
ROADS REVENUE BUDGET – 1st QUARTER UPDATE

1. SUMMARY

- 1.1 This report follows on from the report presented at the March 2013 Business Meetings, which set out the reduction in road maintenance revenue activities to be delivered in 2013/14 and 2014/15 as a result of a reduced revenue budget provision.
- 1.2 This report details the current level of expenditure of the Roads Operations Revenue Budget.

2. RECOMMENDATION

- 2.1 That the Committee notes this report.

3 DETAIL

- 3.1 As Members are aware, the Roads Operations Budget is proposed in line with the Roads Maintenance and Asset Management Plan (RAMP); this document is based upon a Code of Practice for managing roads maintenance which is used across the UK. The RAMP sets out the level of maintenance that is required, for each different roads maintenance activity, to properly maintain the road network; the three main criteria used for prioritising works are safety, serviceability and sustainability, with safety being the most important. As explained previously at the March Business Meetings, the available revenue budget is currently insufficient to allow all of the required works to be fully undertaken.
- 3.2 Roads revenue expenditure is closely monitored by separating types of work into different 'activities'. This allows for a more planned approach to maintenance, rather than being reactive. More of the budget therefore is put into activities such as right-first-time patching and drainage to avoid reactive spends on potholing and flooding.
- 3.3 Budgetary figures provided in the Appendix to this report represent the current roads revenue annual budget and expenditure for the months of April, May and June i.e. the overall spend for the 1st quarter of the 2013/14 financial year (see Appendix 1a and 1b).
- 3.4 Again, as Members are aware, all financial information is provided by the software system known as 'Total'. The 'WDM' software system is used to provide information relating to works instructions i.e. types of work, quantities, locations etc. By combining information from the Total and WDM systems it will be possible, in due course, to relate actual units of work carried out to actual costs incurred i.e. for patching, this would provide us with the unit rate to patch a square metre of road surface. We will then be able to compare activity rates across Argyll and Bute. Work is being planned to connect both systems in the future.

However, for the time being, this report is based solely upon financial information which has been collated through 'Total'.

- 3.5 In order to show what level of service can be provided for each activity, the unit rate (cost) has been estimated for undertaking units of work i.e. a square metre of patching or a metre of ditch cleaned. In this report – Appendix 1c - the budget spent for each activity has been divided by the estimated unit rate for that activity to give the amount of work that would be expected to have been achieved within that budget spend. Using estimated rates, the overall and annual cost for a service in line with the RAMP can be calculated. The table in Appendix 1c details the targeted quantity as set out in the RAMP and the estimated quantity for the 1st quarter. The table demonstrates the difference between what can be achieved with the available budget and the desired quantity set out in the RAMP.
- 3.6 Appendix 1d shows graphically how some of the main work activities are progressing in financial terms. Budget profiles are set for each budget line and are used to manage actual expenditure against available budget. Appropriate action can then be taken to achieve a level of performance within the available budget. Graphs show 'target' spend versus 'actual and re-profiled' spend.
- 3.7 It has been mentioned that current year budgets are not sufficient to allow works to be completed at the desired frequency set out in the RAMP. It should also be noted that, although the budget profile is set out for the financial year, circumstances may change and it may be necessary to make changes to budgets.

4 CONCLUSION

- 4.1 This report provides Members with a financial update on the roads revenue maintenance budget. Further quarterly reports will be presented to Members at future Area Committees.

5 IMPLICATIONS

- 5.1 Policy Works assessed and carried out under the current Roads Asset Management and Maintenance Plan
- 5.2 Financial The available Roads revenue budget is below that required in terms of the RAMP.
- 5.3 Personnel Roads revenue maintenance works are delivered by both Roads Operations and Amenity Operatives.
- 5.4 Equalities Impact Assessment None
- 5.5 Legal None
- 5.6 Risk Deterioration of road network if budget not spent effectively.
- 5.7 Customer Service Maintains service level commitment set out in Service Plan.

6. APPENDICES

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| Appendix 1a | Roads revenue maintenance budget. |
| Appendix 1b | Revenue maintenance budget for each area and current level of spend. |
| Appendix 1c | 1 st Quarter spend and estimate of percentage of target achieved. |
| Appendix 1d | Graphs of 'spend versus target' on an activity basis. |

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17th July 2013

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APPENDICES

Roads Revenue Maintenance Budget 2013 to 2014

Activity	Activity Description	Mid Argyll	Kintyre	Islay	MAKI	Lorn	Mull	OLI	Bute	Cowal	B&C	H&L	Central	Total
0501	Patching	166,910	166,909	166,909	500,728	288,448	192,298	480,746	109,927	271,164	381,091	270,546		1,633,111.00
0502	Potholing	40,000	40,000	40,000	120,000	72,000	48,000	120,000	27,600	64,400	92,000	68,000		400,000.00
1001	Footways/Kerbs	2,500	2,500	2,500	7,500	4,500	3,000	7,500	1,725	4,025	5,750	4,250		25,000.00
1401	Drainage/Culverts	9,500	9,500	9,500	28,500	17,100	11,400	28,500	6,555	15,295	21,850	16,150		95,000.00
1402	Drainage/Ditches	45,000	45,000	45,000	135,000	81,000	54,000	135,000	31,050	72,450	103,500	76,500		450,000.00
1501	Grass Cutting	24,500	24,500	24,500	73,500	44,100	29,400	73,500	16,905	39,445	56,350	41,650		245,000.00
1503	Weed Spraying	4,000	4,000	4,000	12,000	14,000	6,000	20,000	8,000	4,000	12,000	20,000		64,000.00
1601	Scrub/Tree Maintenance	13,000	13,000	13,000	39,000	23,400	15,600	39,000	8,970	20,930	29,900	22,100		130,000.00
2301	Traffic Signs	6,500	6,500	6,500	19,500	22,165	12,285	34,450			0	11,050		65,000.00
		311,910	311,909	311,909	935,728	566,713	371,983	938,696	210,732	491,709	702,441	530,246	0	3,107,111.00
0000	Unallocated				0			0			0			0.00
0503	Jet Patcher	65,000	65,000	65,000	195,000	117,000	78,000	195,000	44,850	104,650	149,500	110,500		650,000.00
0701	Bridges				0			0			0		225,000	225,000.00
0801	Cattle Grids				0			0			0		30,000	30,000.00
1301	Remedial Earthworks				0			0			0			0.00
1701	Road Markings/Studs	15,000	15,000	15,000	45,000	30,000	15,000	45,000	40,000	10,000	50,000	50,000		190,000.03
1801	Gully Emptying	14,000	14,000	14,000	42,000	25,200	16,800	42,000	9,660	22,540	32,200	23,800		140,000.00
2311	Illuminated Bollards				0			0			0		5,000	5,000.00
2401	Vehicle Safety Fence	1,000	1,000	1,000	3,000	1,800	1,200	3,000	690	1,610	2,300	1,700		10,000.00
2411	Street Name Plates	400	400	400	1,200	720	480	1,200		920	920	680		4,000.00
		95,400	95,400	95,400	286,200	174,720	111,480	286,200	95,200	139,720	234,920	186,680	260,000	1,254,000.03
1002	Cycleway Patching				0			0			0			0.00
2001	Bounday Fences/Walls				0			0			0			0.00
2101	Pedestrian Guardrails				0			0			0			0.00
2201	Traffic Signals				0			0			0		30,000	30,000.00
2501	Sweeping and Cleaning				0			0			0			0.00
3201	Emergency Incidents	4,300	4,300	4,300	12,900	7,740	5,160	12,900		9,890	9,890	7,310		43,000.00
3202	Summer Standby	7,667	7,667	7,666	23,000	7,800	5,200	13,000		14,000	14,000	20,000	13,000	83,000.00
		11,967	11,967	11,966	35,900	15,540	10,360	25,900	0	23,890	23,890	27,310	43,000	156,000.00
		419,277	419,276	419,275	1,257,828	756,973	493,823	1,250,796	305,932	655,319	961,251	744,236	303,000	4,517,111.03

