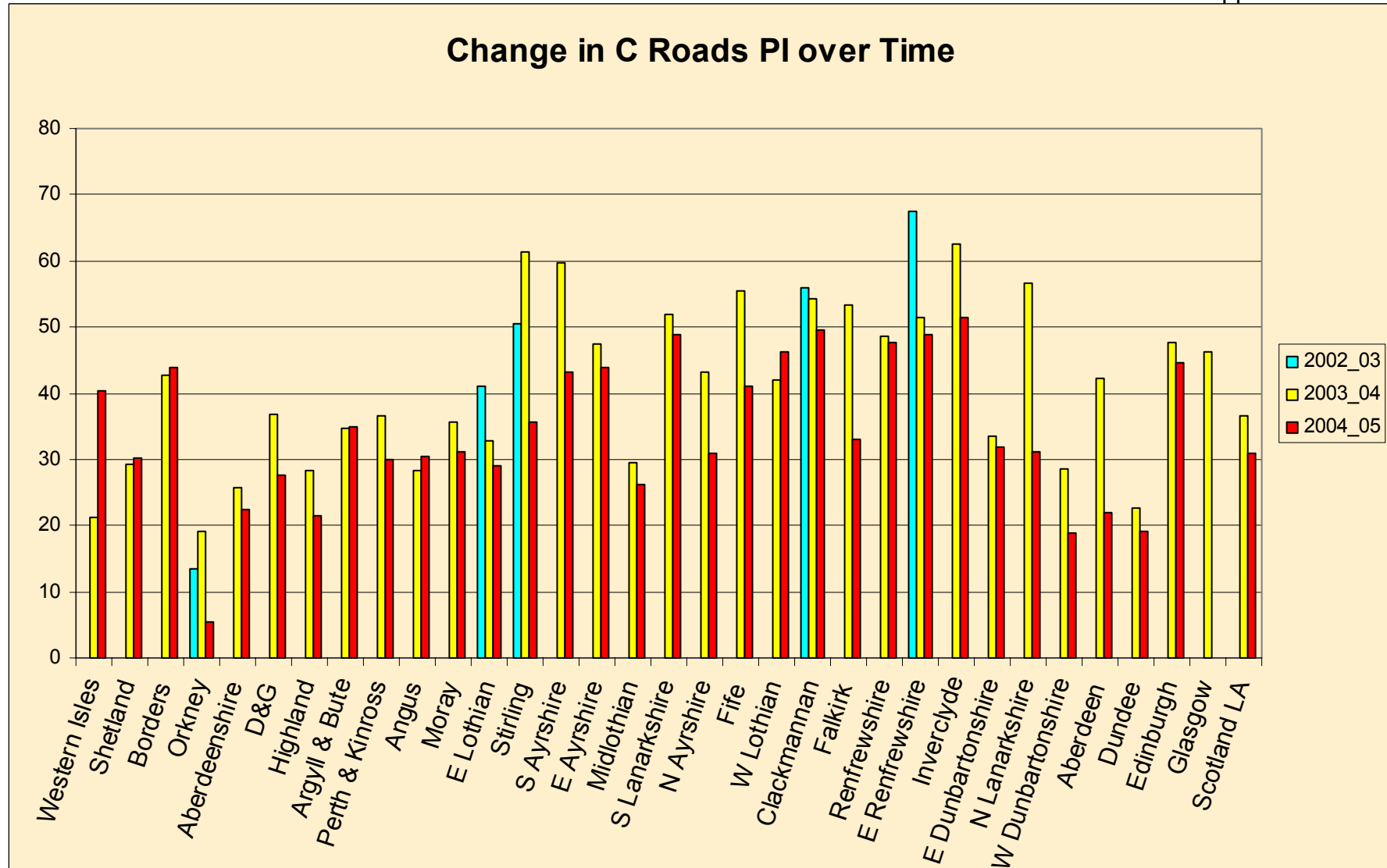




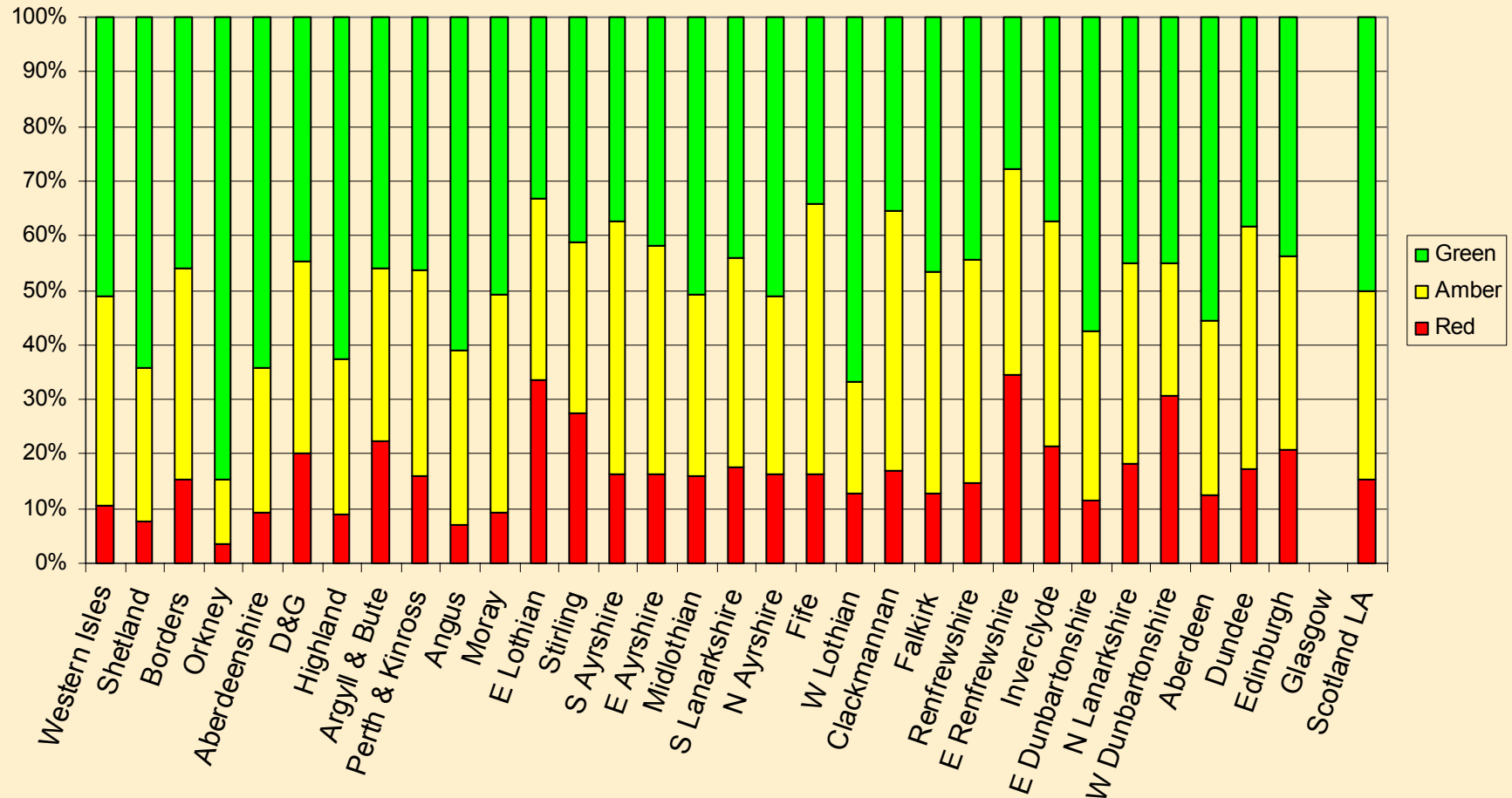


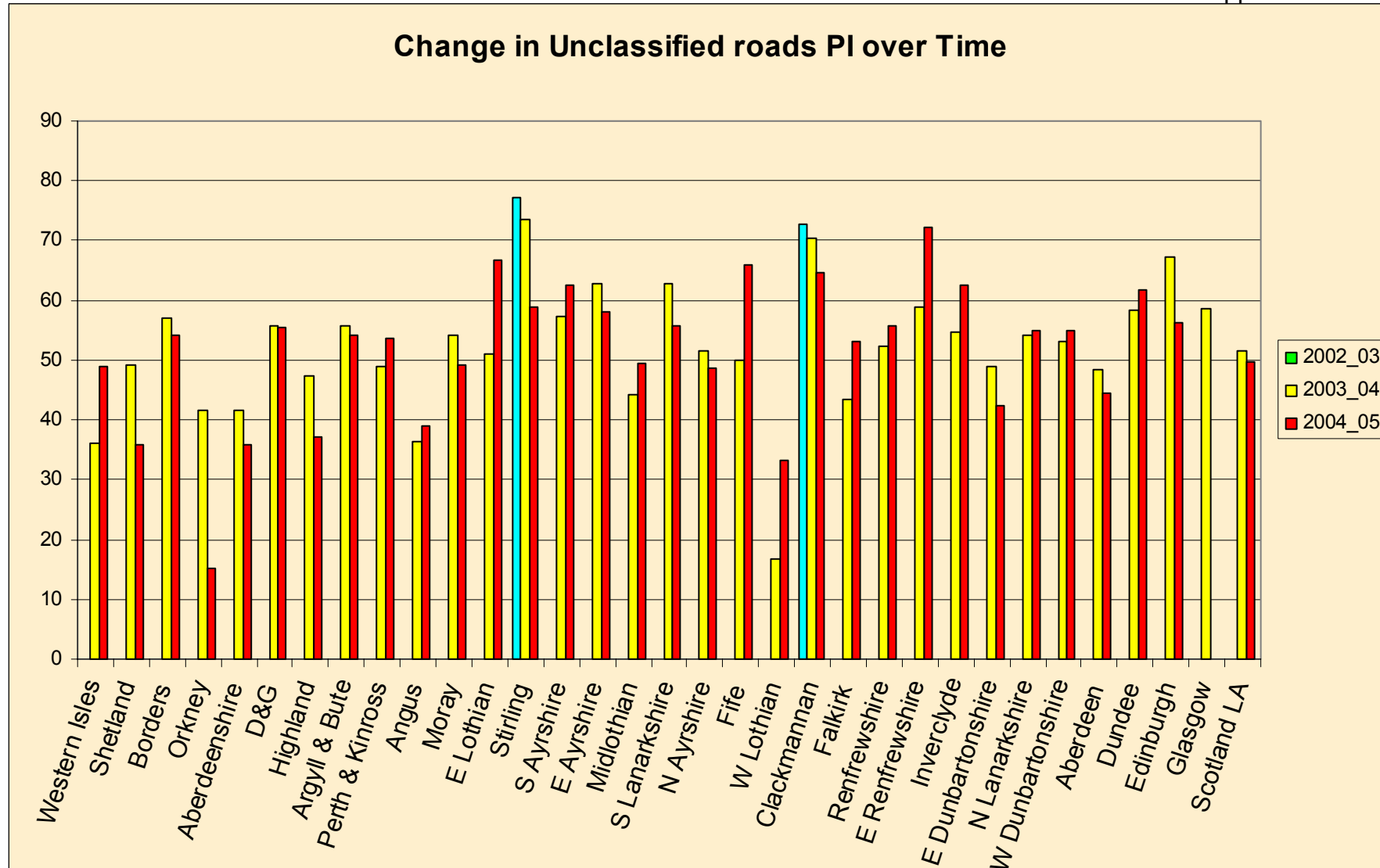
C roads PI 2004_2005

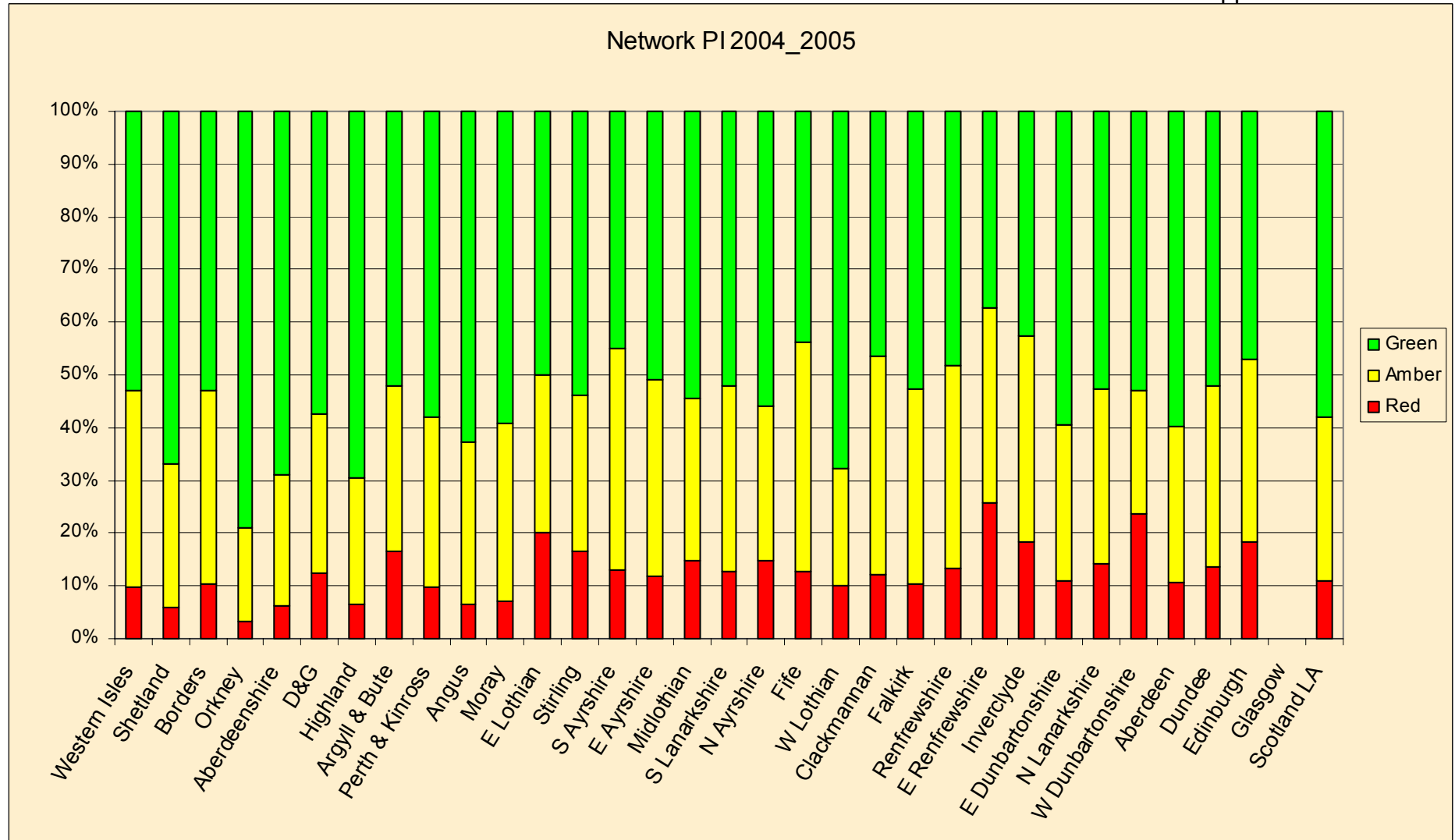


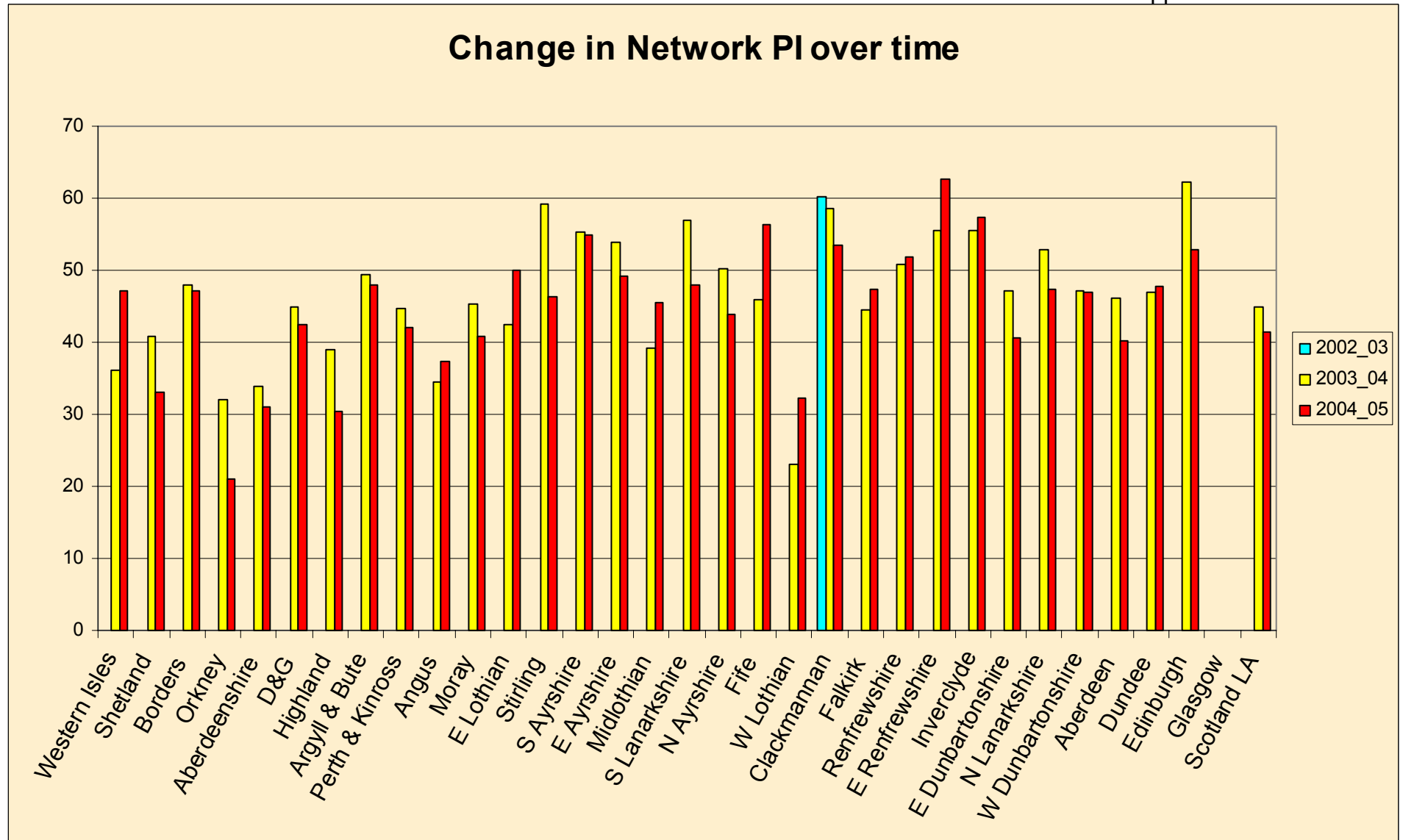


Unclassified Roads PI 2004_2005









APPENDIX 2

Appendix B

No.	Recommendations	Current Position	Proposed Action	Timescale
1	Report on the condition of roads and maintenance backlog.	Awaiting 2004/05 information	Continue to report on annual basis.	Reported to SPC May 2005 next report May 2006
2	Determine the size of the structural maintenance backlog.	An accurate assessment is not yet available.	Determine the cost, in accordance with Scottish Executive approved techniques.	March 2006
