
ROADS REVENUE BUDGET – 2nd QUARTER UPDATE

1. SUMMARY

- 1.1 This report follows on from the report presented at the August Area Committee, which provided information on road maintenance revenue activities being delivered in 2013/14.
- 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 Members were presented with the first in a series of reports in August, which provided information on the roads maintenance revenue budget. This second report follows a similar format and provides information on roads maintenance spend to the end of the 2nd Quarter.
- 3.2 As mentioned in the previous report, the Roads Operations Budget is proposed in line with the Roads Maintenance and Asset Management Plan (RAMP. 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, the available revenue budget is currently insufficient to allow all of the required works to be fully undertaken.
- 3.3 Roads revenue expenditure is closely monitored by separating types of work into different 'activities'. This report is based solely upon financial information which has been collated through the 'Total' costing system. Budgetary figures provided in the Appendices to this report represent the current roads revenue annual budget and expenditure for the months of April to September i.e. the overall spend for the 1st and 2nd quarter of the 2013/14 financial year.
- 3.4 Appendix 1a shows the overall roads maintenance budget for each area. Appendix 1b provides information on adjustments made to individual activity budgets – it should be noted that overall budgets for each of the four areas have not been adjusted. Appendix 1c provides information on percentage spend for each area, whilst appendix 1d provides details of budgets for the centrally managed portion of the roads maintenance budget.
- 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 1d - 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 1d details the targeted quantity as set out in the RAMP and the estimated quantity to the end of the 2nd 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 1e shows graphically how the main work activities controlled by the Area teams 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.

4 CONCLUSION

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

5 IMPLICATIONS

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|-----|------------------------------|--|
| 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 for all Areas. |
| Appendix 1b | Adjustments to budgets at end of Q2. |
| Appendix 1c | Revenue maintenance budget for each area and current level of spend. |

Appendix 1d	Centrally managed portion of the roads revenue budget – spend per Area
Appendix 1e	2 nd Quarter spend and estimate of percentage of target quantity achieved.
Appendix 1f	Graphs of 'spend versus target' on an activity basis.

Jim Smith
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8 November 2013

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APPENDICES

Roads Revenue Maintenance Budget 2013 to 2014 – Adjustments at end of Q2

	Activity	Area	Budget	Budget Adjustment	Revised Budget	Overall effect on Area Budget	Comments
1701	Road Markings/Studs	Mid Argyll	£15,000	-£8,000	£7,000		Road marking budget reduced to balance safety-related works to safety fences.
2401	Vehicle Safety Fence	Mid Argyll	£1,000	£8,000	£9,000	£0	
0501	Patching	Islay	£166,909	-£50,000	£116,909		Patching / potholing balanced to reflect costs.
0502	Potholing	Islay	£40,000	£50,000	£90,000	£0	
0501	Patching	Lorn	£288,448	-£55,000	£233,448		Patching / potholing balanced to reflect costs. Further adjustments to road markings, traffic signs and emergency incidents.
0502	Potholing	Lorn	£72,000	£50,000	£122,000		
1701	Road Markings/Studs	Lorn	£30,000	-£10,000	£20,000		
2301	Traffic Signs	Lorn	£22,165	£10,000	£32,165		
3201	Emergency Incidents	Lorn	£7,740	£5,000	£12,740	£0	
0501	Patching	Mull	£192,298	-£30,000	£162,298		
0502	Potholing	Mull	£48,000	£30,000	£78,000		Road markings and traffic signs balanced to reflect costs.
1701	Road Markings/Studs	Mull	£15,000	-£5,000	£10,000		
2301	Traffic Signs	Mull	£12,285	£5,000	£17,285	£0	
1701	Road Markings/Studs	Bute	£40,000	-£35,000	£5,000		Road markings budget balanced between Bute and Cowal to reflect costs.
2301	Traffic Signs	Bute	£0	£5,000	£5,000	-£30,000	
1701	Road Markings/Studs	Cowal	£10,000	£20,000	£30,000		Adjustments to both road markings and gully emptying budgets to balance actual costs.
2301	Traffic Signs	Cowal	£0	£10,000	£10,000	£30,000	
1701	Road Markings/Studs	Lomond	£50,000	-£20,000	£30,000		Adjustments to both road markings and gully emptying budgets to balance actual costs.
1801	Gully Emptying	Lomond	£23,800	£20,000	£43,800	£0	

Roads Revenue Maintenance Budget 2013 to 2014

Spend for the 2nd Quarter

	Mid Argyll	Kintyre	Islay	MAKI	Lorn	Mull	OLI	Bute	Cowal	B & C	H & L	Centrally Managed	Total
Area Budget	£311,910	£311,909	£311,909	£935,728	£571,713	£376,983	£948,696	£215,732	£501,709	£717,441	£530,246	£1,385,000	£4,517,111
Actual Spend - End of Q2	£139,854	£172,328	£173,992	£486,174	£288,481	£161,103	£449,584	£100,665	£209,525	£310,190	£311,449	£665,877	£2,223,274
Remaining Budget	£172,056	£139,581	£137,917	£449,554	£283,232	£215,880	£499,112	£115,067	£292,184	£407,251	£218,797	£719,123	£2,293,837
Percentage Spend	45%	55%	56%	52%	50%	43%	47%	47%	42%	43%	59%	48%	49%