Roads Revenue Maintenance Budget 2013 to 2014

Spend for the 1st Quarter

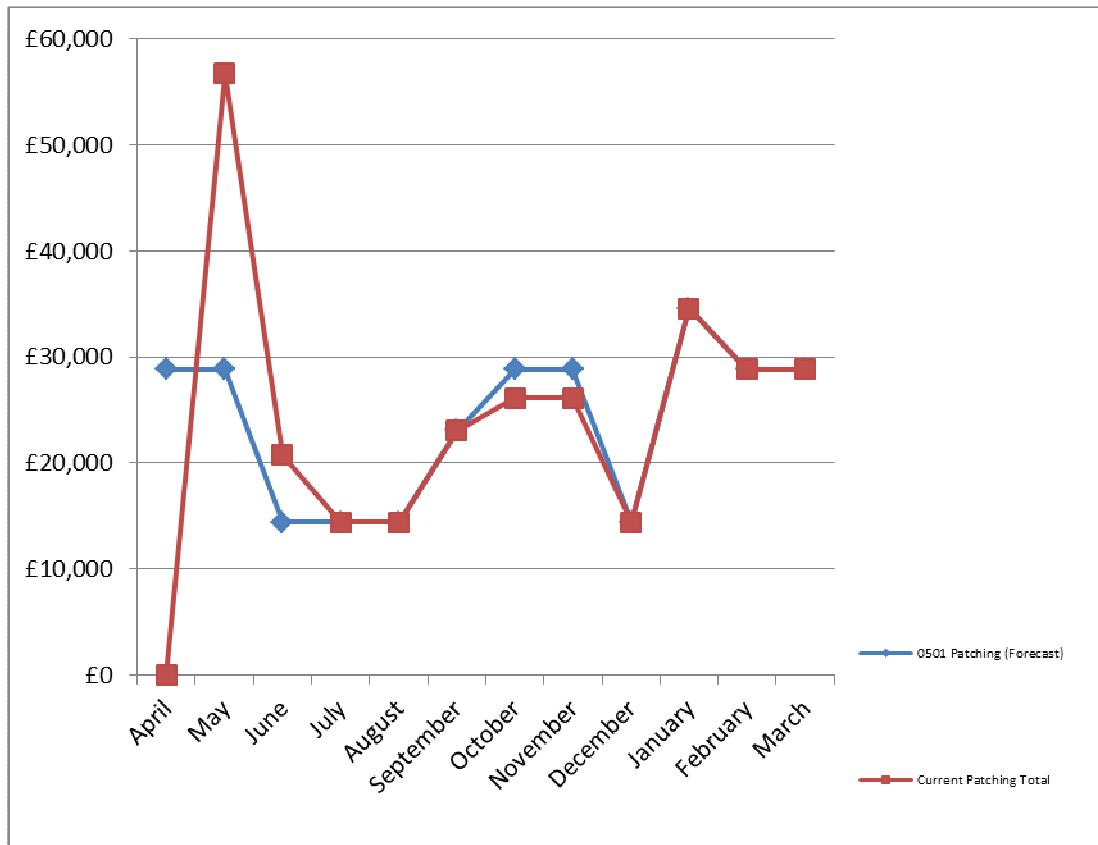
	Mid Argyll	Kintyre	Islay	MAKI	Lorn	Mull	OLI	Bute	Cowal	B&C	H&L	Central	Total
Area Budget	£311,910	£311,909	£311,909	£935,728	£566,713	£371,983	£938,696	£210,732	£491,709	£702,441	£530,246	£1,410,000	£4,517,111
Actual Spend - 1st Quarter	£75,174	£100,451	£75,211	£250,836	£118,365	£64,997	£183,362	£46,708	£85,465	£132,173	£87,099	£316,888	£970,358
Remaining Budget	£236,736	£211,458	£236,698	£684,892	£448,348	£306,986	£755,334	£164,024	£406,244	£570,268	£443,147	£1,093,112	£3,546,753

Roads Revenue Maintenance Budget – Oban, Lorn and the Isles

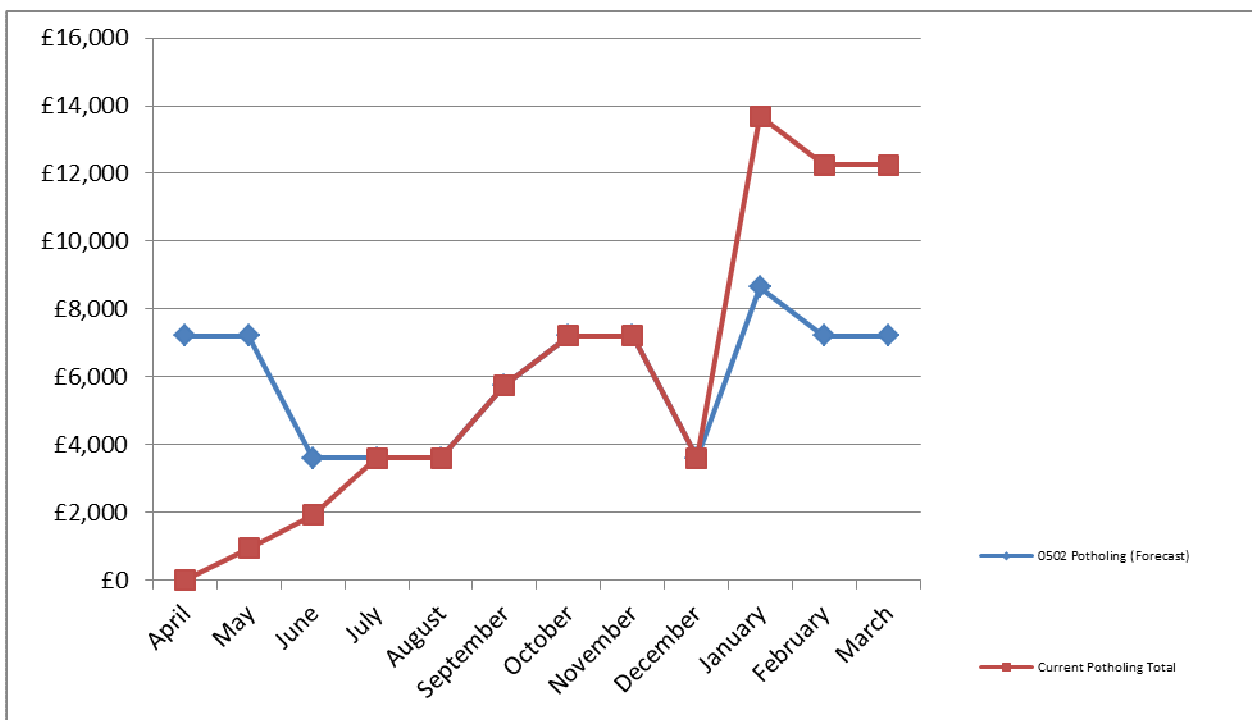
1st Quarter Spend and Estimate of Percentage of Target Achieved

			OLI 2013/14					Asset:-
Funding	Activity	Unit	Spend to Date	Estimated Works Quantity	% of Asset Management Plan achieved	Target Unit Rate	Target Quantity (from Asset Management Plan)	Inventory Quantity
R10	0501 Patching	sq.m	£ 106,463.00	3490.59	10.03%	£ 30.50	34803.65	3,480,365.00
	0502 Potholing	n/a	£ 19,234.00					-
	1001 Footways Resurfacing	sq.m	£ -	0.00	0.00%	£ 18.49	1116.45	67,040.50
	1401 Drainage Culverts	no.	£ 1,288.00	33.07	1.31%	£ 38.95	2515.33	6,621.00
	1402 Drainage Ditches	m	£ 42,153.00	23681.46	13.56%	£ 1.78	174616.14	787,760.55
	1501 Grasscutting	m	£ -	0.00	0.00%	£ 0.03	2767747.97	2,770,000.00
	1503 Weedkilling	sq.m	£ -	0.00	0.00%	£ 0.13	73952.00	126,537.00
	1601 Scrub / Tree Maintenance	n/a	£ 2,836.00					
	2301 Traffic Signs	no.	£ 11,388.00	130.06	47.76%	£ 87.56	272.30	1,561.50
	Totals		£ 183,362.00					

