

## ROADS ASSET MANAGEMENT

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### 1.0 EXECUTIVE SUMMARY

- 1.1 The Annual Options and Status Report (ASOR) presents a summary of the Council's road assets as at April 2015. It provides information, based upon current available data, on the condition of the asset and future options which can be considered in terms of investment. The report sets out the current road and associated infrastructure condition and forecasts future condition based on different levels of investment.
- 1.2 The ASOR demonstrates that the investment in the Roads Reconstruction Programme over the last five years has provide an improvement to the overall Road Condition Index (RCI). Whilst the condition has only improved by a few percentage points, without the recent investment the road condition would have continued to deteriorate which would have resulted in a road network in an extremely poor condition. The programme of resurfacing, edge strengthening and surface dressing has ensured that the available money has been invested wisely and has had a positive impact on the overall road network.
- 1.3 Attached to this report is a draft programme for roads reconstruction for 2016/17. This programme has been designed using the RCI which is produced by a national road condition survey. This survey information is used by officers to determine a programme. In addition to the RCI data, information such as road traffic collisions, known development, activities such as timber harvesting and a skid condition (of the carriageways surface) which is measured by a separate survey are also considered together with information brought from Elected Members, community groups and stakeholders. This information is considered at officer level when appropriate engineering judgement is also applied to ensure that maximum benefit can be derived from the available investment.
- 1.4 Also appended to this report is an updated copy of the Roads Asset Management Plan (RAMP). This document sits alongside the ASOR in the suite of roads asset management documents. The RAMP sets out, in a broad overarching approach, the Council's proposal for managing the road asset over the next three year period. The document makes reference to service standards which are being developed and will be presented to a future meeting of the committee.
- 1.5 It is recommended that the Environment, Development and Infrastructure Committee:

- i. Notes the Annual Status and Options Report and the positive analytical feedback it provides with regard to the improvement to the Council' s Road Condition Index as a result of the ongoing investment in roads reconstruction works.
- ii. Notes the Draft 2016/17 Roads Reconstruction Programme
- iii. Notes the Roads Asset Management Plan

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### 2.0 SUMMARY

- 2.1 This report introduces the Annual Status and Options Report which makes an analytical assessment of the condition of the Council's road network and associated infrastructure as well as setting out projected conditions based on varying levels of investment.
- 2.2 The report also provides the proposed 2016/17 Roads Reconstruction Programme.
- 2.3 Finally, the report introduces the Roads Asset Management Plan, which is an overarching document which will be supported by service standards which are currently under development and will be presented to a future meeting.

### 3.0 RECOMMENDATIONS

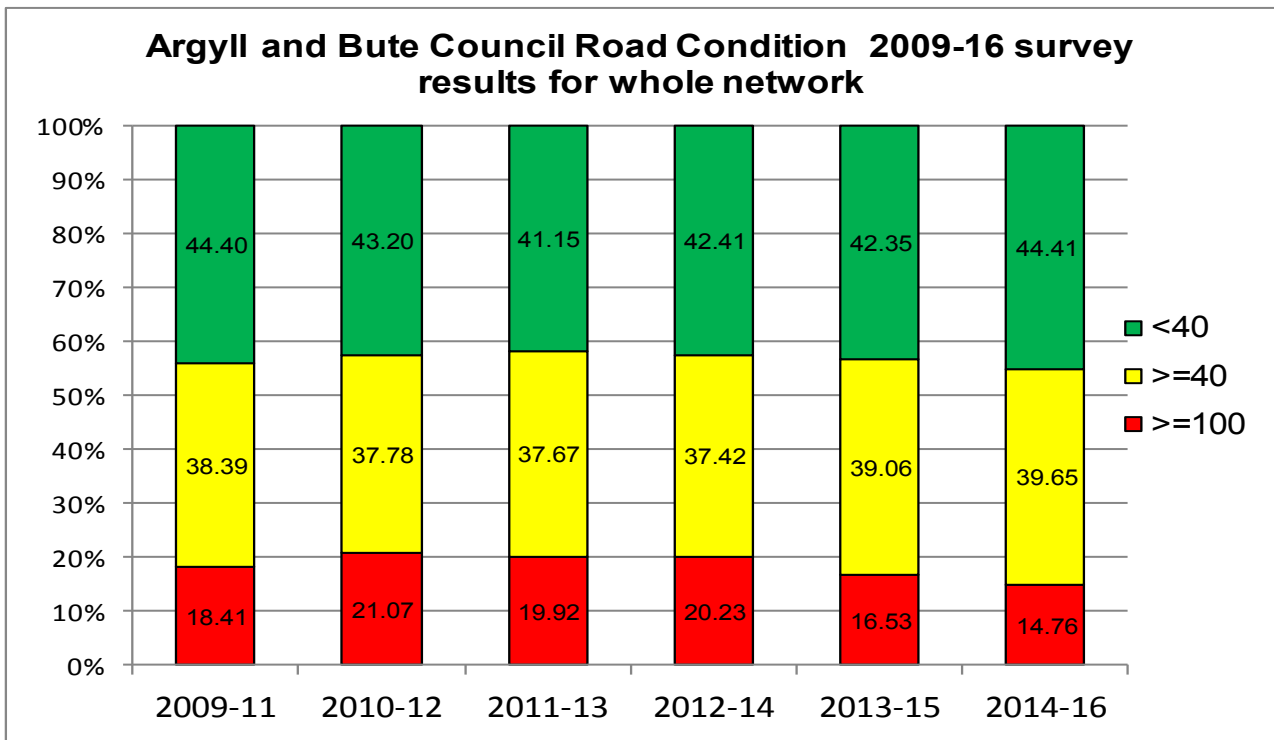
- 3.1 It is recommended that the Environment, Development and Infrastructure Committee:
- i. Notes the Annual Status and Options Report and the positive analytical feedback it provides with regard to the improvement to the Council's Road Condition Index as a result of the ongoing investment in roads reconstruction works.
  - i. Notes the Draft 2016/17 Roads Reconstruction Programme
  - ii. Notes the Roads Asset Management Plan