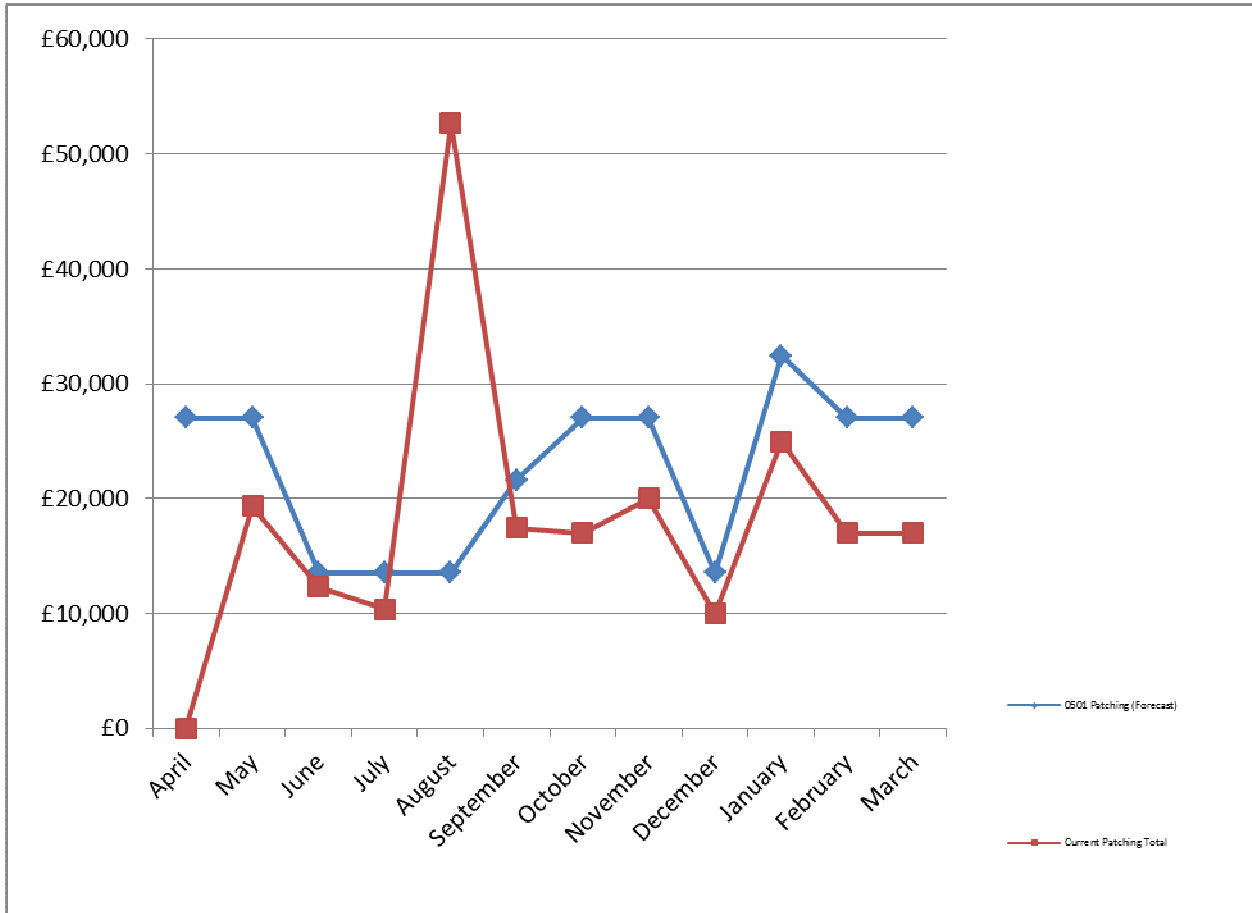
Roads Revenue Maintenance Budget 2013 to 2014 – Centrally Managed Spend

		Areas					Totals			
		MAKI	OLI	B & C	H & L	Combined				
Jetpatcher	Budget	£195,000	£195,000	£149,500	£110,500	£0	£650,000			
	Spend	£135,705	£98,110	£67,487	£6,338	£0	£307,640			
	%age Spend	70%	50%	45%	6%	n/a	47%			
Bridges	Budget	£0	£0	£0	£0	£225,000	£225,000			
	Spend	£0	£0	£0	£0	£108,809	£108,809			
	%age Spend	n/a	n/a	n/a	n/a	48%	48%			
Cattle Grids	Budget	£0	£0	£0	£0	£30,000	£30,000			
	Spend	£0	£0	£0	£0	£4,116	£4,116			
	%age Spend	n/a	n/a	n/a	n/a	14%	14%			
Road Markings	Budget	£37,000	£30,000	£35,000	£30,000	£0	£132,000	Central Budget	£1,385,000	
	Spend	£1,381	£19,143	£12,056	£8,677	£0	£41,257	Total Spend	£665,877	
	%age Spend	4%	64%	34%	29%	n/a	31%	Percentage Spend	48%	
Gully Emptying	Budget	£42,000	£42,000	£32,200	£43,800	£0	£160,000			
	Spend	£11,299	£16,272	£22,702	£19,083	£0	£69,356			
	%age Spend	27%	39%	71%	44%	n/a	43%			
Illuminated Bollards	Budget	£0	£0	£0	£0	£5,000	£5,000			
	Spend	£0	£0	£0	£0	£0	£0			
	%age Spend	n/a	n/a	n/a	n/a	0%	0%			
Safety Fence	Budget	£11,000	£3,000	£2,300	£1,700	£0	£18,000			
	Spend	£10,492	£0	£535	£506	£0	£11,533			
	%age Spend	95%	0%	23%	30%	n/a	64%			
Street Name Plates	Budget	£1,200	£1,200	£920	£680	£0	£4,000			
	Spend	£0	£930	£110	£0	£0	£1,040			
	%age Spend	0%	78%	12%	0%	n/a	26%			
Traffic Signals	Budget	£0	£0	£0	£0	£30,000	£30,000			
	Spend	£0	£0	£0	£0	£13,978	£13,978			
	%age Spend	n/a	n/a	n/a	n/a	47%	47%			
Emergency Incidents	Budget	£12,900	£17,900	£9,890	£7,310	£0	£48,000			
	Spend	£5,145	£11,302	£3,024	£0	£0	£19,471			
	%age Spend	40%	63%	31%	0%	n/a	41%			
Summer Standby	Budget	£23,000	£13,000	£14,000	£20,000	£13,000	£83,000			
	Spend	£25,539	£15,516	£13,424	£34,198	£0	£88,677			
	%age Spend	111%	119%	96%	171%	n/a	107%			