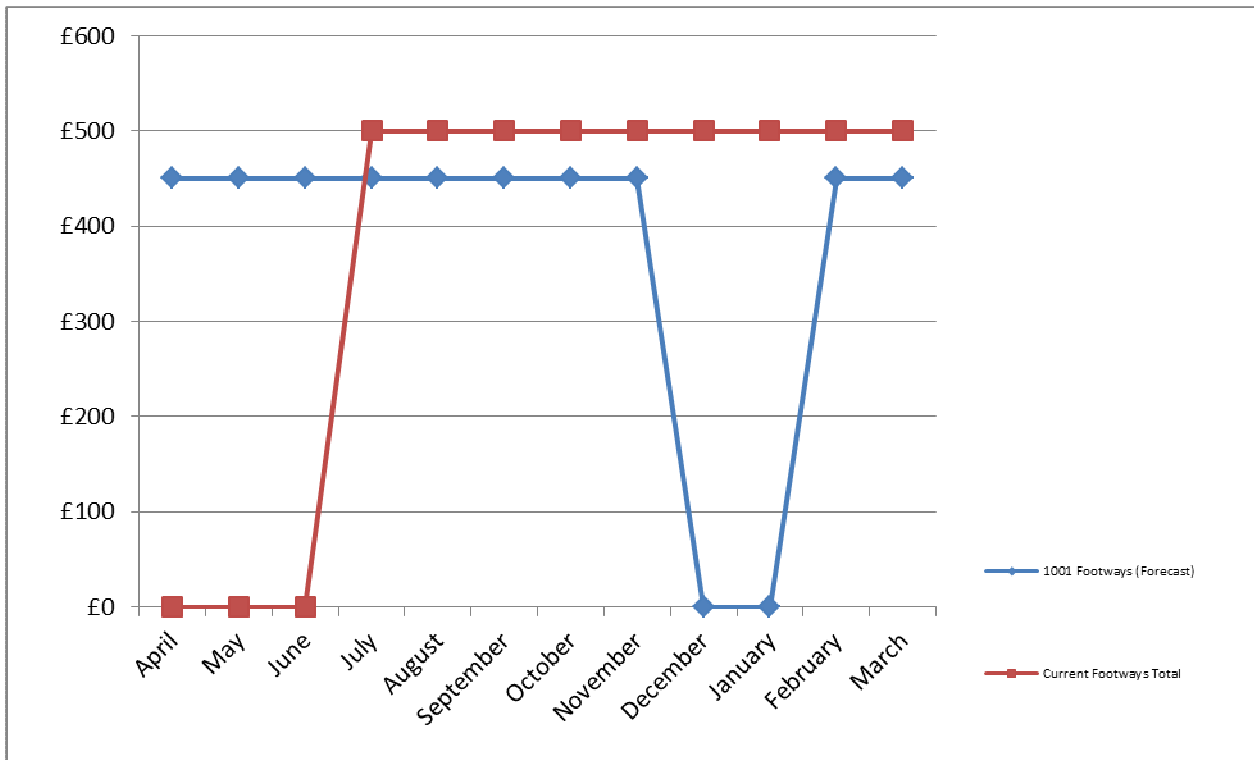
Lorn - Patching



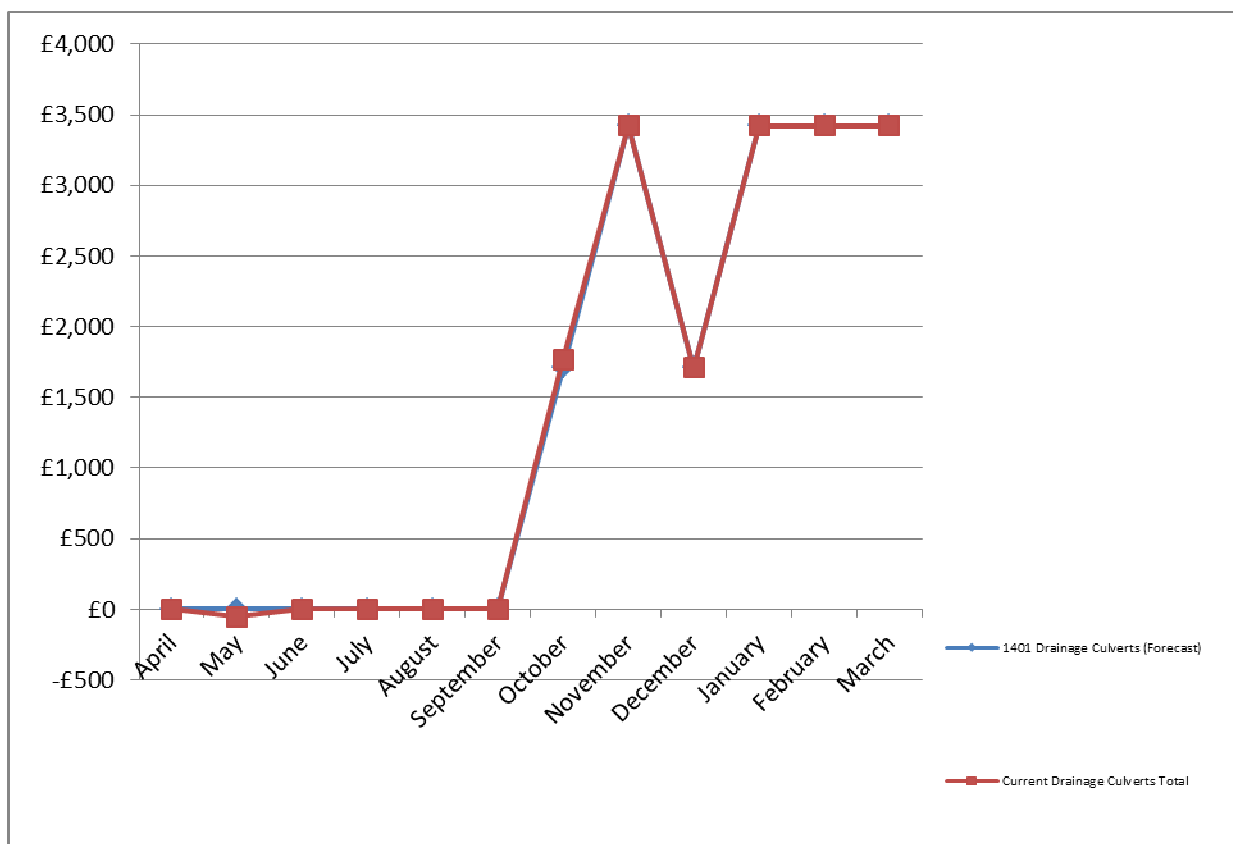
Lorn - Potholing



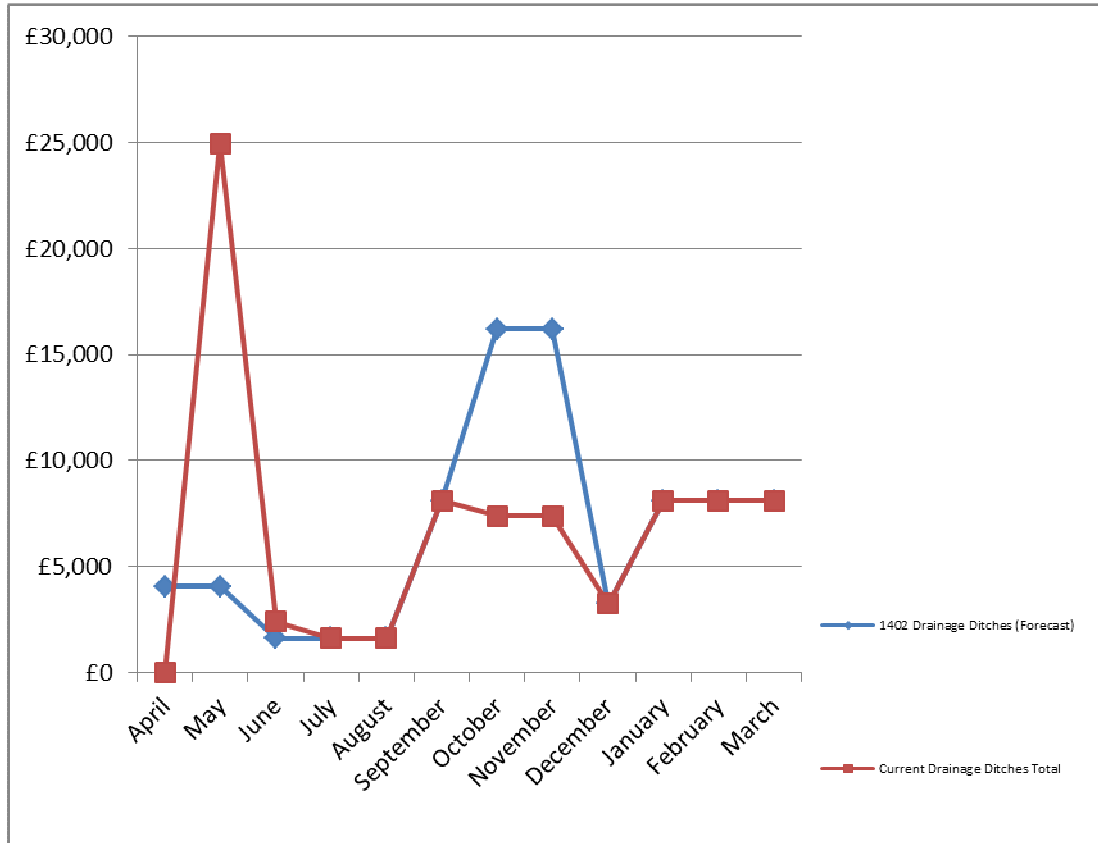