### 4.0 DETAILS

- 4.1 Following the decision by Council in February 2012 to approve a £21m investment programme for roads reconstruction over three years 2012-15 plus further additional capital funding. The subsequent capital reconstruction programme has delivered a welcome improvement to the road network in terms of the Road Condition Index (RCI) from an initial 57.6% to current 54.4%. This level of investment, at just above the estimated steady state figure has halted the deterioration of the surfacing, began to improve network condition and is a contributory factor in reducing the number of CAT 1 & 2 defects. The latest RCI survey results clearly reflect the

positive impact the investment has made whilst contributing to achieving the corporate goals and objectives.

- 4.2 The 2016-17 road reconstruction budget has been prioritised towards the use of cost effective treatments such as surface dressing to maximise network coverage. These treatments will target areas in the earlier stages of deterioration and help seal cracks and prevent water ingress (main cause of deterioration) so as to protect previous investment and to extend pavement life until such times as more robust treatments can be afforded. A draft summary of 2016-17 capital road construction schemes is included in Appendix 2 which shows £4.8m (including an additional £1.5m which was allocated as part of the budget).



The table above details the positive improvement in the Road Condition Index (RCI) following the significant capital investment. Without this investment, we would have had significant deterioration occur with the RCI having fallen significantly.

- 4.3 The RCI survey data is utilised along with other relevant available data such as SCRIM, Accident Statistics, Road Hierarchy, Inspection data and local engineering judgement to develop an initial list of suitable schemes for inclusion in the road reconstruction programme. The WDM pavement management system interrogates all the available data to identify and rank potential schemes. Once a draft list is compiled further analysis is carried out by local staff to establish scheme costs, treatment options Etc. and this is then matched to available funding. The selection process is under regular review and has been steadily improved over time. A recent internal audit of the process identified some improvements and work is being undertaken to address any areas of concern in line with developing a culture of continuous improvement.

4.4 The ASOR is a report that forms part of a suite of documents that are recommended by SCOTS for local authorities use. The documents have been developed in collaboration with all Scottish and Welsh authorities and aim to improve processes and continue the development and implementation of the wider use of recognised asset management techniques. When authorities have fully developed the use of these documents they will enable better value for money to be delivered and prudent stewardship of the road asset to be demonstrated.

4.5 Appendix 3 of this report is an updated copy of the Roads Asset Management Plan (RAMP). This document sits alongside the ASOR in the suite of roads asset management documents. The RAMP sets out, in a broad overarching approach, the Council's proposal for managing the road asset over the next three year period. The document makes reference to service standards which are being developed and will be presented to a future meeting of the committee. The RAMP follows the national RAMP model designed by SCOTS, which is being followed by the majority of authorities across Scotland. This document sets out a strategy for investment of revenue and capital funding.

## **5.0 CONCLUSION**

5.1 This ASOR report has been developed in line with the SCOTS Asset Management Project and provides a useful resource that is aimed at providing relevant decision makers with information that will allow more informed choices to be made in respect of future investment options.

## **6.0 IMPLICATIONS**

6.1	Policy	None known
6.2	Financial	Current investment levels do not support the delivery of a sustainable road network maintenance regime.
6.3	Legal	None known
6.4	HR	None known
6.5	Equalities	None known
6.6	Risk	Road network condition will deteriorate
6.7	Customer Services	None known

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## **APPENDICES**

Appendix 1 – 2015/16 – Annual Status and Options Report (ASOR)

Appendix 2 – 2016/17 – Draft Roads Reconstruction Programme

Appendix 3 – Roads Asset Management Plan