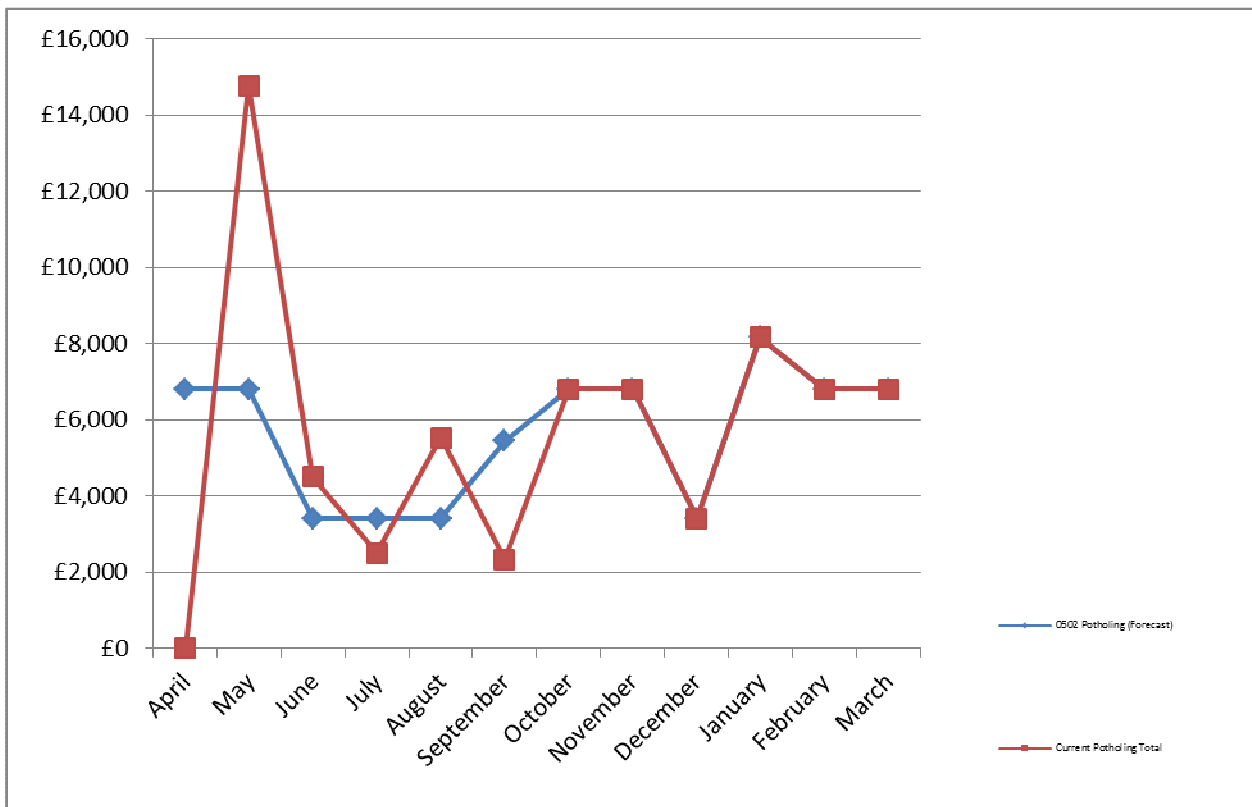
Roads Revenue Maintenance Budget – Helensburgh and Lomond
End of 2nd Quarter Spend and Estimate of Percentage of Target Achieved

		H&L 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	£ 112,204.00	3678.82	27.20%	£ 30.50	13,526.72	1,352,672.00
	0502 Potholing	n/a	£ 29,619.00					-
	1001 Footways Resurfacing	sq.m	£ 21,780.00	1272.49	64.35%	£ 17.12	1977.58	108,148.00
	1401 Drainage Culverts	no.	£ 49,580.00	1272.91	198.74%	£ 38.95	640.50	896.00
	1402 Drainage Ditches	m	£ 15,905.00	8935.39	38.29%	£ 1.78	23336.00	23,336.00
	1501 Grasscutting	m	£ 54,075.00	1648628.05	219.98%	£ 0.03	749440.00	750,000.00
	1503 Weedkilling	sq.m	£ 19,324.00	154592.00	59.16%	£ 0.13	261291.00	318,171.00
	1601 Scrub / Tree Maintenance	n/a	£ 3,480.00					-
	2301 Traffic Signs	no.	£ 5,481.00	62.60	25.87%	£ 87.56	242.00	2,078.00
	Totals		£ 311,448.00				177957.65	