Lorn - Footways



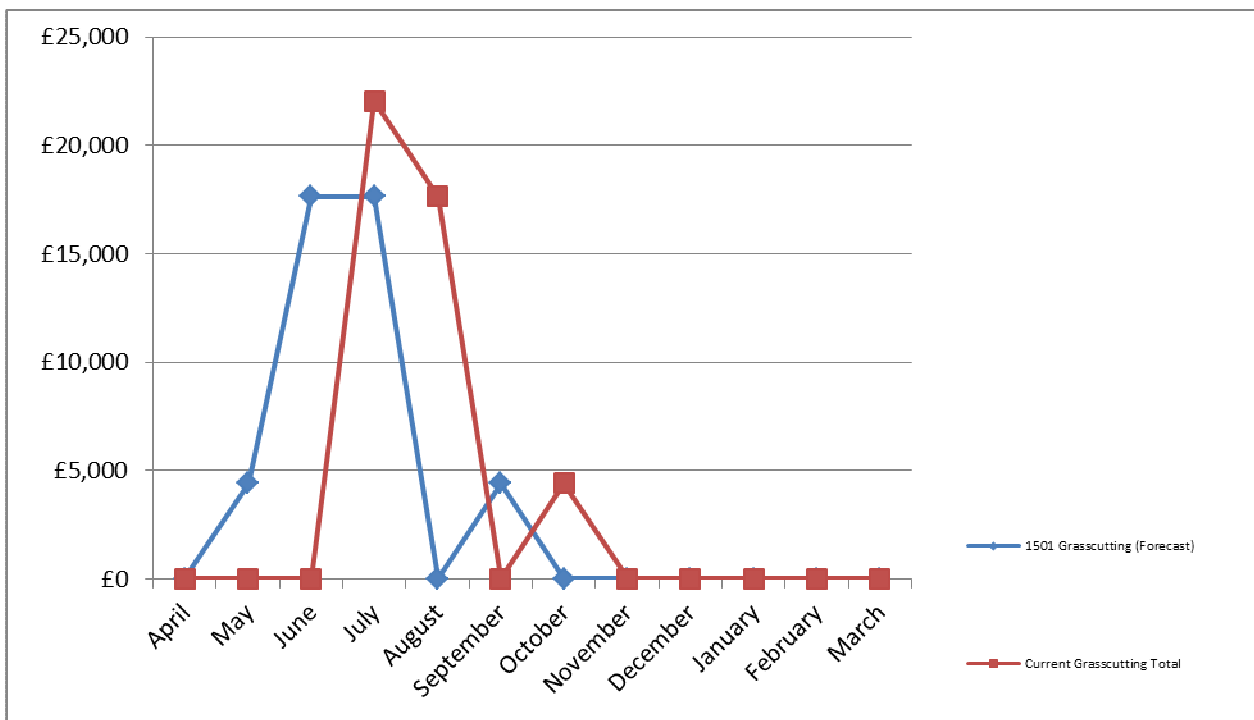
Lorn - Drainage Culverts



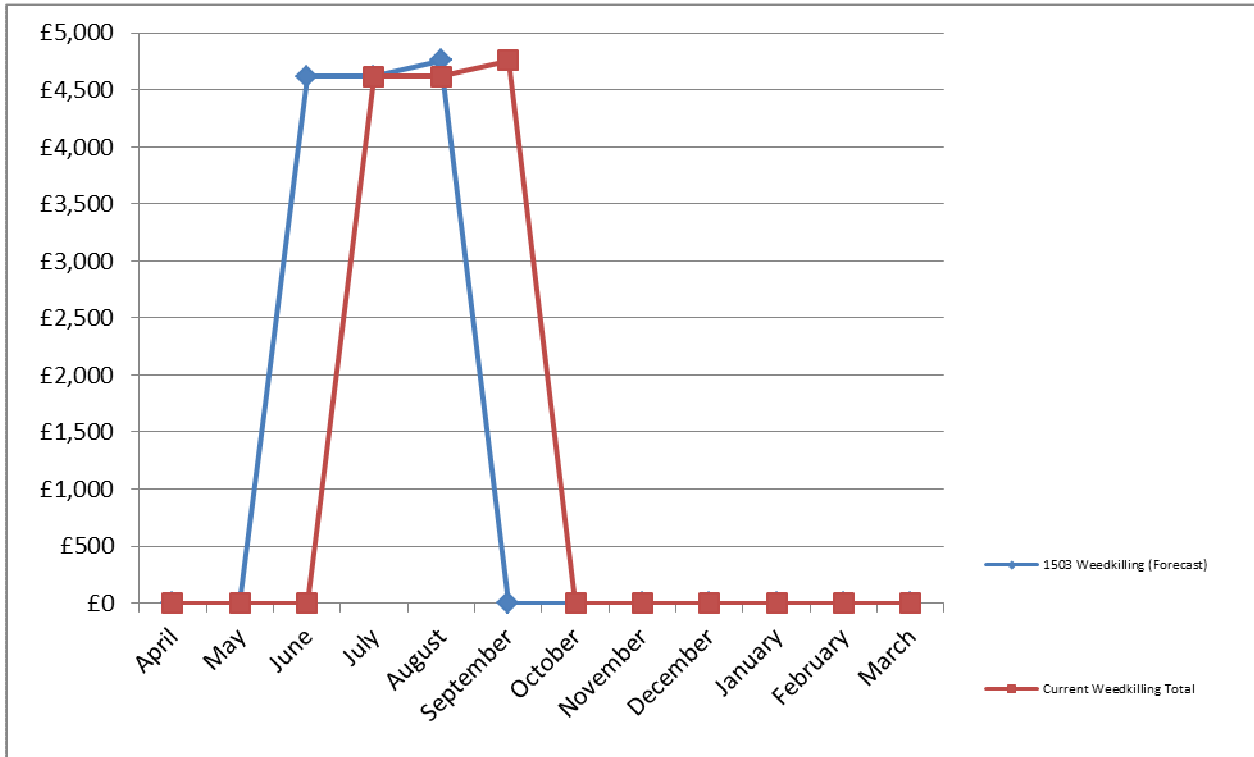
Lorn - Drainage Ditches