3	Establish a long-term strategy for road maintenance in the overall context of transportation and roads asset management strategies.	No action to date.	Implement action in association with Asset Management Unit.	December 2005
4	Meet the recommendations stated in "Delivering Best Value in Highway Maintenance – Code of Practice for Maintenance Management".	Road Maintenance Plan introduced by Council in May 2004.	Continue to monitor.	-
5	Review budget setting procedures ensuring appropriate priority to structural maintenance to achieve long-term value for money.	Capital programme allows an element of structural maintenance.	Review Audit Scotland's recommendation.	Complete Review March 2006
6	Conduct an option appraisal for procuring and financing road maintenance services.	No action.	Undertake recommendation.	March 2006
7	Improve inventory information on the roads assets.	Work ongoing.	Complete inventory.	March 2006
8	Use asset management system linked to GIS and financial system.	No action.	Introduce a Roads Maintenance Management System.	Initial introduction complete full implementation 1 st April 2006
9	Consider joint working with other Councils	No significant opportunities found.	Review this recommendation.	Complete will be reviewed March 2006
10	Review unit costs of various service elements.	Complete for 2005/06	Review recommendation.	March 2006
11	Develop a framework of performance indicators and outcome targets against which to measure the performance of the road maintenance system.	There are several performance indicators in the Roads Maintenance Strategy.	Review Performance Indicators in light of Audit Scotland's Report.	March 2006
12	Complete the Best Value Road Maintenance Service	Complete	Review recommendation.	March 2006

	Checklist.			
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Roads Maintenance and Asset Management Plan

Performance Indicators and Targets

PI No	Objective	Local Performance Indicator	Local Performance Target	2004/2005 H&L	2004/2005 B&C	2004/2005 MAKI	2004/2005 L&I	2004/2005 OVERALL	Target 2005/06
LPI 1	To ensure that all defects which present a hazard to roads users are identified and dealt with in order that the Council fulfils its statutory obligation with regards to road safety.	