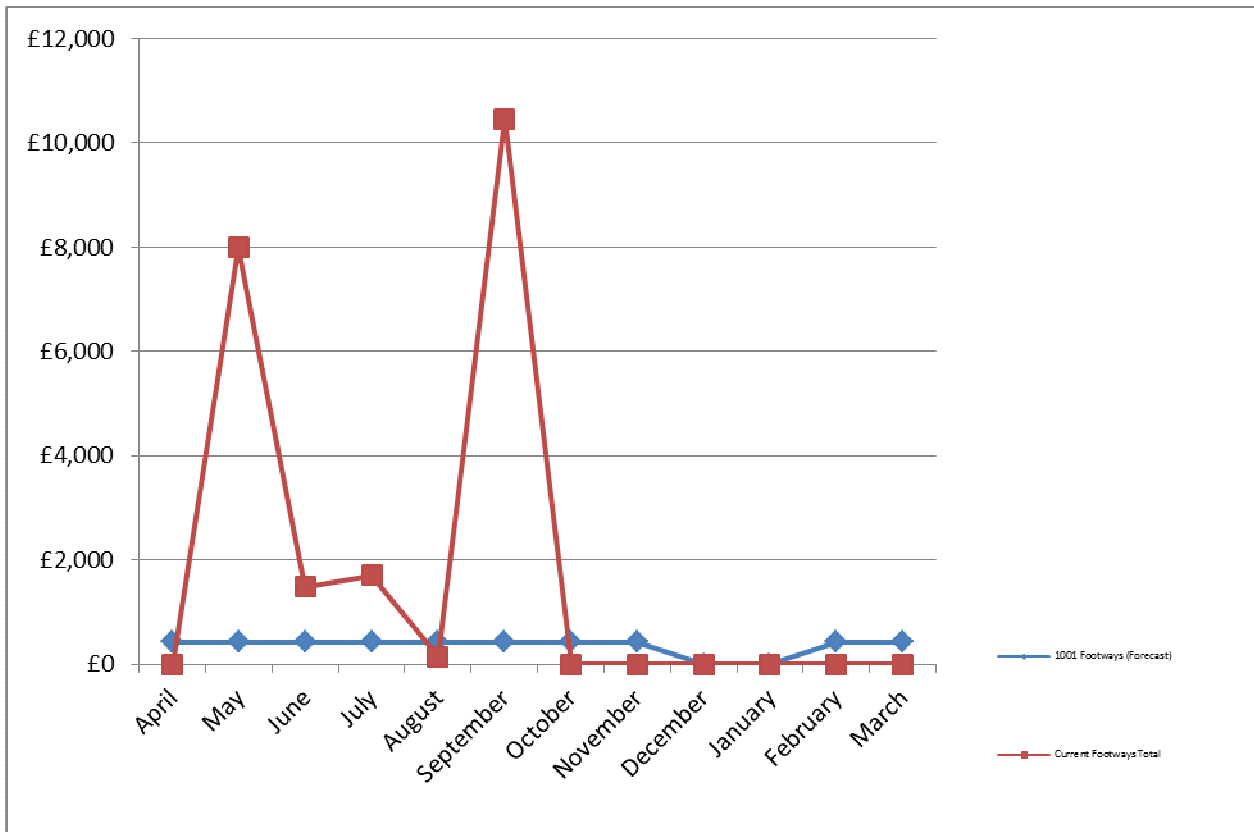
H & L - Patching



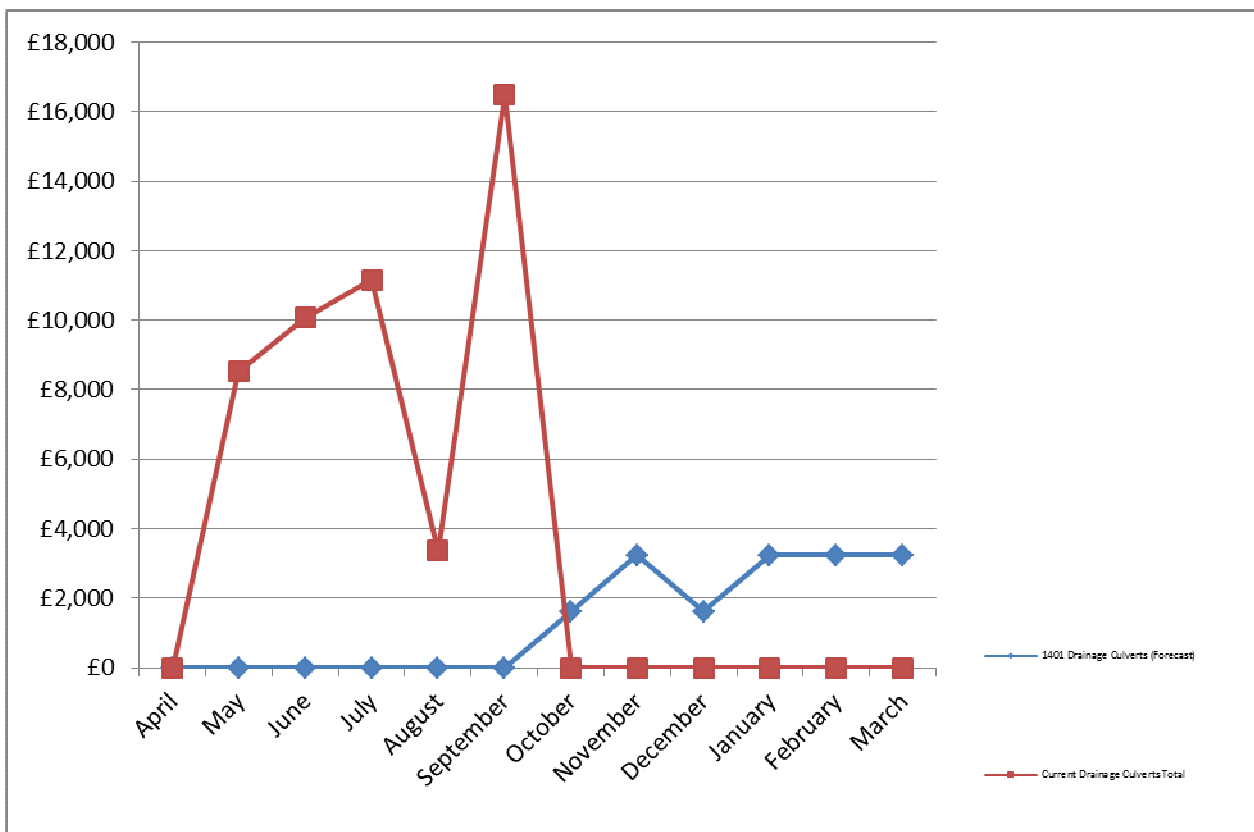
H & L - Potholing