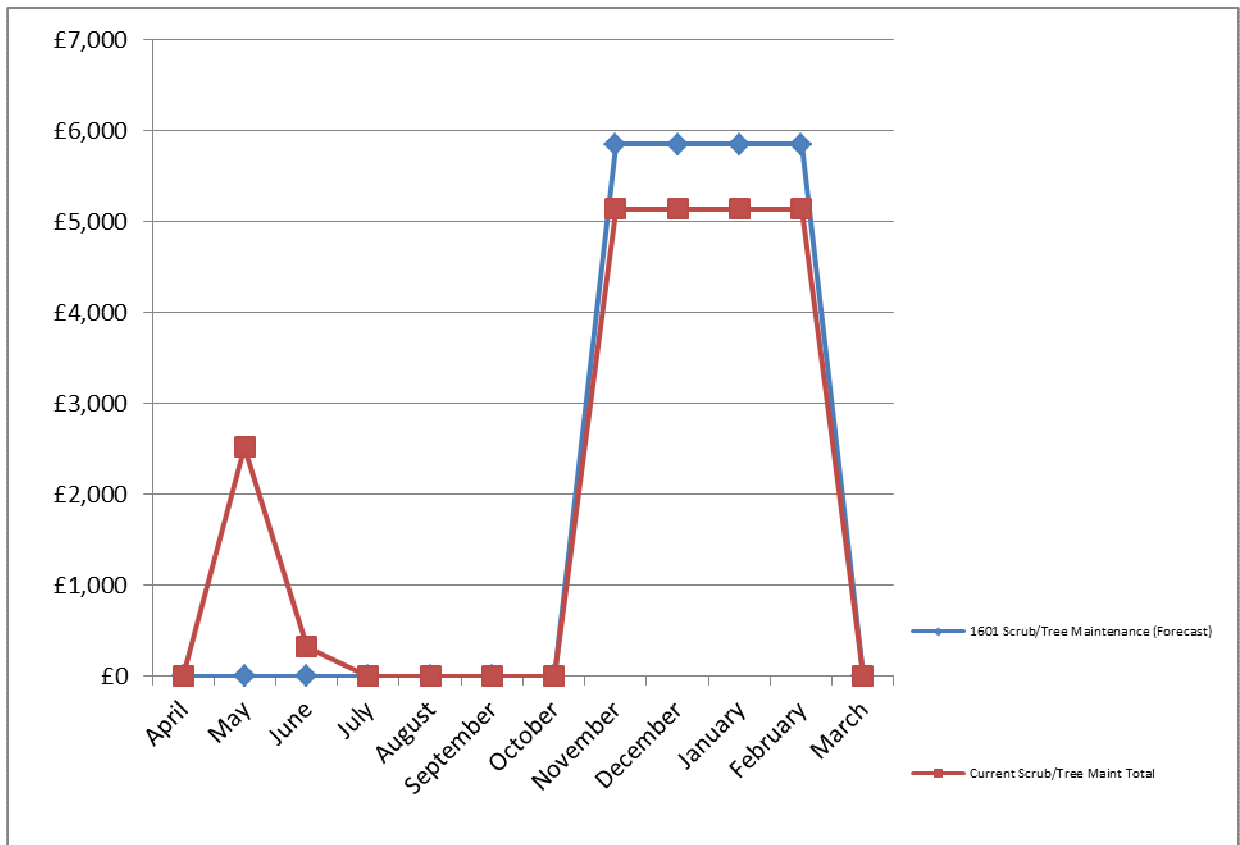
Lorn - Grass Cutting



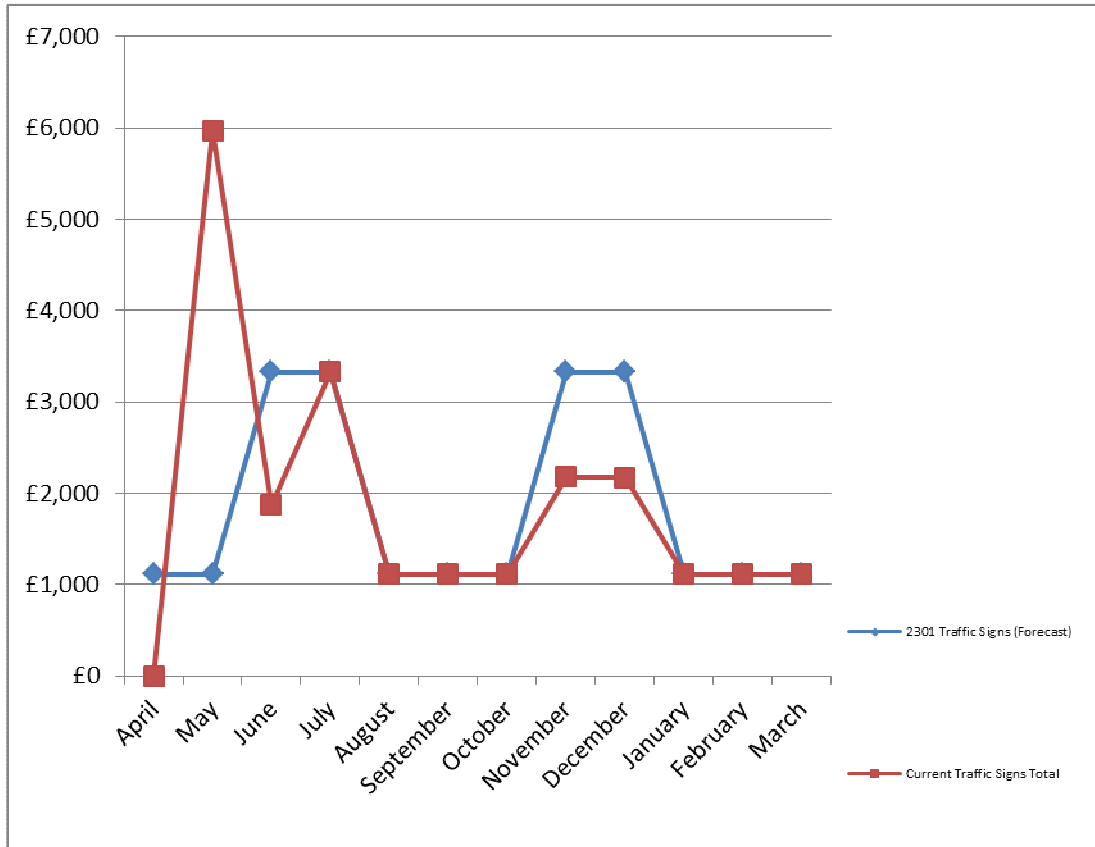
Lorn – Weedkilling



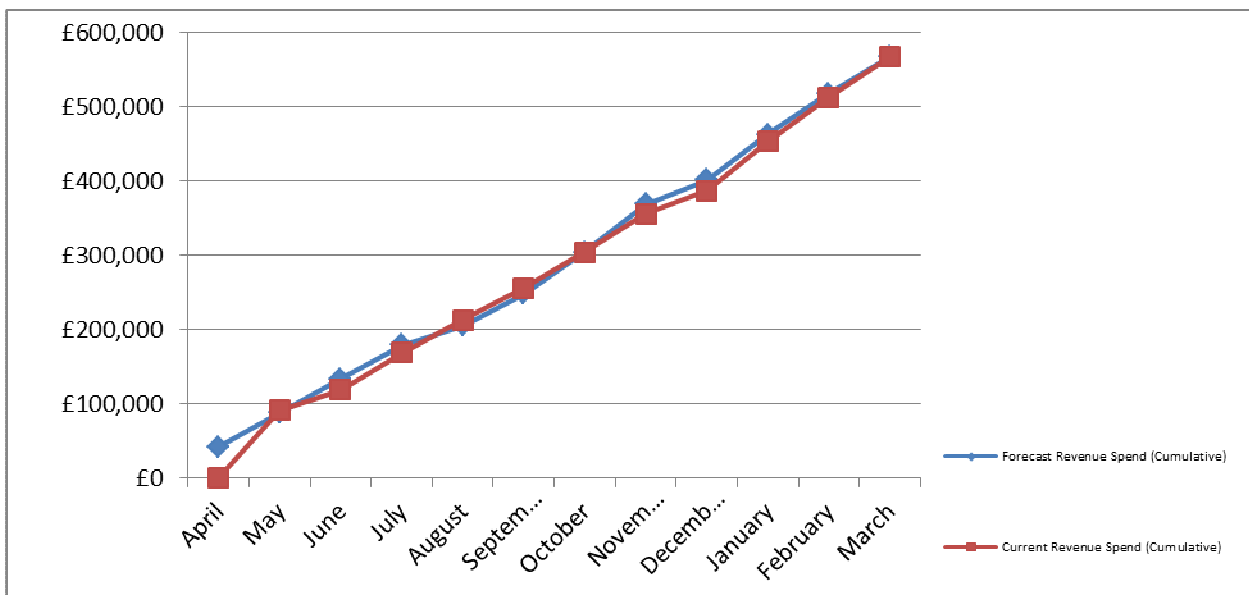
Lorn - Scrub Cutting



