

ANNUAL STATUS AND OPTIONS REPORT

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 2017. 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 being 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. However, the reduction in available budget in 2016/17 and 2017/18 has resulted in a corresponding reduction in works carried out on the ground. The condition surveys carried out nationally have a lag of 2 – 4 years (due to not all of the network being surveyed in one year). Currently Argyll and Bute's condition survey is indicating a greater percentage in the 'red' and this position is anticipated to worsen with the reduction in available investment.
- 1.3 The ASOR links into the Service Asset Management Plan (SAMP) which forms part of the overall Capital budget decision making process. The ASOR is a useful tool in assisting Members make strategic decisions regarding investment of limited Capital resources.
- 1.4 It is recommended that the Environment, Development and Infrastructure Committee
- 1.4.1 Endorses 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.
- 1.4.2 Note that the Annual Status and Options Report informs key elements of the Development and Infrastructure Asset Management Plan that in turn informs the budget setting process.

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2.0 INTRODUCTION

- 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.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that the Environment, Development and Infrastructure Committee:
- 3.1.1 Endorses 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.
- 3.1.2 Note that the Annual Status and Options Report informs key elements of the Development and Infrastructure Asset Management Plan that in turn informs the budget setting process.

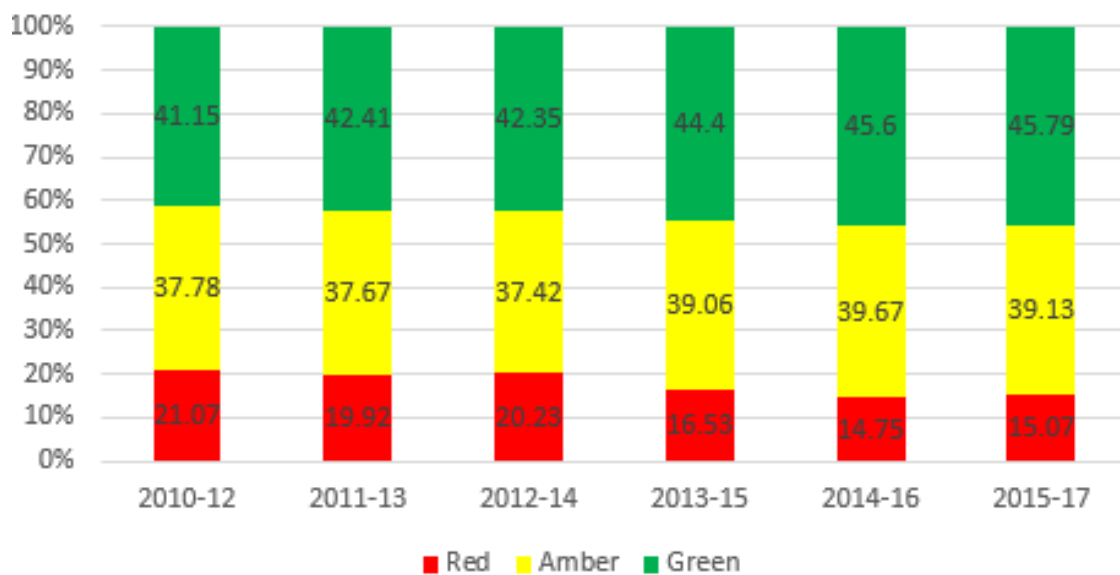
4.0 DETAILS

- 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. This recent 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 reduction in available budget in 2016/17 and 2017/18 has resulted in a corresponding reduction in works carried out on the ground. The condition surveys

carried out nationally have a lag of 2 – 4 years (due to not all of the network being surveyed in one year). Currently Argyll and Bute’s condition survey is indicating a greater percentage in the ‘red’ and this position is anticipated to worsen with the reduction in available investment reduction in available investment.

- 4.3 The 2017-18 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.

Road Condition Index Survey results 2010-2017



- 4.4 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.
- 4.5 The RCI survey data is utilised along with other relevant available data such as SCRIM (sideway-force coefficient routine investigation machine), 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: this is then matched to available funding. The selection process is under regular review and has been steadily improved over time.
- 4.6 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.

- 4.7 SCOTS have focused on carriageway condition including backlog value and steady state figures due to carriageways being the single most valuable Council asset. To date, similar detailed figures are not available for footways, bridges or lighting.
- 4.8 The ASOR is also a tool that elected members can use to help set priorities for investing the limited resources available to the Council.

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

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| 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 – 2017/18 – Annual Status and Options Report (ASOR)