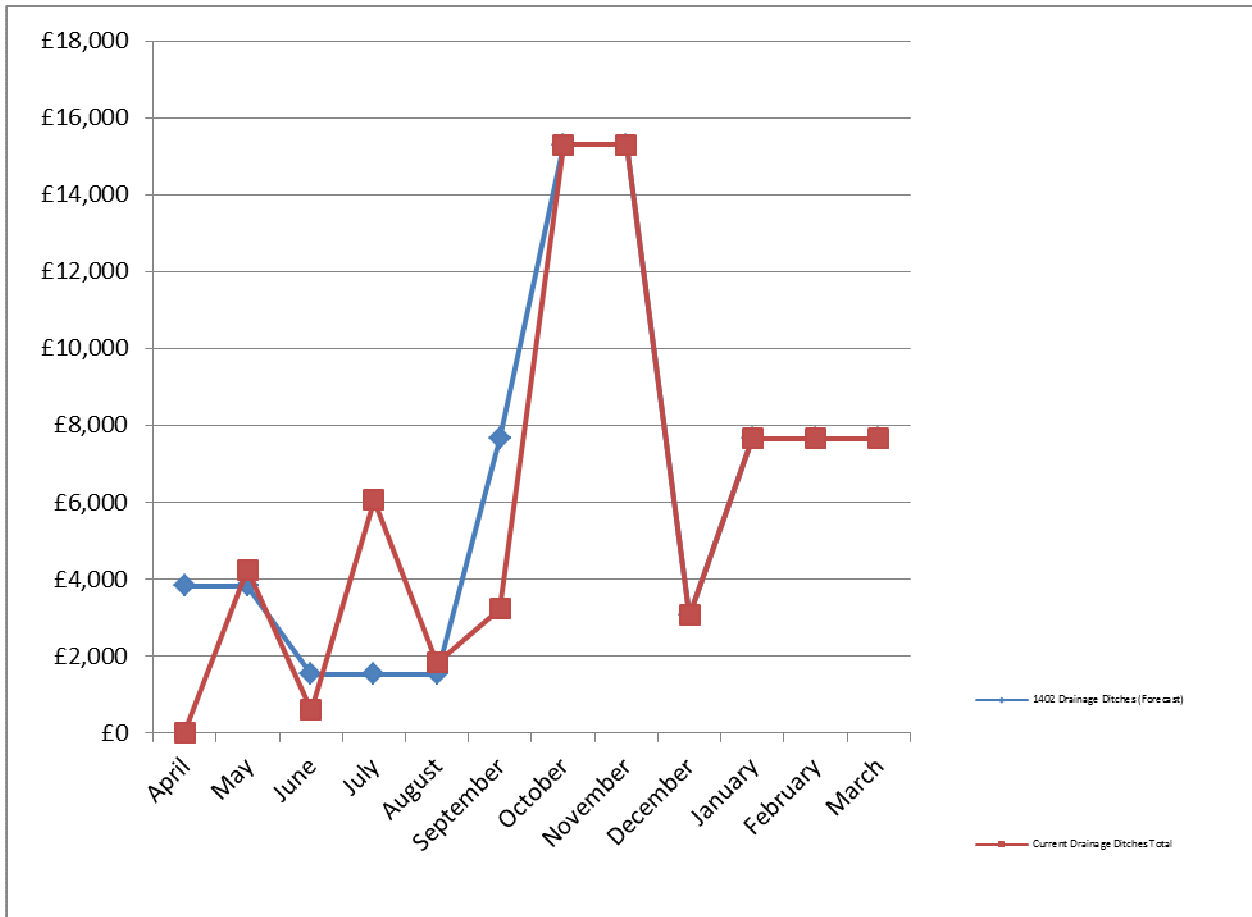
H & L - Footways



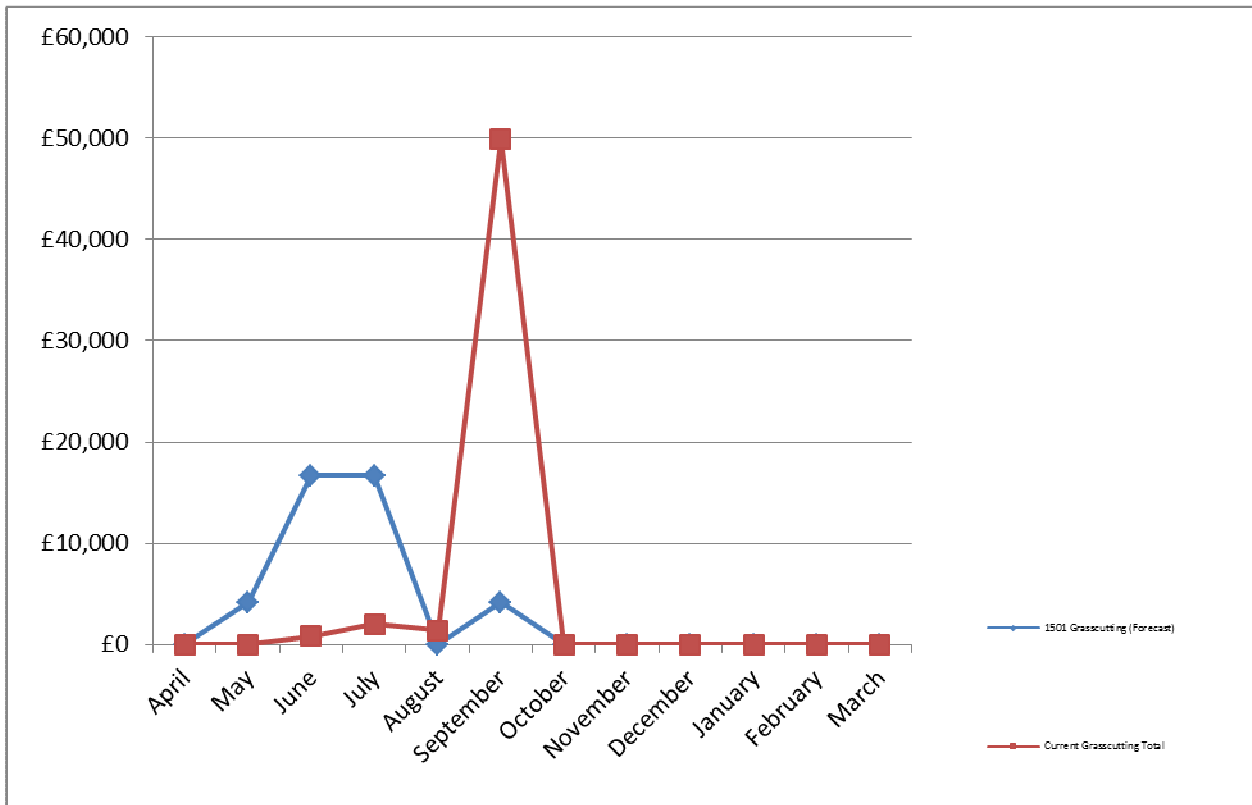
H & L - Drainage Culverts