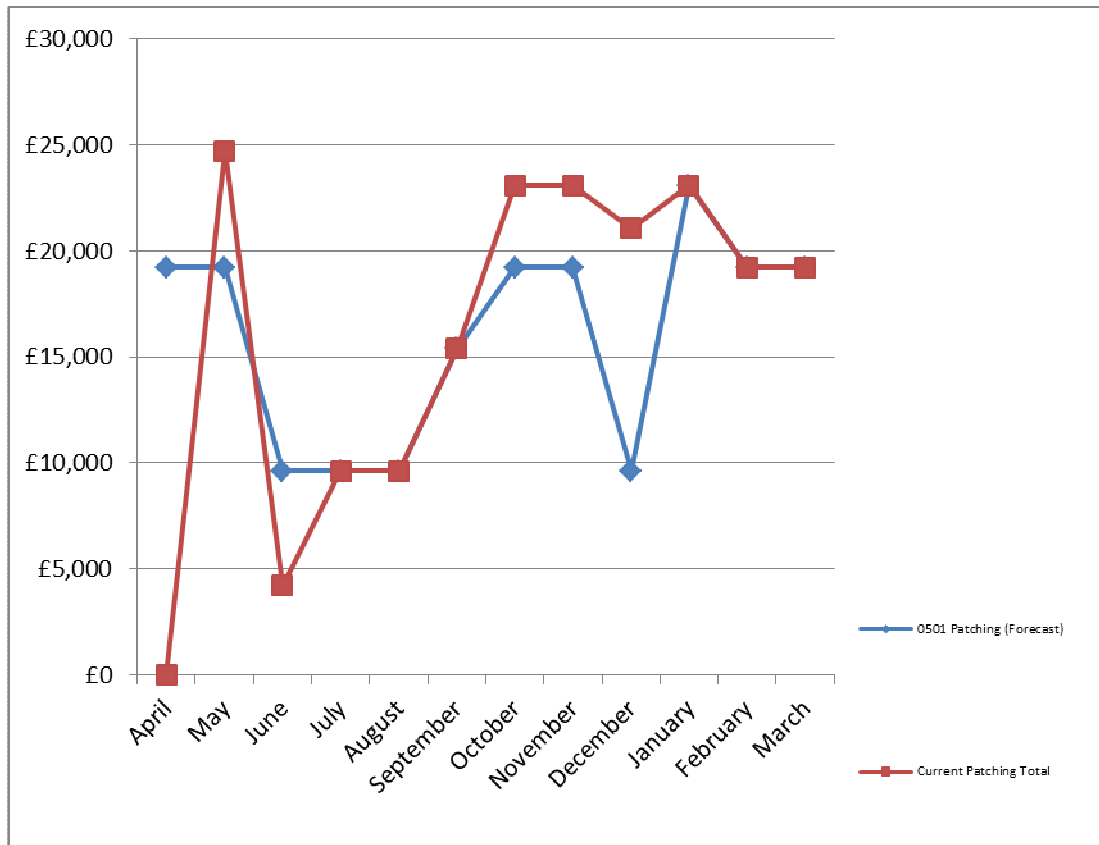
Lorn - Road Traffic Signs



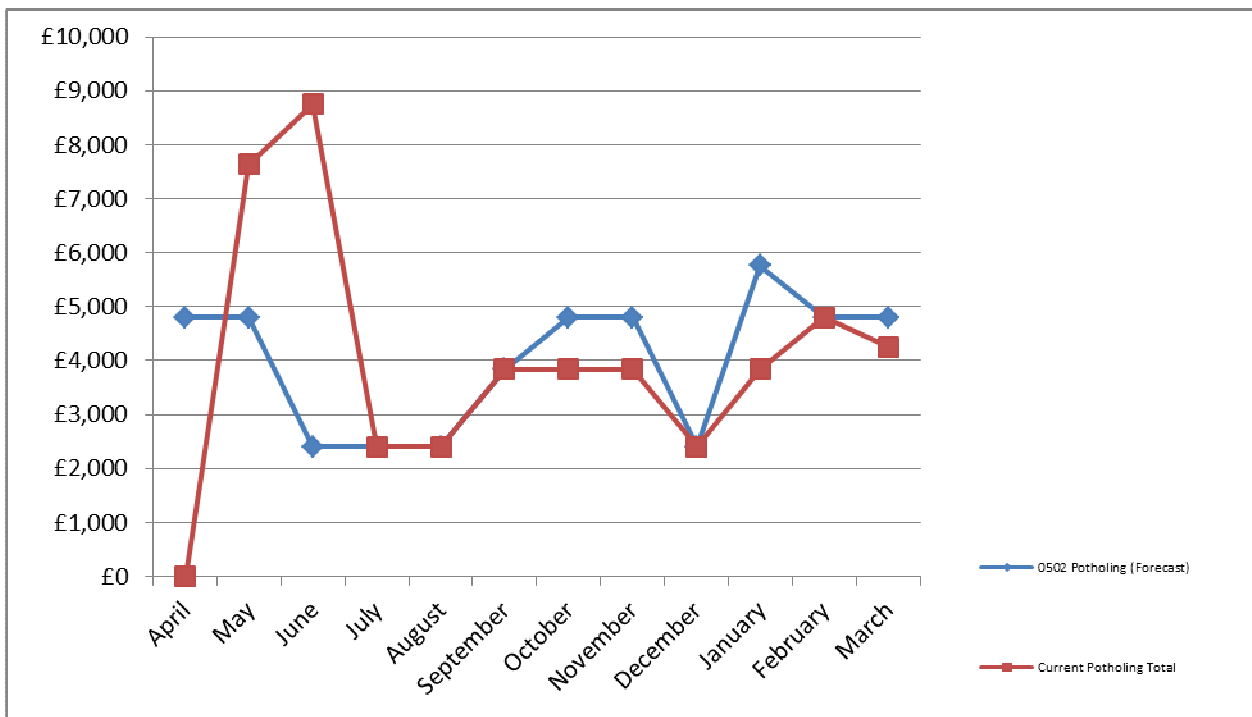
Lorn Cumulative Spend – Target and Forecast