% of Category 1 defects repaired by the end of the next working day.	To respond to all reported category 1 defects by the end of the next working day.	89%	95%	89%	83%	89%	95%
LPI 2	To determine the effect of the Maintenance Plan on the level of reactive maintenance required.	Reactive repairs as % of revenue budget.	To see year on year reduction in % of revenue budget spent on reactive maintenance.	36.4%	36.8%	46%	45.1%	42.1%	38%
LPI 3	To determine the effectiveness and robustness of safety inspection regime and level of preventative maintenance carried out.	Number of public liability claims received per 100km of road network.	To see year on year reduction in number of public liability claims.	30 claims 242km 12.4/100km	39 claims 449km 8.7/100km	26 claims 790km 3.3/100km	40 claims 834km 4.8/100km	135 claims 2315km 5.8/100km	5.3/100km
LPI 4	To determine the effectiveness of the routine maintenance programme.	Number of defects reported during safety inspections per 100km of road network	To see reduction in the number of defects as preventative maintenance is carried out.	745 defects 242km 308/100km	418 defects 449km 93/100km	1096 defects 790km 138/100km	1726 defects 834km 209/100km	3985 defects 2315km 172/100km	155/100km
LPI 5	To determine the effectiveness of capital reconstruction programme.	% of schemes identified for resurfacing in a financial year that are completed within programme.	To complete 100% of capital allocation within programme.	90%	100%	90%	100%	95%	100%