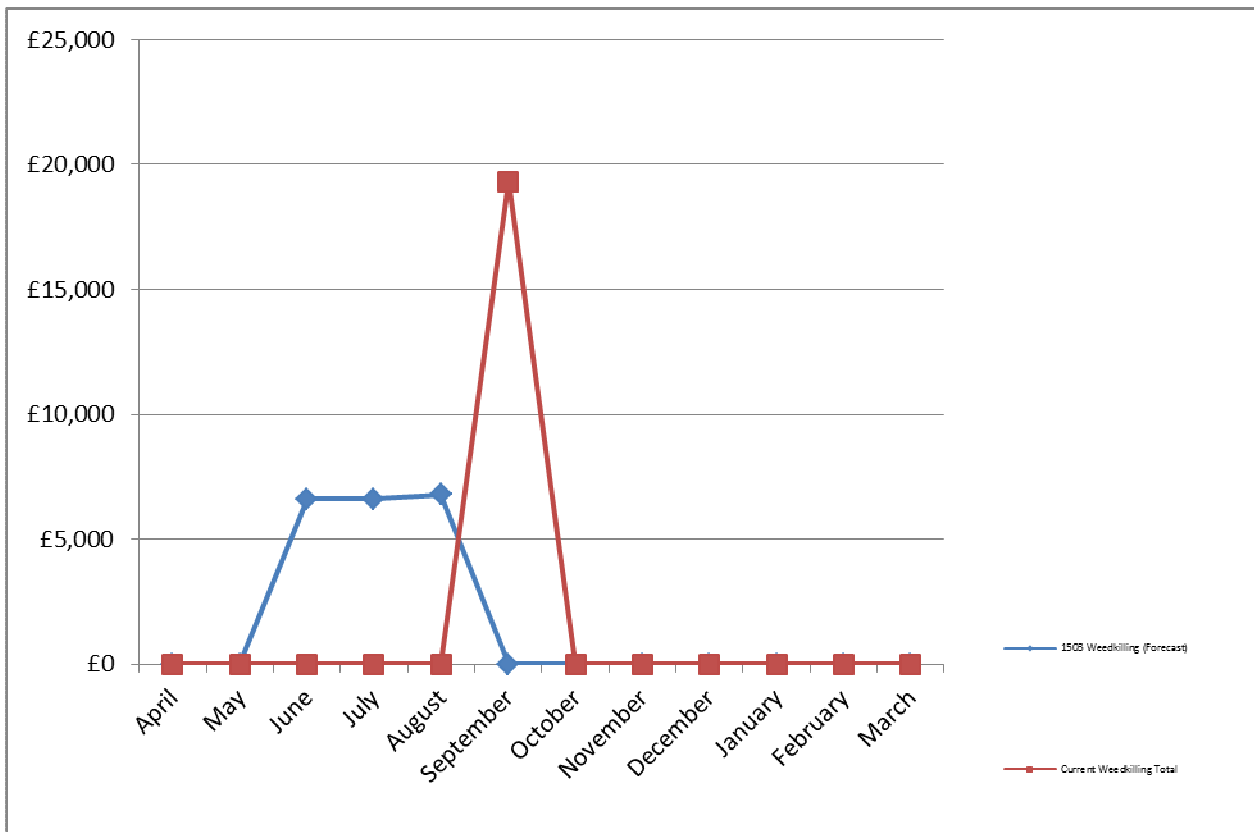
H & L - Drainage Ditches



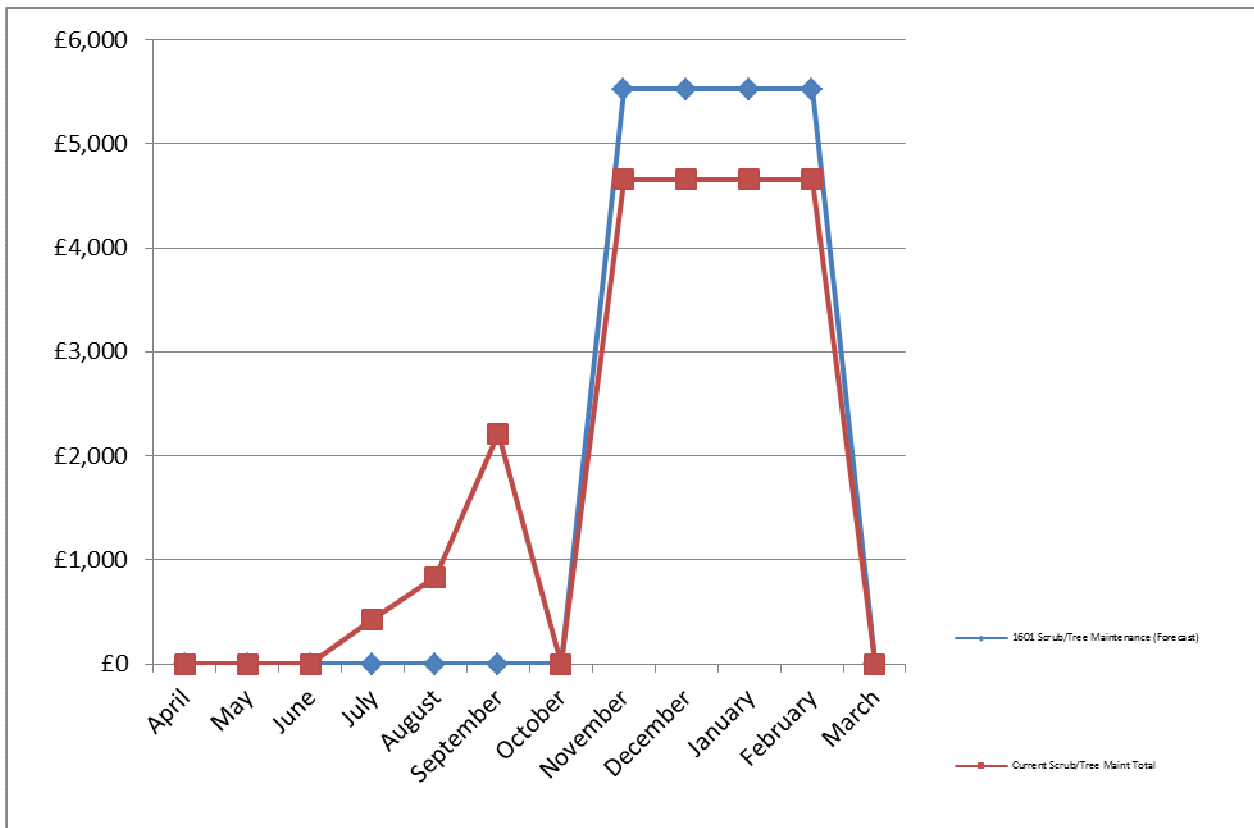