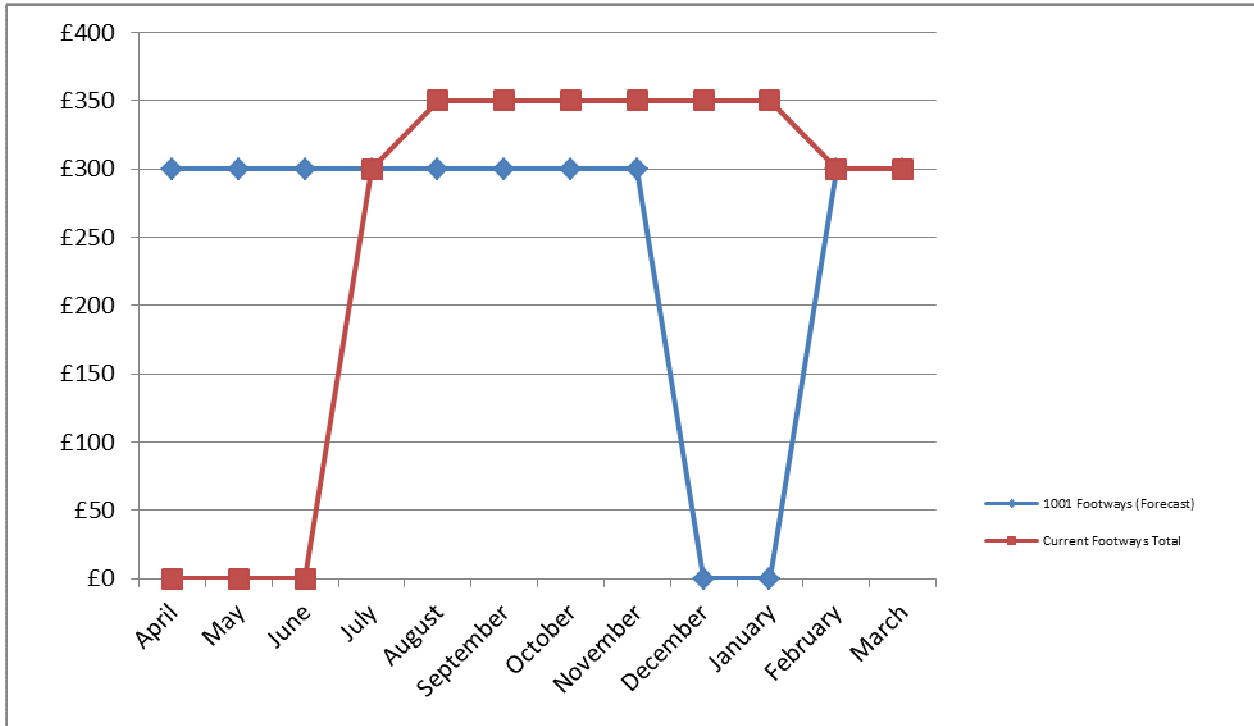
Mull - Patching



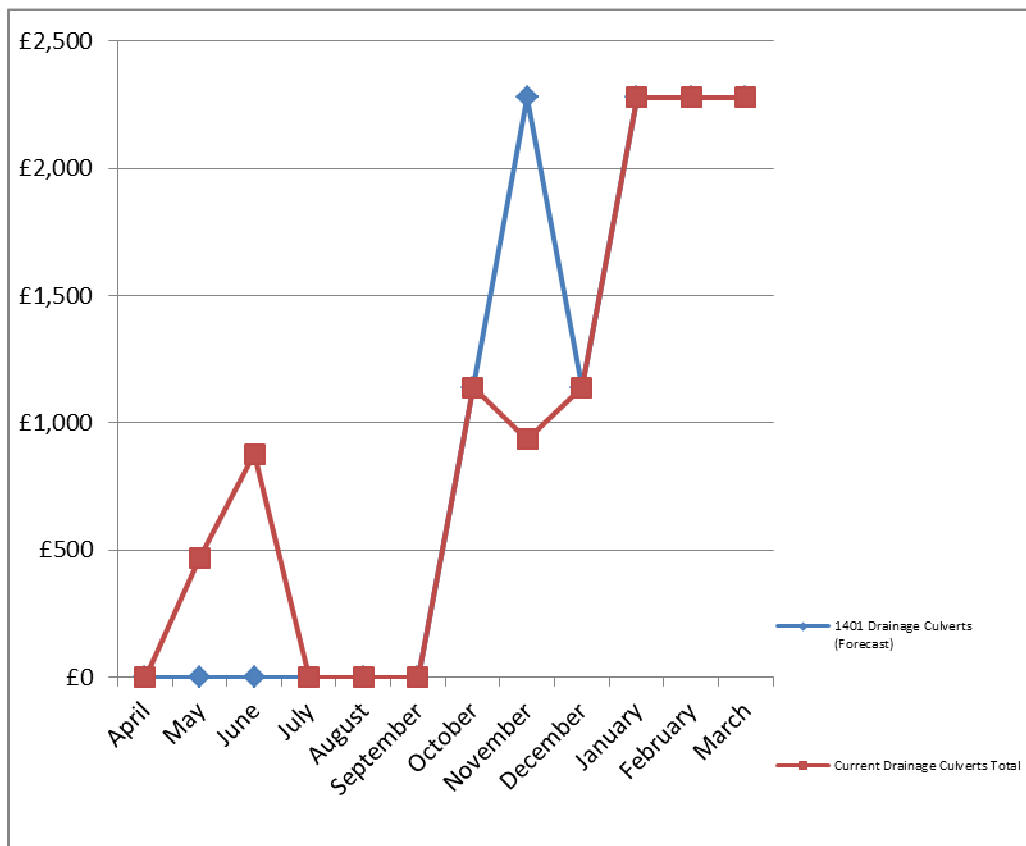
Mull - Potholing



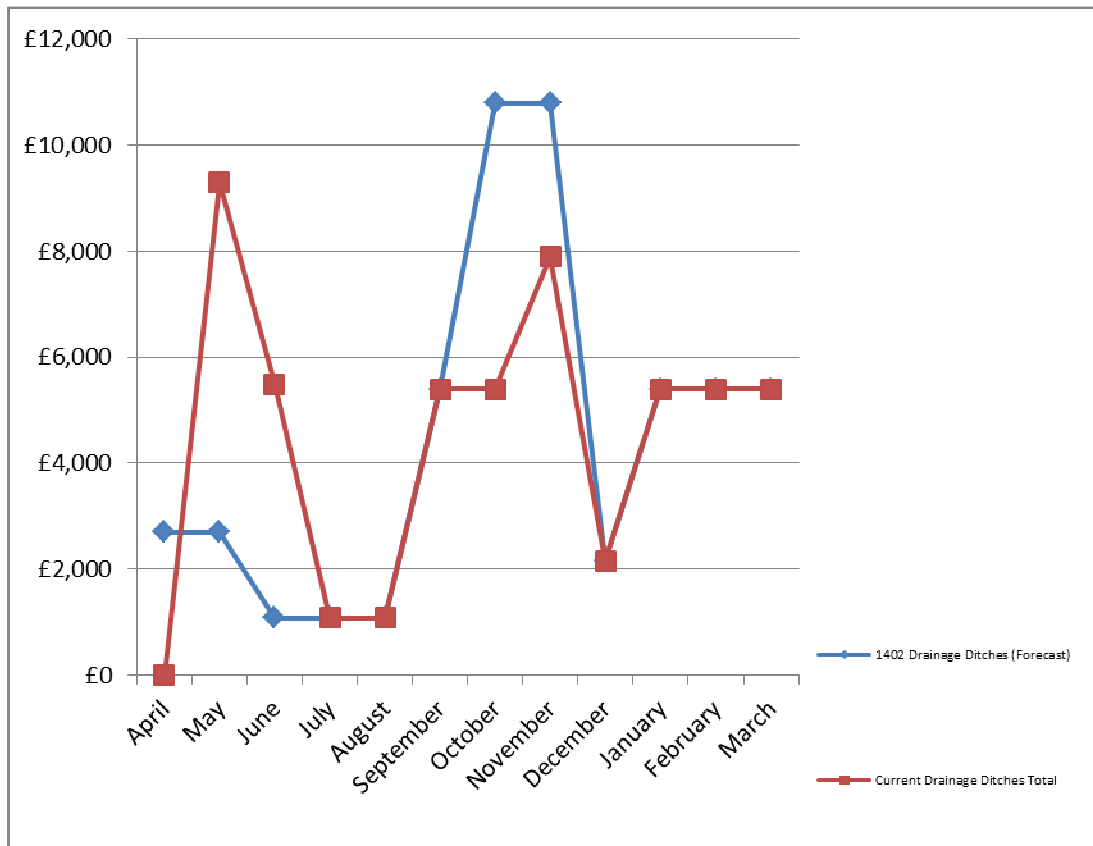
Mull – Footways



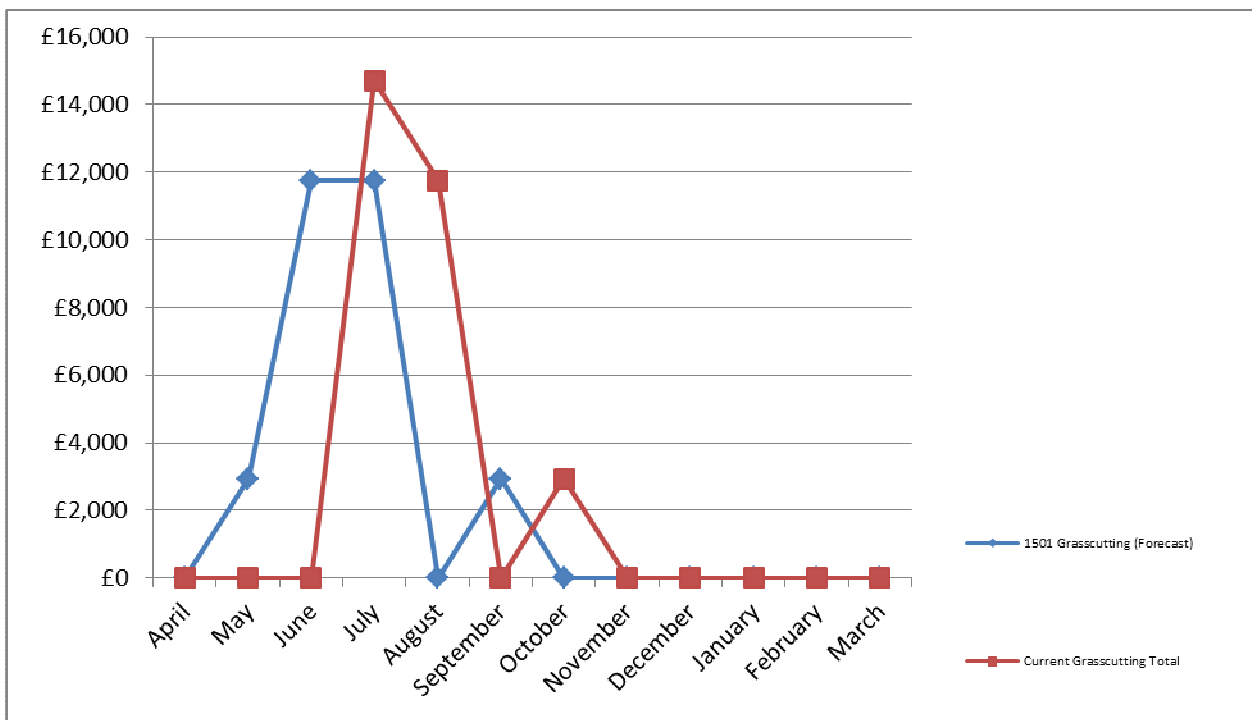
Mull - Drainage Culverts



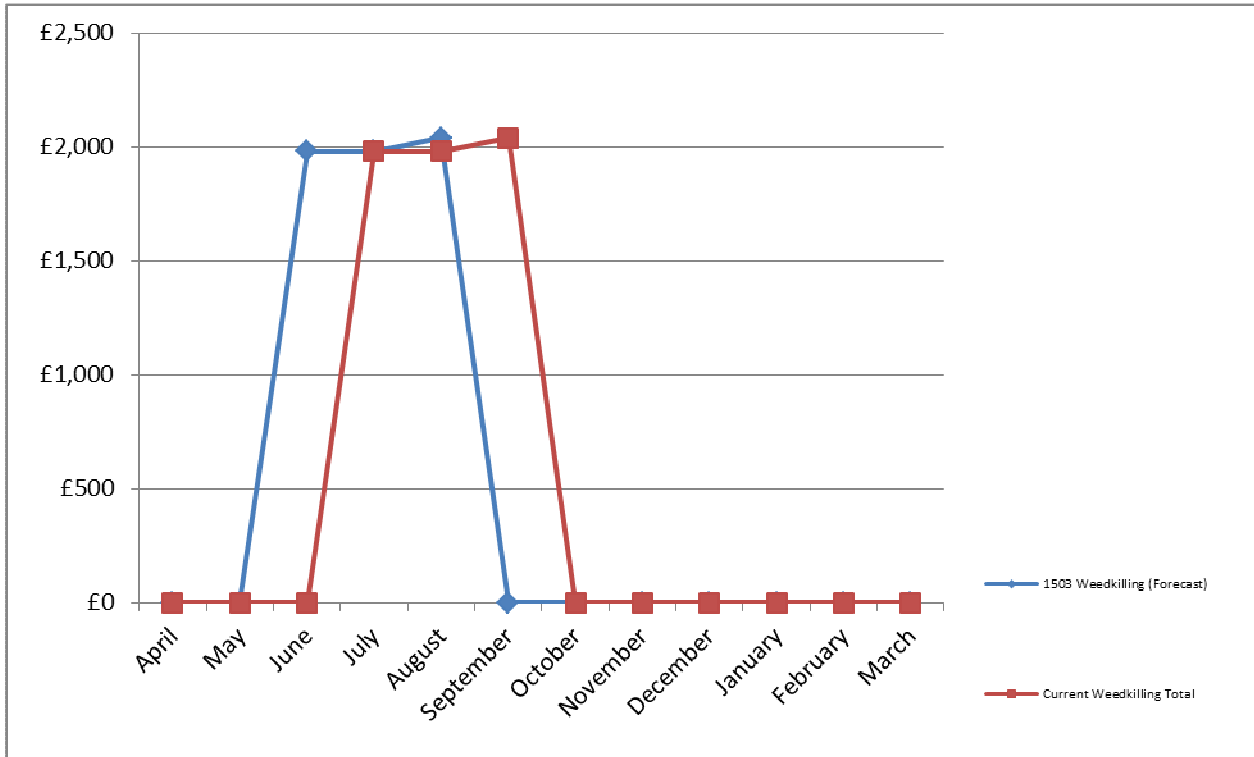