H & L - Grass Cutting



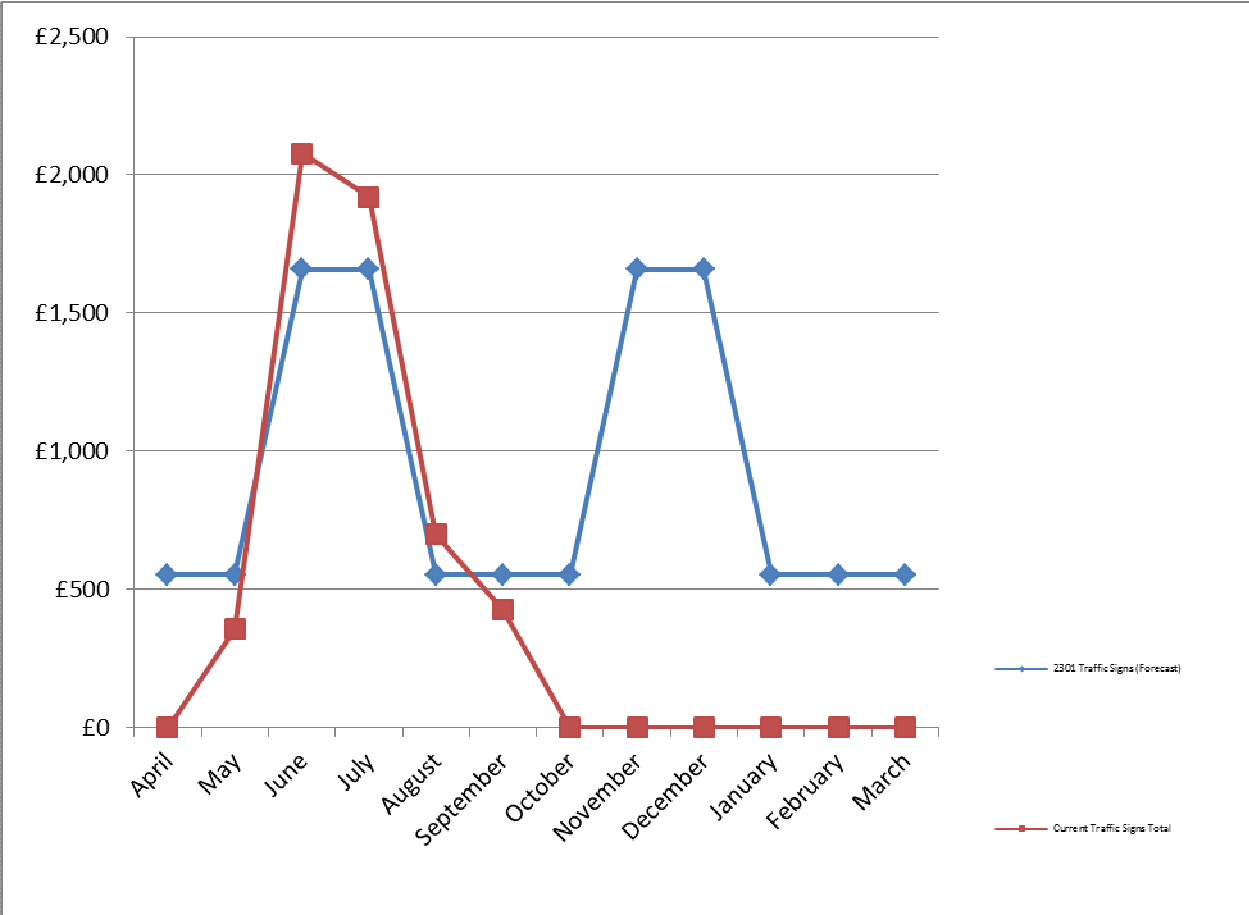
H & L – Weedkilling



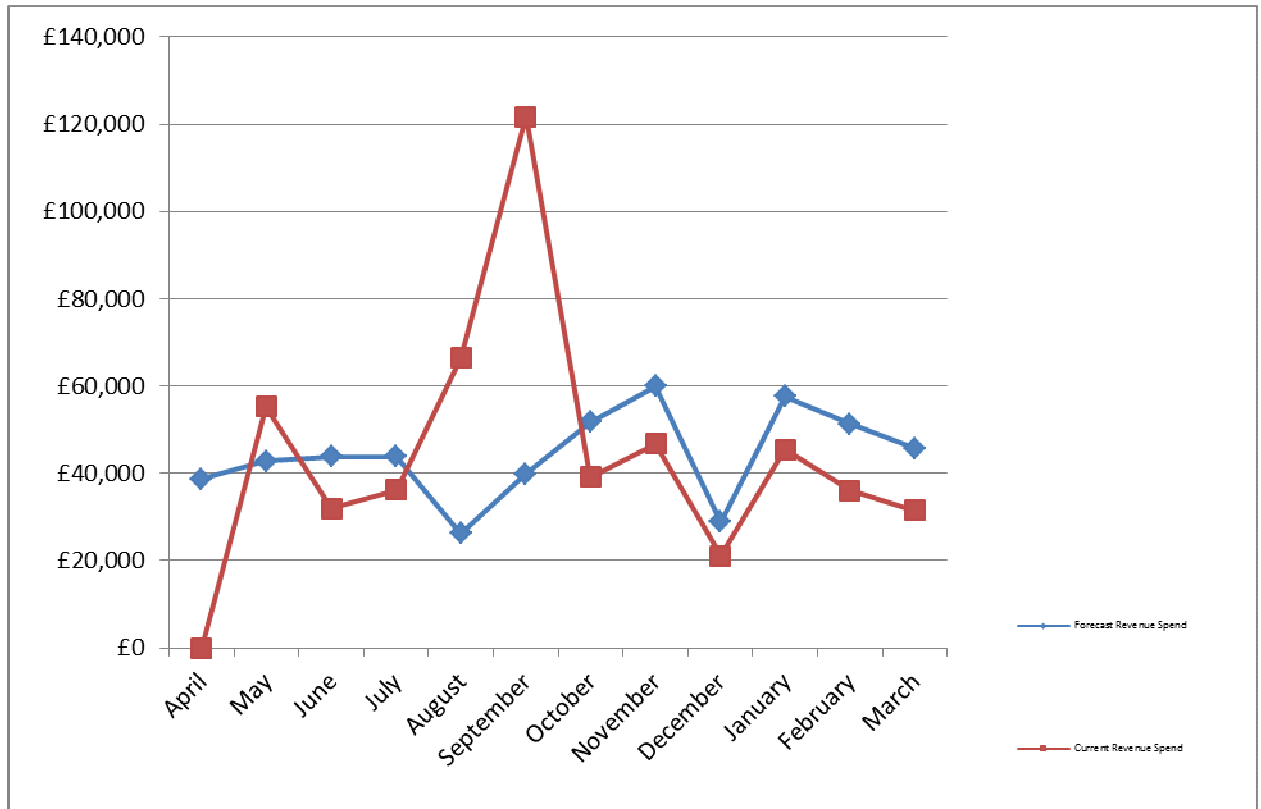
H & L - Scrub Cutting



H & L - Road Traffic Signs



H & L – Target versus Actual & Forecast Spend



H & L – Target and Forecast