Mull - Drainage Ditches



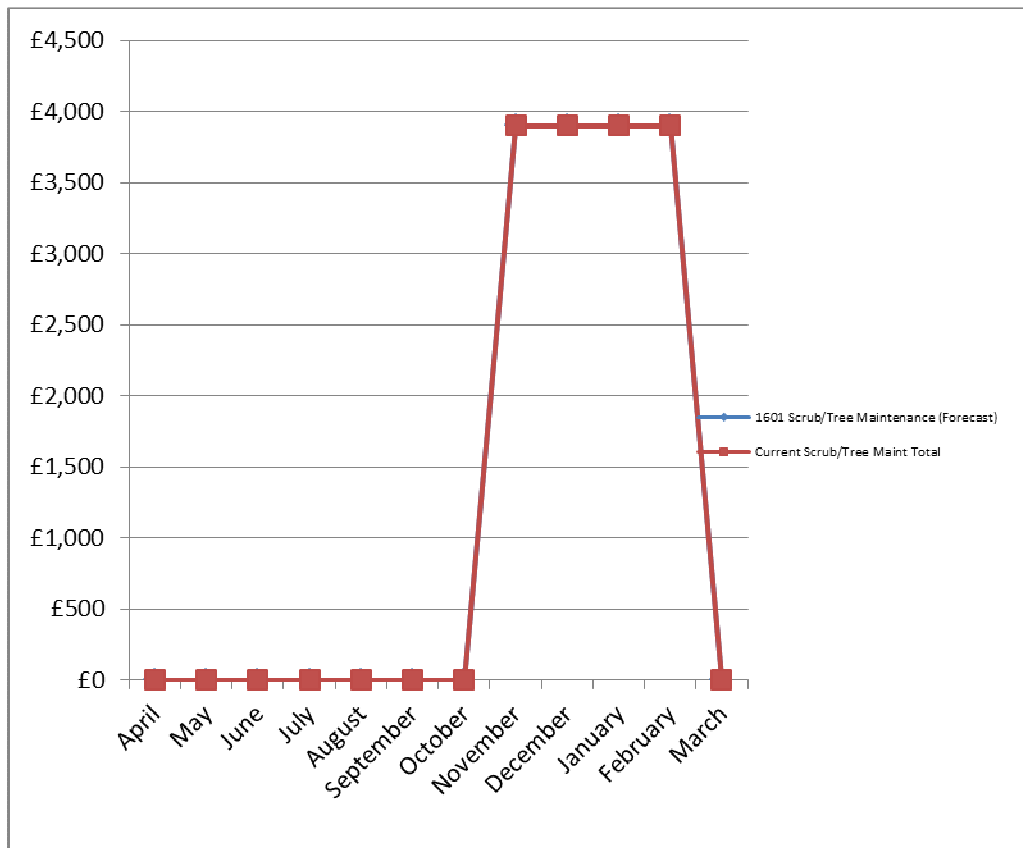
Mull - Grass Cutting



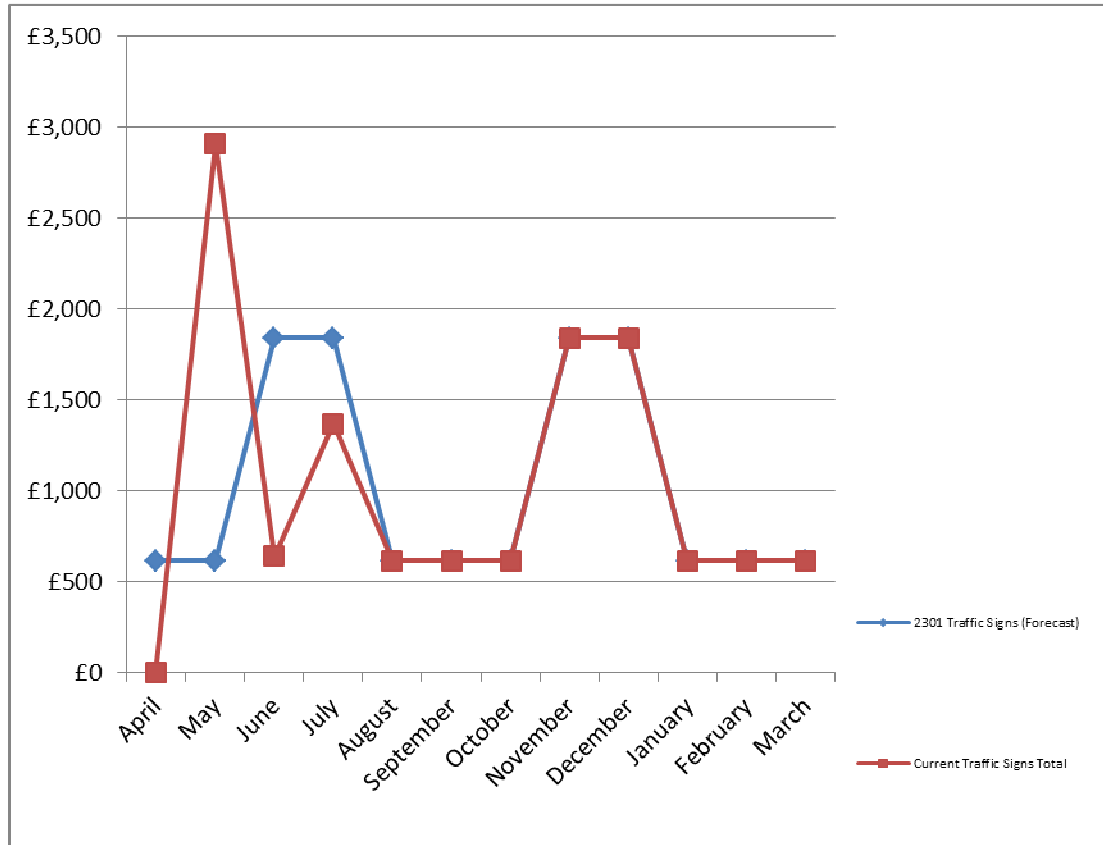
Mull – Weedkilling



Mull - Scrub Cutting



Mull - Road Traffic Signs



Mull Cumulative Spend – Target and Forecast

